

ALL MAJOR SERIES
SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
FEATURES AND PHOTOS
PERSONALITIES
MARKETPLACE

SINCE 1934



NATIONAL SPEED SPORT NEWS

Hornish Makes Fort Worth Sam's Town
With Third Texas Victory

IRL INDYCAR

PAGES 30-31



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Formula First

FORMULA ONE PAGES 32-33



STEVE ETHERINGTON PHOTOS

YOUNG GUN: Twenty-two-year-old Lewis Hamilton celebrates his first Formula One victory Sunday in Montreal.

Casebolt Locks In \$100K LM Triumph

THE DREAM

PAGE 3



Rain Strategy Works Out For Gordon & Co.

BY RON LEMASTERS, JR.

LONG POND, Pa. — There's an old baseball strategy that dictates that to win, you need to "hit 'em where they ain't."

Jeff Gordon and Steve Letarte did that on Sunday at Pocono Raceway, staying out when everyone else came in and short-pitting when the leaders weren't expecting it to pull off their fourth victory of the NASCAR Nextel Cup season.

Of course, Mother Nature played a role too, dumping rain on the tunnel turn and the Long Pond Straight just four laps past the halfway point to force NASCAR to call it a race after 106 of the planned 200 laps.

"Great, great call by Steve Letarte and all the guys on this DuPont Chevrolet team," Gordon exulted. "We have a great race car, we just needed track position. We were having some problems with the brakes and unable to drive up there, so what a great call to get us that track position."

Letarte said that Gordon's spotter, Shannon McGlamery, came up with the information that led to the strategic move.

"We had a decent car, but it is so



TODD WARSHAW/GETTY IMAGES

RAIN MAN: Jeff Gordon looks skyward Sunday evening at Pocono Raceway in Long Pond, Pa.

GORDON: CONTINUED ON PAGE 22

Racing Community Pays Final Respects To France

DAYTONA BEACH, Fla. — The stars turned out Thursday afternoon to pay their final respects to their leader.

Bill France, Jr., Chairman of International Speedway Corporation and Vice-Chairman of NASCAR, was laid to rest in a private ceremony Thursday afternoon, following a public funeral service at the Mary McLeod Bethune Performing Arts Center here. France, 74, died June 4.

More than 2,000 friends and fans attended the ceremony, which was officiated by Reverend Donald Epps of the Seabreeze United Church. Epps took a stage which was lined with elaborate flowers and wreaths, while France's casket, which was covered in white flowers, sat at center stage. Epps told mourners France was "in a better place," while attendees were able to watch the service from three giant television screens. Brief eulogies were delivered by France's wife, Betty Jane, NASCAR team owner Rick Hendrick and Daytona Mayor Glenn Ritchey. "I would like to thank all of you for your kindness, your love, your sup-

ported me. I would like to thank all of you for your kindness, your love, your sup-

ported me. I would like to thank all of you for your kindness, your love, your sup-

FRANCE: CONTINUED ON PAGE 20

TRAINING GROUND



CHAMP CAR PHOTO

LOCKED AND LOADED: Giacomo Ricci sits in the car before Champ Car Atlantic practice at Houston.

Open-Wheel Support Systems Are Growing

North American open-wheel grids are lacking entries while their support series are bursting at the seams.

So far this season, the Champ Car World Series has only 17 cars competing in its first three events. The Indy Racing League's Indy Car Series started with 20 cars at its Homestead opener and barely filled its 33-car field at Indy. So, why is there so much interest in their respective support series?

One could argue it's all about money, but there's a lot more to it. Reach back a decade or two when car owners had money from lots of



RON MCQUEENY/IRL PHOTO

SEAT TIME: Chris Festa leads the Indy Pro Series race at Homestead-Miami Speedway.

sponsors and could hire the best drivers. As technology advanced and sponsors became scarce, the cost of competing forced some teams into signing paying drivers instead of those most talented.

Champ Car and IndyCar teams spend \$3-5 million for a one-car effort, but competing in the Champ Car Atlantic Series or the Indy Pro

TRAINING: CONTINUED ON PAGE 42

NSSN RACING LINE

The Week In Motorsports For June 13, 2007

Dixon Breaks Winless Streak At Route 66

JOLIET, Ill. — It didn't matter to Larry Dixon that he tied Kenny Bernstein for second place on the National Hot Rod Ass'n's all-time victories list for the Top Fuel class with 39 — or that he's 13 away from No. 1 Joe Amato.

All that mattered Sunday at Route 66 Raceway was that his long, 38-race drought was over.

NHRA PAGE 26

Saldana Picks Up Trophies At Kokomo, Eagle Raceway

EAGLE, Neb. — Joey Saldana completed a sweep of the World of Outlaws two-race week with a victory in the Eagle Nationals Saturday night at Eagle Raceway.

It was Saldana's seventh triumph of the season in Kasey Kahne's Mopar-powered JEI. Saldana took the lead from Brooke Tatnell on lap eight.

WoO PAGE 34

Edwards Pads Point Lead With Nashville Victory

LEBANON, Tenn. — Carl Edwards passed Clint Bowyer 33 laps from the finish in the Federated Auto Parts 300 and sailed to his third-straight NASCAR Busch Series triumph at Nashville Superspeedway.

While he celebrated his fourth victory of the season on Saturday, he stretched his point lead to a whopping 662 points.

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Casebolt's Dream Is Worth \$100K

By **JIM MORRISON**

ROSSBURG, Ohio — Indiana's Steve Casebolt fought off one of the best dirt-late-model racers in the nation Saturday night to win \$100,000 in The Dirt Late Model Dream at Eldora Speedway.

Scott Bloomquist, last year's winner, mounted yet another late-race charge through the field, but Casebolt, a former high-school track star, pulled away during a final restart with just two circuits remaining to win the 100-lap event on the historic half-mile oval.

Bloomquist, who has won The Dream four times, finished second in an event that drew 146 late models from across the country.

"This is so wonderful," said Casebolt in victory lane. "... This is unbelievable."

Casebolt, in a car driven in The Prelude to the Dream by NASCAR star Kasey Kahne, passed early leader Scott James on the 20th lap and was never seriously challenged.

Bloomquist was second, with Chub Frank coming home third. Darrell Lanigan and Scott James rounded out the top five.

As he lapped the track, Casebolt saw Bloomquist's famous black No. 0 gradually moving up the leader board. He knew that could mean trouble.

"(Bloomquist) is always tough here," said Casebolt. "He is always good at the end of the race."

Casebolt's crew chief, Robbie Allen, played a vital role in the victory, preparing the car, which is owned by Dale Viner.

"That guy is awesome," said Casebolt. "I owe a lot of it to him."

The summary:

Fast Time: Tim McCreddie, 17.575 seconds.

Non-Qualifier Race: Mark Banal, Brett Wyatt, Mike Benedem, David Hilliker, Chad Hina, Scott Bell, Zack Forster, Hillard Miller, Ryan VanderVeen, Jon Horner, Michael Stiltner, Greg Ruckel, Eric Midkiff, Mike Walker, Dale Gross, Jr., Steve Kester, Ryan Mitchell, Ky Harper, Shaun Smith.

First Heat: Chub Frank, Brian Birkhofer, Eddie Carrier, Jr., Rick Eckert, R.J. Conley, Justin Ratliff, Mike Johnson, Audie McWilliams, Brent Kreke, Scott Edmisten, Mike Walker, Steve Kester, Brian Ruhlman, Michael England, Tim McCreddie, Josh McGuire, Mike Marlar, Greg Oliver, Frank Heckenast, Jerry Bowersock.

Second Heat: Steve Casebolt, Josh Richards, Jimmy Owens, Shawn Toczek, Jimmy Mars, Brandon Kinzer, Jason Keltner, Darren Miller, Jesse Lay, Freddy Smith, Dutch Davies, Casey Noonan, Michael Balzano, Ron Davies, Jon Horner, Delmas Conley, Mark Douglas, Duane Chamberlain, John Gill, Frank Ingram.

Third Heat: Bart Hartman, Garrett Durret, Scott Bloomquist, Matt Miller, Shane Clanton, Shannon Babb, Dennis Erb, Doug Drown, Donnie Moran, John Mason, Damon Eller, Aaron Scott, Robbie Hensley, Nick Marolf, Corey Conley, Shawn Holliday, Petey Ivey, Scott Fisk, Rick Aukland, Shanon Buckingham.

Fourth Heat: Brian Shirley, Steve Francis, Darrell Lanigan, Randy Korte, Don O'Neal, Terry Phillips, Brad Neat, Jerry Rice, Jordan Bland, Chad Ruhlman, Rod Conley, Ben Adkins, Tony Knowles, Mike Mataragas, Tim Manville, Casey Vitale, Chad Hina, J. R. Hotovy, Bodine Massengill, Steve Landrum.

Fifth Heat: Clint Smith, Brady Smith, Earl Pearson, Jr., Steve Shaver, Todd Morrow, Dale McDowell, Kellen Chadwick, Eric Jacobson, Jason Montgomery, Shannon Thornsberry, Brad Looney, Randy Woodling, John Anderson, Brian Rickman, Josh Williams, Clint Jamison, Kris Patterson, Rodney Combs, Tim Sabo, Roy Mitchell.

Sixth Heat: Scott James, Jeep VanWormer, Wendell Wallace, Chris Madden, John Blankenship, Jackie Boggs, Bobby Kitchens, Tim Dohm, Billy Moyer, Dan Schlieper, Ashley Anderson, Jeff Beyers, Wayne Chinn, Josh Williams, Kevin Weaver, Rick Rickman, Bill Williams, Bill Hahn, Curtis Roberts.

C Main: Neat, Keltner, Drown, D. Miller, Moran, Dohm, Lay, Rice, McWilliams, Mason, Moyer, Chadwick, Kreke, F. Smith, M. Johnson, Anderson, Eller, Edmisten, Montgomery, Thornsberry, Bland, C. Ruhlman, Schlieper.

B Main: Shaver, Mars, Madden, Clanton, Korte, Morrow, Eckert, Babb, Erb, Boggs, R. J. Conley, D. Miller, Blankenship, Dohm, Phillips, Wyatt, Kinzer, Moran, Drown, Ratliff, McDowell, Toczek, Neat.

Feature: Casebolt, Bloomquist, Frank, Lanigan, James, Hartman, B. Smith, C. Smith, McCreddie, Pearson, Mars, Owens, VanWormer, Carrier, Durret, Richards, Clanton, Madden, Shaver, Shirley, Francis, Birkhofer, Wallace.



JIM MORRISON PHOTO

LOCKED AND LOADED: Steve Casebolt puts Matt Miller a lap down during The Dirt Late Model Dream at Eldora Speedway en route to a \$100,000 victory.

Edwards Flips For Dirt Victory

By **JIM MORRISON**

ROSSBURG, Ohio — Carl Edwards fought off four-time NASCAR Nextel Cup champion Jeff Gordon and Kyle Busch to win the third annual Prelude to the Dream at Eldora Speedway June 6.

The victory in the all-star event, which featured 26 drivers from NASCAR and other forms of motorsports, was the first triumph for Edwards at the legendary half-mile dirt track.

"It doesn't matter what kind of car it is," said Edwards. "It is the competition and the way you win the race. They are all great."

The battle was great, said Edwards. Gordon would give him a slide job and then Edwards would do the same.

"That is as good as it gets right there," said Edwards.

Edwards drove a car owned by Stacy Holmes that was built especially for the event. Edwards drove for him at the Talladega Short Track previously. Gordon made his first start on a dirt track since 1991.

"I had the car," said Gordon about the handling of his car. "It was so

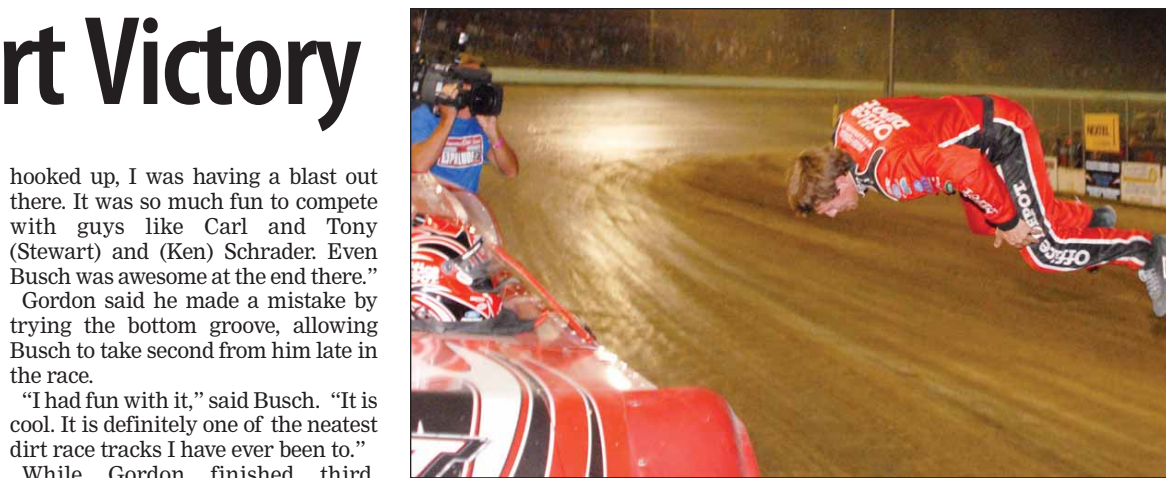
hooked up, I was having a blast out there. It was so much fun to compete with guys like Carl and Tony (Stewart) and (Ken) Schrader. Even Busch was awesome at the end there."

Gordon said he made a mistake by trying the bottom groove, allowing Busch to take second from him late in the race.

"I had fun with it," said Busch. "It is cool. It is definitely one of the neatest dirt race tracks I have ever been to."

While Gordon finished third, Schrader and Clint Bowyer rounded

out the top five.



JIM MORRISON PHOTO

CARL CAN DO: NASCAR Nextel Cup driver Carl Edwards does his signature backflip after taking the Prelude to the Dream at Eldora Speedway.

EDWARDS: CONTINUED ON PAGE 42

OPINIONS

ECONOMAKI: We owe Bill France, Jr. for building up NASCAR. **PAGE 4**
KERCHNER: On-track safety puts Grandpa Andretti at ease. **PAGE 5**
FLOWERS: France had big shoes to fill in taking NASCAR to the top. **PAGE 5**

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EXCLUSIVE

Drivers Turn To Video Games To Gain On-Track Experience

CHARLOTTE, N.C. — Nothing can make up for track time. Laps, as they say, allow a driver to experience and feel what he'll eventually encounter come race day. And with strict testing rules, any laps around America's speedways are good laps.

GOT GAME? PAGES 28-29

But should the cars be covered and the gates chained shut at the track, the next best thing for a race-car driver starving for experience is video games.

WINNER'S LIST

Series	Winner	Where	Page
USAC Sprints	Levi Jones	Bechtelsville, Pa.	8
USAC Sprints	Ricky Stenhouse, Jr.	Minersville, Pa.	8
USAC Sprints	Levi Jones	Hagerstown, Md.	8
ARCA RE/MAX	Chad McCumbee	Long Pond, Pa.	10
Champ Car	Sebastien Bourdais	Portland, Ore.	24
NHRA Top Fuel	Larry Dixon	Joliet, Ill.	26
NHRA Funny Car	Gary Scelzi	Joliet, Ill.	26
NHRA Pro Stock	Jeg Coughlin	Joliet, Ill.	26

THE FINISH

"I felt like 'Days of Thunder.' I just saw smoke, closed my eyes and drove through."

TONY KANAAN

ON SURVIVING THE LAP-197 CRASH IRL, PAGES 30-31



► PUBLIC FORUM

Let your voice be heard

Hamilton Inspires

I would like to thank Tony George and his family, HP Corporation and Dave Argabright for their deeds regarding former West Coast supermodified great and Indy veteran Davey Hamilton's return to the spotlight of the IRL.

Hamilton is always a crowd favorite and a class act to follow. Davey's skill and will to succeed have proven his character.

From the grass-roots ranks to Indy, Davey, on behalf of all your fans, we welcome you back.

Stephen H. Crossetti III
Washington, D.C.

Petty Is King

Regarding Larry Baker's letter in the May 23 issue of *NSSN*:

First of all, the man will always be Richard Petty. He won 200 races and made NASCAR what it is today. Jeff Gordon is a fine driver and doesn't receive enough credit for what he has achieved.

Mel Gorelik
Highland Park, Ill.

Clayton Wrong?

John Clayton's recent column about the Indy 500 had a good headline, but that was about it.

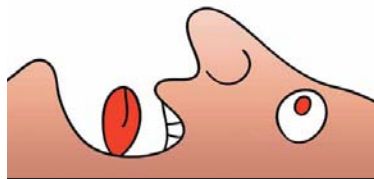
The Indy 500 does need to start acting like the "greatest spectacle in racing."

But not by installing NASCAR drivers — we see these guys at least twice a week first in Nextel Cup and then the day before, Busch-whacking. They have invaded the 24 Hours of Daytona, among other races.

The true answer to this problem is to put open-wheel racing back together by having Paul Tracy, Sebastien Bourdais, Justin Wilson, Oriol Servia, Katherine Legge and Bruno Junqueira in the mix. Also, maybe a couple of retired F-1 guys in there.

I was at this year's 500, and there were about 13 great drivers and 20 that had no business being there.

FORUM: CONTINUED ON PAGE 55



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.



We All Owe Bill France, Jr.

He Brought Respect, Not Only To NASCAR, But To All Motorsports

ALTON, VA.

Everyone here at Virginia Int'l Raceway is talking about the untimely death of NASCAR chieftain **Bill France, Jr.** His death vividly brings to mind the accomplishments he and his father brought not only to NASCAR, but to auto racing in general in this country. Prior to NASCAR's 1948 creation, auto racing was a denigrated sport in this country, "Hot rodders trying to kill themselves" and "guys in greasy coveralls with an oily rag in their hip pocket." "Kooks" was an accepted description for those in auto racing. In checking raceways in Virginia, the Carolinas, Georgia and Florida records show — aside from the board speedway era — only two tracks built expressly for auto racing: **Hambone Hamilton's** 1932 banked half-miler in Atlanta and a cobbled-together 1940 one-mile dirt oval in High Point, N.C. Almost all auto racing was conducted on fairground ovals built decades earlier by horsemen. Compare that listing with today's race-track inventory in those states! Bill France founded NASCAR out of altruism and love of his sport, not as a money-making venture. He wanted "his

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

sport" to be respected and more highly regarded, rather than noted for moonshiners showing off and promoters skipping town on race days with the day's prize money and local bills unpaid. "Guaranteed purses" was a NASCAR hallmark, then and now. But it was his son, Bill, Jr., who put NASCAR — and auto racing — on Main Street by opening Daytona's doors to advertising and marketing types, then strangers in the racing world. It was this dramatic change that has led to the exalted status of today's NASCAR, with allied ripple-effect benefits for all in auto racing. RIP Bill, we owe you.

Spending a vintage racing weekend at Virginia Int'l Raceway for the 50th anniversary of its opening was far more interesting and newsworthy than anticipated. Now owned by former supermarket developer **Harvey Siegel** and local partner **Connie Nyholm**, this scenic circuit undergoes ongoing upgrades and improvements. At 1,250 acres it is likely the largest road course, property-wise, in this country. In addition to its two road courses, which offer several configurations, there's a go-kart track, a hotel, a restaurant and two industrial parks, along with driving schools, each with allied courses. The weekend vintage car turnout totaled 275, with 14 races over the weekend, and all were treated to appearances by **Carroll Shelby**, the winner of the



CHRIS ECONOMAKI PHOTO

IN THE GARAGE: Bill France, Jr. kept a close watch over the competition and it showed on and off the track.

1957 opening race, and noted Chevy chauffeur **Dr. Dick Thompson**. But the big news came in a conversation with Siegel, who has homes in New York City and Califon, N.J. He revealed his plan for New Jersey Motorsports Park on a 702-acre parcel abutting the Millville Airport is going forward, and construction has begun. Working in league with New Jersey's SCCA regions, plans call for 2.2-mile and 1.9-mile linkable road courses on the property. Completion is anticipated in time for a 2008 opening race. Thunderbolt is the name given the bigger circuit, while Lightning has been chosen for the smaller one.

Deep concern is being voiced by Iowa promoter **Ralph Capitani** for the future of weekly sprint-car racing at his Knoxville Raceway, as well as the ability of other Iowa tracks to survive widespread attendance downturns. A lengthy story in the *Des Moines Register* reveals a disturbing falloff in attendance at all of Iowa's 56 raceways. The Hawkeye State is ranked fourth in the nation in the number of tracks behind Texas, Pennsylvania and California. Weekly revenues at Knoxville's 410' sprint-car programs no longer cover the \$29,000 purse paid, and revenue from the widely popular Knoxville Nationals annual event is now being used to supplant weekly show purses, a situation that cannot continue says Capitani. He also says he can count

ECONOMAKI: CONTINUED ON PAGE 55

50th Anniversary Is A Special Night At Tri-State

HAUBSTADT, IND.

The sun clings to the clear evening sky, slowly sliding behind a tall stand of trees in the distance behind turn two. Across the way, lush green fields roll gently, with corn and soybeans stretching and reaching upward. A neighboring farmer busily cuts his wheat, a big cloud of dust trailing his towering green machine.

Traffic flows past on Highway 41, trucks and cars hurrying north toward Vincennes or south toward Evansville. A few stragglers slow as they click on their turn signals, easing into the crowded parking lot and cruising to find an open spot.

It's race night at Tri-State Speedway, a well-groomed quarter mile of rich dirt. Tommy and Loris Helfrich scurry around, greeting fans, preparing the track, checking the concession stands, glancing at the grandstands and worrying.

Tonight the Helfrich family marks 50 years of ownership here, an amazing milestone. To be involved in any business for 50 years is quite a feat, but the racing business? Surely there has to be an easier way.

Luckily, the Helfrich family never lost the passion needed to

AMERICAN SCENE



DAVE ARGABRIGHT

successfully promote short-track racing. Across three generations of racers and fans, through 10 presidential administrations and almost 20,000 sunsets, they stepped up each race night to keep the excitement flowing.

There are lots of race tracks, but when you walk into this one, it's easy to see that intangible ingredient that separates great facilities from all the rest: pride. The place looks nice, they start on time, they entertain their customers and they treat competitors with respect.

Tommy Helfrich has been at the helm since the late 1980s, but before that it was his parents, Ed and Irma. Tom is very quick to point to his father as the real reason there is an anniversary to celebrate tonight. Ed died in early 2005, and it's clear that he is present in the hearts of the family and staff on this night. In fact, when the MSCS sprint-car field performed their parade lap for tonight's feature, they offered a missing-man formation in tribute to Ed Helfrich.

It's easy to take any segment of our sport for granted. Promoters, racers, track announcers, sanctioning bodies, even

ARGABRIGHT CONTINUED ON PAGE 55

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America's
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CHRIS ECONOMAKI
Editor and
Publisher Emeritus

CORINNE ECONOMAKI
President/Publisher

MIKE KERCHNER
Senior Editor

SHEENA BAKER
Production Editor

JOHN CLAYTON
Staff Writer

DAVE NICHOLS
National Accounts Manager

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The
Audit
Bureau

Andretti Was Prepared To Die

HARRISBURG, N.C.

Not long before the Indianapolis 500, we enjoyed an interesting phone conversation with legendary racing car driver Mario Andretti.

Now retired, the 67-year-old 1978 World Driving Champion sits back and watches his grandson, Marco, race in the IndyCar Series on a four-car team fielded by Mario's son, Michael.

Watching is different for Mario than driving was, but when asked if racing is better today or when he was driving, the 1969 Indianapolis 500 winner doesn't hesitate.

"I'd say it is better," he says. "As a purist, I can go back and say in the days where the sport was not as commercial. We had more freedom to move around and be more versatile. We hadn't reached a point of maximum performance where the performance than the human element. Now we are backing things down and getting into a spec series situation. But the safety is a plus. It is safer than ever."

And it's that safety record that lets Mario rest easy while his 20-year-old namesake is racing at more than 200 miles per hour.

FROM THE DESK



MIKE KERCHNER

"The fact we finally got smart from the middle 80s on and started really addressing safety vigorously both on the driver and the track side, the modern sport has benefited from that so much," Andretti explained. "I don't

think the sport could have continued to prosper if we had had a mortality rate the way it was — and we were almost accepting it in the 60s and 70s.

"It was dangerous, and the chances were you were going to die before your career is over. All of that has changed so dramatically."

Andretti acknowledged he didn't think he'd still be around to watch his grandson race.

"I lost some of my best friends early on, and I saw many others injured very badly," Andretti remembered. "Jimmy McGuire, we were traveling together when he was killed. Billy Foster, we were rooming together when he was killed and things like that. Ronnie Peterson and on and on. Those things hit really close to home."

Andretti said he was never fixated on death, but he was prepared for it.

"I never dwelled on it. Because if you dwelled on it you just would not do it (race). You always had that feeling that 'It is not going to be me,' and that had to prevail," he explained. "But deep down, did I think I would be able to retire and see my life through? No.

"I thought somewhere along the way, it might be me. There were a couple incidents where I thought this could be it. You just accepted it," he continued. "If you were going to do it, the love and the passion for it just superceded all the other reasoning, and that's how I dealt with it. I could not picture myself doing anything else, so I took the calculated risk and hoped for the best."

Andretti and his family were prepared just in case.

"I always went to confession," Andretti said laughing loudly, "so that I was ready and I wouldn't go straight to hell.

"But you always had that inner feeling that you try to do the things to make sure you have everything in place to take care of your family, and I did. Fortunately, I had the time to reflect on this and it didn't catch me off guard. Deep down I was pretty much prepared that it could happen to me, or was very likely to happen to me."

Andretti acknowledges that auto racing was built on danger. "Danger is part of the allure, but it is all a calculated risk," he said. "So many elements are in place today to protect from serious injuries. I'd say 99 percent of today's drivers will enjoy a decision to retire on their own terms. That's huge.... As a grandfather and a father, that gives me much more of a sense of peace.

"The good days are here today in my opinion."

A Chip Off The Old Block

HARRISBURG, N.C.

William Clifton France was a chip off the old block. And whatever his father (William H.G. France) did, "Little Bill" did his best to do better.

It would have been awfully hard for anyone to follow in the footsteps of "Big Bill" France, a hulking giant of a man who founded NASCAR in 1947.

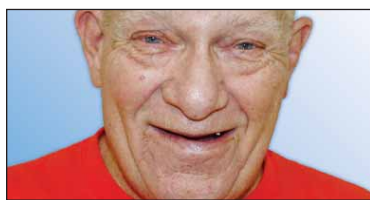
The younger France learned everything about the business of stock-car racing the hard way — performing a wide variety of roles in the '50s, including flagging races, scoring races, promoting races and selling tickets to races on the old beach-road course in Daytona Beach, Fla., where his father, 6-foot-5, got started.

France, Jr. even raced some in the '50s. He even helped his father build Daytona Int'l Speedway, driving a compactor, bulldozer and grader.

France, Jr. succeeded his father as president of NASCAR in 1972.

He led NASCAR on its ascent to its position as America's pre-eminent form of motorsports and the nation's second-most-popular sport.

SAY IT WITH FLOWERS



JACK FLOWERS

There were three significant factors during France, Jr.'s 31-year rule that propelled NASCAR to the top. Probably first and foremost was bringing in R.J. Reynolds Tobacco Co., with its Winston cigarette brand, as the title sponsor of the series. R.J. Reynolds had the

know-it-all of teaching NASCAR how to market and sell its sport.

France stood steadfast and allowed R.J. Reynolds to remain as long as it possibly could, even renaming the Grand National Series the Winston Cup Series.

Then there was the marriage between NASCAR and Tony George and the Hulman family at Indianapolis Motor Speedway, where no stock car had raced until NASCAR went in with the Brickyard 400 in August 1994.

It's a move "Big Bill" and longtime Indianapolis Motor Speedway President Tony Hulman may not have approved of. Many racing traditionalists didn't either.

At the time when the first stock car ran at Indy in the '90s, someone said, "Big Bill's" probably turning over in his grave, as is Tony Hulman."

Even if that was the case, little did they know how successful that race would become. Then there was the television deal that France oversaw, which brought Fox, TBS and NBC and generated God knows how much money for tracks and competitors alike.

France had unbelievable fortunes with televisions.

In 1979, when he first allowed CBS to do the Daytona 500, the fight between Bobby Allison, Donnie Allison and Cale Yarborough occurred on the last lap and a record viewership on a snowy day through much of the country and produced new fans of stock-car racing.

Both Frances took strict control of NASCAR, ruling with dictator-like power and iron fists.

And both were strong in their beliefs.

Richard Petty, the seven-time NASCAR champion, knew them both since he raced with both, and Petty's father, Lee, helped France, Sr. get started.

"He was a man of convictions, just like his dad," said Petty. "We'll be at a loss without him. He continued the vision of his father and brought great growth to our sport."

The strong point possessed by both Frances was one of being able to mix and mingle with the ones who counted in their sport.

More often than not, one always could find either one or both Frances in the garage area at race tracks, talking and listening to drivers, car owners, crewmen and fans. It's something that's missing today and needs to be recaptured in its entirety.

It's what stock-car racing was brought up on.

France, Sr. and France, Jr. did it that way.

Let's not let it be lost in the future, either.

Le Mans Should Be Interesting

CHARLOTTE, N.C.

As much as those of us who have grown up in motorsport during the latter part of the 20th century may not like it, the 21st is bringing changes that could radically alter our sport in ways we might not like or appreciate.

In America, motorsport has long been more about the "show" and less about technology; the opposite being true for the Europeans. Yet, those lines are being blurred these days.

This past weekend, Lewis Hamilton made history by winning the Canadian Grand Prix to cap off what has been and most likely will continue to be the most spectacular entrance into Formula One by any rookie in recent memory. Despite the excitement of watching Hamilton achieve such a lofty goal, I could not help come away with the underlying feeling that somehow the racing had become lost in a myriad of regulations that only an experienced Indianapolis lawyer could understand.

On the other hand, though, the bewildering regulatory maze was not confined to the rarified air of F-1, for the Grand American Rolex Sports Car Series's Six-Hour affair at Watkins

RAMBLING ROAD



BILL OURSLER

Glen with its mandated pit stops and intricate rules about how many inches one can push one's car alongside of a rival on a restart, brought nearly equal confusion. It is one thing for a team to need an attorney to help them cope with the regulations; it is another when the spectator and television

viewer must seek the same sort of help to understand what's happening in a relatively simple environment where speed should be king.

The idea, at least on this side of the Atlantic, of "smoothing out the rough edges" to equalize racing and thus improve the spectacle of the sport in order to create more fan interest is a laudable goal. The problem is that the complexity in this currently fickle world, where the majority appears to worship simplicity, could leave the sport, at least here, swinging in the wind if its overseers aren't careful.

Still, this coming weekend enthusiasts will be treated to what arguably is the single most agenda-shaped and important sports-car race on the calendar: the 24 Hours of Le Mans. Over the years, the l'Automobile Club de l'Ouest has taken its own path, sometimes for the betterment of the sport, sometimes not, but always being guided by its own attitude of what it saw was right. Currently that vision is "green" tinted, which is why this weekend Le Mans is all about the fight between the Audi and Peugeot turbocharged diesel entries.

To see these two manufacturers go head-to-head using cars that would have been unthinkable just a few years ago should be fascinating. The problem is that because there is so much at stake for both commercially, the two have spent hundreds of millions of dollars designing, building and running these cars; numbers that no one else can match. Thus, like the so-called "little" teams in Formula One, whose budgets are \$30 million or less, the interest in challenging the "big guys" by the second-tier competitors diminishes each year.

At Le Mans few will be watching the non-diesel LMP1 prototypes or their LMP2 counterparts because they're in the "also ran" category. Yet when Audi and Peugeot have had enough, they will pull out, leaving a hole that could cripple Le Mans and the sport because there is no one to replace them. Racing is, in the end, an escape from the reality of the times; a look into what might be in the future, or what we might want the future to be. We need in this sport to take on the challenge of technology, to embrace it as the American Le Mans Series has with its introduction of Ethanol-blended fuels. At the same time, the sport must also understand that if it becomes too complex and too dependent on technological advancement, it could wind up with no one paying attention. Here in America, sports-car racing has dodged its demise more than once. Hopefully, it will now prosper as its caretakers blend practicality into its recipe for the future.

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GRAND AM PHOTO

RED ALERT: Gainsco Racing, with Alex Gurney and Jon Fogarty at the wheel, became the first two-time winner this season in Grand Am Rolex Sports Car Series action.

Parity Strangles Grand Am

Fogarty, Gurney Become First Repeat Winners In 2007 Season

WATKINS GLEN, N.Y. — Never say never, particularly if it involves a long-distance Grand American Rolex Sports Car Series event such as Saturday's Sahlen's Six Hours of The Glen.

About the only real and continuing certainty was the dominating performance of Alex Gurney and Jon Fogarty in their Gainsco Pontiac Riley Daytona Prototype, which saw the pair garner their second victory of the year after starting on the pole.

Such is the equality of the competition in the DP division on the Rolex tour that Gurney and Fogarty, whose first triumph came this past winter at Mexico City (the second round of the championship chase), were the first repeat winners in 2007. Still, perhaps the most notable effort of the day was that of Scott Pruett and Memo Rojas in Chip Ganassi's Lexus Pontiac.

After being pushed off the track on the opening lap and going one tour down, Pruett and Rojas fought their way back to challenge the Gainsco duo for the victory during the closing stages, eventually crossing the finish line second and keeping Pruett on top of the point chase.

Equally impressive was the third place earned by the SunTrust trio of Max Angelelli, Wayne Taylor and Jonathan Cochet, whose Pontiac Riley fell afoul of race officials and found itself visiting the pits for stop-and-go penalties.

Similarly, no one could count out the Michael Shank Racing Lexus of John Pew and Ian James, which was in the thick of the contest throughout and took the checkered flag in fourth ahead of the Pontiac Riley of Nic Jonsson and Tracy Krohn, with teenager Colin Braun also listed as part of the driving team.

In all, no less than 14 cars were on the lead lap after six hours of competition, with Pruett and Rojas just a little more than seven seconds in arrears. Even so, it was clearly a Gainsco day, with Gurney and Fogarty leading 91 of the 167 laps completed.

While the two have been fast throughout the 2007 campaign, success since Mexico City had eluded them because of small problems and continuing mistakes. In a pre-race television interview, Fogarty acknowledged that team owner Bob Stallings had sat the entire crew down for what Fogarty described as "a talk" about correcting the flaws. Whatever was said, it was obviously taken to heart, as the unmarked, nearly pristine Riley rolled into victory lane.

As Gurney put it, "It was a team

effort. We all did an amazing job all weekend. The team's effort allowed Jon and myself to capitalize on the really good car our crew gave us. I'm really happy for everyone."

If there was action up front among the DP set, the warfare in the GT class was just as fierce, as the Pontiacs, which had triumphed at Connecticut's Lime Rock Park on Memorial Day in a solo feature, came to The Glen to continue their momentum. That, however, was not to be, as Andy Lally and R.J. Valentine, with the help of Spencer Pumpelly, pushed their TRG Porsche 911 GT3 to the fore during the closing stages and stayed there, if just barely over the similar Farnbacher Loles entry of a charging Dirk Werner, co-driving with Bryce Miller and Craig Stanton.

Paul Edwards, Kelly Collins and Andy Pilgrim, despite some difficulties along the way, pushed their Banner Racing Pontiac GXP-R past the Synergy Racing Porsche of Steve Johnson and Richard Westbrook in the last 30 minutes of the race.

For the point-leading Speed-Source Mazda RX8 duo of Nick Ham and Sylvain Tremblay, it was a bad day. They failed to go the distance. Even so, they held their increasingly narrow title advantage in a season where no one will be sure of the outcome until it is all over.

Caddell Beats Cole In Mazda MX-5 Cup's Round At Portland

PORTLAND, Ore. — Andrew Caddell notched his first victory at Portland Int'l Raceway Saturday, taking round four of the Mazda MX-5 Cup.

Pratt Cole and Jesse Combs completed the podium. Combs and Caddell battled back and forth for the lead

until Caddell took it over for good on lap 12. As Combs was forced to defend his position from Cole, Caddell powered away to a 2.096-second lead and continued to open the

gap, crossing the line 6.327 seconds ahead of Cole.

The finish:

Andrew Caddell, Pratt Cole, Jesse Combs, Matt Cross, Jason Saini, Ara Malkhassian, Bob Michaelian, Todd Buras, Patrick Barrett, Andrew Carbonell, Barry A. Fromberg, John C. Kuitwaard, Dale Alexander, Steve Bottom, Harrison Williams, Chris Sarian, Rick Bellew, Kim Ouye, Donnie Barnes, Carlos Tesler-Mabe, Make Gatto, Laura Olson, Donna Gillo, Brad McAllister, Randy Hale III, Forest Barber.

Pobst Sweeps SCCA's Trip Around The Glen

By DAN JACK
NSSN CORRESPONDENT

WATKINS GLEN, N.Y. — There was no Triple Crown winner in horse racing this year, but there was in auto racing. SCCA Pro Racing ran three races in conjunction with the

SCCA

The Atlanta driver started his assault on the 3.4-mile Finger Lakes circuit Saturday evening when he went flag to flag, winning the Speed World Challenge Touring event from the pole in his Mazdaspeed Motorsports Development Mazda 6. It was his first triumph with the Mazda this season.

Pobst was 1.149 seconds ahead of the RealTime Acura TSX of Pierre Kleinubing, with Charles Espenlaub third in a Mazda 6 in the 20-lap race.

Sunday Pobst raced in the Speed World Challenge GT race. He started fourth and moved to third when pole-sitter Andy Pilgrim had to serve a penalty for jumping the start in his Cadillac CTS-V. Pobst admitted afterward that he was never forced to pass anyone; he just took advantage of the misfortunes of others.

Pobst drove his K-PAX Racing Porsche 911 GT3 to his first victory of the season in the GT category. Pobst was followed to the line by Pilgrim's Cadillac teammate, Lawson Aschenbach, with Lou Gigliotti third in a Corvette. Pilgrim battled back from the penalty to finish fourth, and Pobst noted after the race that he didn't think he could have beaten

Pilgrim if not for the penalty.

A second round of Speed Touring capped off the weekend for Pobst. Starting again from the pole, Pobst fell victim to the rear-wheel-drive launch of the BMW 325 of James Sofronas, who took the lead going into turn one of the first lap.

Pobst took the lead on lap 14 in the Toe of the Boot corner. Over the final six laps, he gradually pulled out a bit of a lead, but in the final lap he felt he may have a tire going down and backed off the pace a bit. Sofronas held on for second, with Pobst's teammate, Jeff Altenburg, third. Altenburg was the championship leader coming into the weekend, but Pobst took over the lead by a single point, 172-171.

"What a great day," an enthusiastic Pobst said. "Everything went our way today."

Asked if there was a single reason for his successful weekend, Pobst cryptically replied, "I know the secret of the Boot!" With a little persuasion, he added, "You go in hot and carry your speed up the hill."

The finishes:

Speed Touring Saturday: Randy Pobst, Pierre Kleinubing, Charles Espenlaub, Michael Galati, Jeff Altenburg, James Sofronas, Peter Cunningham, Stan Wilson, Robb Holland, Chip Herr, Brandon Davis, Ian Baas, Nick Esayian, Charlie Putman, Fred Pignataro, Roberto Santos, Phil Parlato, James Clay, Jason Martinelli, Kuno Wittmer, Payton Wilson, Seth Thomas, Adam Pecorari, Andrew Wojteczko, Jameson Riley.

Speed GT: Randy Pobst, Lawson Aschenbach, Lou Gigliotti, Andy Pilgrim, Michael Galati, Tommy Archer, Sonny Whelen, Brian Kubinski, Tony Gaples, Tim McKenzie, James Sofronas, Doug Peterson, Michael McCann, Rob Foster, Jeff Courtney, Lenny Diller, Jeffrey Robbins, Jason Daskalos, Michael Hartley, John Bourassa, Adel Elsayed, Jeff Altenburg, Eric Curran, Chip Herr, Robb Holland, Dane Moxlow.

Speed Touring Sunday: Randy Pobst, James Sofronas, Jeff Altenburg, Kuno Wittmer, Charles Espenlaub, Roberto Santos, Adam Pecorari, Michael Galati, Chip Herr, Payton Wilson, Brandon Davis, Robb Holland, Charlie Putman, Stan Wilson, Peter Cunningham, Andrew Wojteczko, Fred Pignataro, Seth Thomas, Nick Esayian, Phil Parlato, Pierre Kleinubing, Jameson Riley, Ian Baas, Jason Martinelli, James Clay.



MARK WEBER PHOTO

FAN OUT: The Speed Touring field roars into turn one last weekend at Watkins Glen Int'l. Randy Pobst went 3-for-3 in World Challenge action.

Renezeder Pockets No. 52

CHULA VISTA, Calif. — Defending Championship Off Road Racing Pro 2 champion Carl Renezeder celebrated

CORR

his 52nd series victory Sunday at Chula Vista Off Road Raceway. He scored his 50th triumph in the Jason Baldwin Memorial Cup Qualifier after leading the last eight laps. Troy Herbst and Steve Barlow completed the podium.

Renezeder then passed leader Rick Johnson on the final lap to take the

checkered flag in round six of the CORR Lucas Oil Series. Johnson and Todd Leduc followed.

Renezeder was also the class of the field in the CORR Lucas Oil Pro 4 race. He inherited the point with two laps to go after leader Scott Douglas slowed with a flat tire. Travis Coyne also managed to slip past Douglas for the runner-up spot. Douglas settled for third.

Robert Naughton was victorious in the CORR Lucas Oil Pro Lite event. Naughton led the final 12 laps to best Casey Currie and Jeff Huseman.

WORKPLACE PIG



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Jones Completes Stewart Sweep

HAGERSTOWN, Md. — Starting sixth and taking the lead on lap two, Levi Jones cruised to his second victory in three nights, as the Lucas Oil USAC National Sprint Car Series made its first visit to Hagerstown Speedway Saturday night.

Jones's fourth victory of the season completed a sweep of USAC's Eastern swing for his Tony Stewart Racing team, as his teammate, Ricky Stenhouse, won Thursday at Big Diamond Raceway.

"I lost my brakes on that restart. I think I only had a left-front brake," Jones said. "I think Brady went with a little harder tire. The yellows came out at the right time. What a swing. I love coming to Pennsylvania and Maryland and hope to come back a whole week next year and hit all these great places out here."

Jones, who was the fast qualifier on the historic half-mile oval, held off Short by .362 second.

"We were really coming strong,"

Short said. "We had the fastest car out here, but the cautions just killed us. We couldn't get racing. People complained because the track was slick, but I love smooth race tracks. We had the only car that could roll through the middle."

Darren Hagen, Mat Neely and Brady Bacon rounded out the top five.

The summary:

Qualifications: 1. Levi Jones, Stewart 20, 19.604; 2. Brad Sweet, Walker/Guiducci 11, 19.877; 3. Brady Short, 2B Racing 2b, 19.947; 4. Dustin Morgan, Walker/Guiducci 11d, 20.142; 5. Neil Shepherd, Shepherd 4n, 20.155; 6. Brady Bacon, Kahne 99, 20.191; 7. Dave Darland, Pace 44, 20.298; 8. Daron Clayton, Clayton 92, 20.364; 9. Ricky Stenhouse, Jr., Stewart 21, 20.445; 10. Darren Hagen, Kunz 67, 20.472; 11. Jesse Hockett, VKCC 75, 20.578; 12. Chris Windom, Windom 17, 20.608; 13. Robert Ballou, MPHG 81, 20.625; 14. Lucas Wolfe, Allebach 5w, 20.644; 15. Damion Gardner, Leffler 71, 20.658; 16. Jerry Coons, Jr., Dynamics 69, 20.675; 17. Mat Neely, Neely 17n, 20.745; 18. Jimmy Light, Light 23, 20.775; 19. Kevin Swindell, Kahne 79, 20.818; 20. Richie Fitz, Fitz 1f, 20.891; 21. Mike Murgotio, Walker/Guiducci 2x, 21.061; 22. J.R. Berry, Berry 74jr, 21.849; 23. Todd Zinn, Zinn 23x, 22.107.

First Heat (10 laps): Swindell, Darland, Jones, Ballou, Coons, Hagen, Morgan, Berry.

Second Heat (10 laps): Neely, Clayton, Hockett, Sweet, Wolfe, Shepherd, Fitz, Zinn.

Third Heat (10 laps): Short, Stenhouse, Light, Bacon, Windom, Gardner, Murgotio.

Semi (12 laps): Hagen, Shepherd, Morgan, Gardner, Fitz, Berry, Murgotio, Zinn.

Feature (30 laps): Jones, Short, Hagen, Neely, Bacon, Swindell, Shepherd, Light, Fitz, Darland, Wolfe, Coons, Zinn, Berry, Sweet, Stenhouse, Gardner, Ballou, Windom, Clayton, Hockett, Murgotio, Morgan.



JULIA JOHNSON PHOTO

TRIFECTA: Levi Jones hooks the No. 20 around Hagerstown (Md.) Speedway Saturday night. Jones scored his second victory of the week, completing a three-race sweep for team owner Tony Stewart.

Stenhouse Stars At Grandview

MINERSVILLE, Pa. — Ricky Stenhouse, Jr. brought Tony Stewart Racing within one step of an Eastern trifecta Thursday night at Big Diamond Raceway.

Stenhouse's triumph at the wheel of the No. 21 Tony Stewart Racing Maxim came one night after team-

mate Levi Jones opened the Lucas Oil USAC National Sprint Car Series

Eastern swing with a victory at Grandview Speedway.

Jones took the early lead at Big Diamond's .384-mile dirt track, but Stenhouse used a spectacular slide job to grab the lead on lap five. However, Neil Shepherd stopped on the track before a lap was complete and the lead reverted back to Jones.

It only took Stenhouse two laps, however, to get back past Jones, who wasn't finished. He chased Stenhouse until lap 27, when he repassed Stenhouse for the point.

However, the yellow flag waved a lap later when Chris Windom and Robert Ballou tangled, bringing a green-white-checked flag finish.

Stenhouse jumped to the cushion on the restart and powered past Jones for the victory. Jones, Daron Clayton, fast qualifier Damion Gardner and Darren Hagen rounded out the top five.

"Hopefully there's more like this to come for Tony Stewart Racing," said Stenhouse, who is subbing for injured Tracy Hines.

The summary:

Qualifications: 1. Damion Gardner, Leffler 71, 15.678; 2. Ricky Stenhouse, Jr., Stewart 21, 15.733; 3. Jerry Coons, Jr., Dynamics 69,

15.897; 4. Daron Clayton, Clayton 92, 15.977; 5. Levi Jones, Stewart 20, 15.980; 6. Billy Pauch, Zemaits 1, 15.995; 7. Jesse Hockett, VKCC 75, 16.025; 8. Dave Darland, Pace 44, 16.040; 9. Brady Bacon, Kahne 99, 16.058; 10. Chris Windom, Windom 17, 16.160; 11. Jimmy Light, Light 23, 16.189; 12. Darren Hagen, Kunz 67, 16.229; 13. Mat Neely, Neely 17n, 16.229; 14. Robert Ballou, MPHG 81, 16.238; 15. Dustin Morgan, Walker/Guiducci 11d, 16.309; 16. J.J. Yeley, Yeley 2j, 16.343; 17. Neil Shepherd, Shepherd 4n, 16.412; 18. Bob Ream, Jr., Buch 13, 16.437; 19. Kevin Swindell, Kahne 79, 16.537; 20. Brad Sweet, Walker/Guiducci 11, 16.579; 21. Billy Pauch, Jr., Mertz 55, 16.635; 22. Brady Short, 2B Racing 2b, 16.679; 23. Lucas Wolfe, Allebach 5w, 16.716; 24. Bobby Elliott, Elliott 6a, 16.983; 25. Mike Murgotio, Walker/Guiducci 2x, 17.217; 26. Daryl Stimpeling, Bolger 18, 17.227; 27. Mike Martin, Kennedy 56, 17.305; 28. Zach Martini, Martini 88z, 17.472; 29. J.R. Berry, Berry 74jr, 17.843; 30. Ronnie Rough, Rough 4, 18.086; 31. Von McGeer, McGe 12, 18.487.

First Heat (8 laps): Neely, Jones, Shepherd, Gardner, Bacon, Pauch, Jr., Murgotio, Berry.

Second Heat (8 laps): Stenhouse, Ream, Short, Windom, Stimpeling, Shepherd, Ballou, Pauch.

Third Heat (8 laps): Morgan, Hockett, Coons, Swindell, Light, Martin, Wolfe, McGe.

Fourth Heat (8 laps): Yeley, Sweet, Darland, Clayton, Elliott, Martini, Hagen.

Semi (12 laps): Pauch, Light, Hagen, Bacon, Wolfe, Ballou, Martin, Pauch, Jr., Martini, Murgotio, Berry, Shepherd, Stimpeling, Elliott.

Feature (30 laps): Stenhouse, Jones, Clayton, Gardner, Hagen, Darland, Morgan, Coons, Windom, Bacon, Hockett, Wolfe, Swindell, Light, Ballou, Ream, Neely, Pauch, Sweet, Short, Yeley, Shepherd.

Jones Starts A Roll For Stewart Team

BECHTELSTVILLE, Pa. — Rim-riding Levi Jones thrilled an appreciative crowd in winning the first USAC National Sprint Car Series event ever held at Grandview Speedway June 6.

As part of the popular NAPA Thunder on the Hill Series, 35 non-winged USAC

sprint cars were on hand.

Jones battled wheel to wheel with early leader Brady Short before taking control with three laps remaining on the third-mile dirt track.

Longtime Grandview racer Billy Pauch fought his way from 14th on the grid to a third-place finish, with Damion Gardner and Brady Bacon

rounding out the top five.

Short led from the start while chasing fast-qualifier Daron Clayton thrilled the fans by running on the cushion and making his way forward. Clayton took second on lap six and chased Short until clipping the wall and flipping on lap 16.

Jones inherited second and began chasing Short at the front of the field, with Jones finally taking the lead with three laps to go.

The summary:

Qualifications: 1. Daron Clayton, Clayton 92, 13.868; 2. Jesse Hockett, VKCC 75, 14.086; 3. Brady Bacon, Kahne 99, 14.120; 4. Damion Gardner, Leffler 71, 14.177; 5. Kevin Swindell, Kahne 79, 14.258; 6. Brady Short, 2B Racing 2b, 14.301; 7. Levi Jones, Stewart 20, 14.318; 8. Robert Ballou, MPHG 81, 14.446; 9. Dave Darland, Pace 44, 14.449; 10. Brad Sweet, Walker/Guiducci 11, 14.476; 11. Chris Windom, Windom 17, 14.478; 12. Jerry Coons, Jr., Dynamics 69, 14.487; 13. Ricky Stenhouse, Jr., Stewart 21, 14.499; 14. Billy Pauch, Zemaits 1, 14.509; 15. Darren Hagen, Kunz

67, 14.590; 16. Dustin Morgan, Walker/Guiducci 11d, 14.643; 17. Bob Ream, Jr., Buch 13, 14.666; 18. Neil Shepherd, Shepherd 4n, 14.692; 19. Lucas Wolfe, Allebach 5w, 14.797; 20. Jimmy Light, Light 23, 14.964; 21. Mat Neely, Neely 17n, 14.975; 22. Billy Pauch, Jr., Mertz 55, 14.977; 23. Matt Rossi, Yeley 2j, 15.072; 24. John Heydenreich, Burkey 57b, 15.128; 25. Mark Bitner, Bitner 15, 15.143; 26. Josh Weller, Weller 63, 15.277; 27. Bobby Elliott, Elliott 6a, 15.341; 28. Michael Carber, Howie 19h, 15.371; 29. Jimmy Stitzel, Stitzel 12, 15.421; 30. Zach Martini, Martini 88z, 15.581; 31. Mike Martin, Kennedy 56, 15.896; 32. Mike Murgotio, Walker/Guiducci 2, 16.014; 33. J.R. Berry, Berry 74jr, 16.092; 34. Jamie Bodo, Bacon 21b, no time.

First Heat (10 laps): Neely, Stenhouse, Clayton, Swindell, Darland, Ream, Bitner, Berry, Stitzel.

Second Heat (10 laps): Sweet, Hockett, Weller, Short, Pauch, Shepherd, Martini, Pauch, Jr.

Third Heat (10 laps): Martin, Wolfe, Bacon, Jones, Hagen, Windom, Rossi, Elliott.

Fourth Heat (10 laps): Heydenreich, Coons, Light, Ballou, Gardner, Morgan, Murgotio, Carber.

Semi (12 laps): Gardner, Darland, Hagen, Pauch, Windom, Ream, Pauch, Jr., Bitner, Rossi, Elliott, Shepherd, Morgan, Martini, Murgotio, Berry, Carber, Stitzel.

Feature (30 laps): Jones, Short, Pauch, Gardner, Bacon, Ballou, Stenhouse, Darland, Hagen, Hockett, Coons, Weller, Light, Martin, Neely, Wolfe, Ream, Clayton, Windom, Swindell, Sweet, Heydenreich.

'Scared' Polimeda Triumphs

By MARK KIELBLOCK

MINERSVILLE, Pa. — Frank Polimeda's expression said it all as he emerged from his Mopar-powered Spike midget after winning Thursday night's ARDC midget race at Big Diamond Raceway.

ARDC

"This place almost killed me," he said with wonder in

his voice, "I can't believe it."

On May 18 at Big Diamond, Polimeda's world almost came to a crashing end. The nose of his racer struck the frontstretch wall and flipped violently.

Polimeda carried a reminder of every flip as he drove to victory Thursday. "I was so scared out

there," he admitted. "I thought about it every time I came down the frontstretch."

Steve Buckwalter took the early lead, but Polimeda, who started sixth, hugged the pole around the .384-mile dirt track and steadily made his way forward, made his winning pass on lap nine.

From there he held off a late charge from Dave Ely to take the victory, with Bruce Buckwalter, Carey Becker and Drew Hiestand following. Thirty-five cars were on hand.

The finish:

Frank Polimeda, Dave Ely, Bruce Buckwalter, Jr., Carey Becker, Drew Heistand, Eric Heydenreich, Ryan Smith, Nick Wean, Billy Pauch, Jr., Steve Buckwalter, Steve Lenig, Ryan Watt, A.J. Ernesto, Phil Meisner, Jr., Dave Shirk, Jim Jackson, Stephanie Stevens, Brett Arndt, Andy Martin, Mike Lapp, Ed Stimely, Jr., Randy Monroe, Jr., Dave Darland, Jerry Coons, Jr., Tracy Readinger, Tom Hessert III.

Coons Tops ARDC Regulars

By MARK KIELBLOCK

BECHTELSTVILLE, Pa. — Jerry Coons, Jr. joined the USAC Eastern swing primarily to race his USAC sprint car.

He decided to bring a midget with him to compete with ARDC in the scheduled

ARDC

ARDC / USAC

twinbills at Grandview Speedway and Big Diamond Raceway and June 6 he opened the festivities with a dominant performance in the 20 lapper at Grandview's third-mile dirt track.

"ARDC has a bunch of good driv-

ers and good cars, and it's fun to race with them, so we brought the midget," said the reigning USAC National Midget Series champion.

Coons started 18th and ripped through the field, taking the lead from Drew Heistand on lap 10. Coons raced unchallenged the remainder of the distance.

Steve Buckwalter finished second, ahead of Frank Polimeda and Ray Bull. Thirty-nine midgets filled the pits.

The finish:

Jerry Coons, Jr., Steve Buckwalter, Drew Heistand, Frank Polimeda, Ray Bull, Eric Heydenreich, Ed Stimely, Jr., Andy Martin, Billy Pauch, Jr., Ryan Smith, Nick Wean, Brett Arndt, A.J. Ernesto, Tracy Readinger, Randy Monroe, P.J. Gargiulo, Steve Lenig, Scott Zipp, Greg Robinson, Bob Goerner, Jeff Schell, Mike Lapp, Tom Hessert, Mike Miller, Bruce Buckwalter, Michelle Miller

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

A Close Encounter With 'The Astonishing Neal'

Few industries can match motorsports when it comes to interesting characters. Bill Neal, "The Astonishing Neal," crossed my path in 1975 when I was the public relations director for Dover Downs Int'l Speedway. I received a call from industrious Bill Claren, who covered motorsports for the *Passaic County Herald*.

Bill told me about this guy who, while blindfolded, had driven a car through the center of Reading, Pa., and parallel parked it in front of the local bank.

I'm originally from New York. I'm suspicious of almost everything. But I listened as Claren told me more about Astonishing Neal.

To make a long story short, we decided to have The Astonishing Neal attend the Delaware 500 in September that year.

I met 27-year-old Bill Neal in the parking lot of WCAU-TV in Philadelphia. We hit it off and made our way into the lobby to seek out sports anchor Hugh Gannon.

By DENIS MCGLYNN
GUEST COLUMNIST

Gannon laid it out. "Here's the deal," he said, "I'm thinking of a city in the United States. If you (Neal) can tell me what it is, we'll do the interview, if not, then

sorry." "Cincinnati," said Neal. Hugh pushed back from the table in disbelief and said, "Let's go!"

At this point I didn't know what Neal's trick was, but I was convinced there was skulduggery involved. Then it was off to WPVI-TV across the street.

Sports anchor Joe Pellegrino was among the good guys who always tried to help. After hearing about the experience with Gannon, I could see his wheels turning. "We're going outside," Pellegrino said, "where there can be no tricks."

Pellegrino challenged Neal to blindfold himself. After Neal was blindfolded, Pellegrino drew a picture on a legal pad. Neal waved his hand over the picture, but Pellegrino produced a second legal pad and asked Neal if he could draw the same picture that Pellegrino had just drawn. At that point I thought, "This was starting to be a fun gig, but it's all over now."

Neal replied, "I think I can if you let me use the same pen." He drew an exact replica of the drawing.

Neal came to Dover on Saturday of race weekend. By mid-afternoon my phone was ringing off the hook. "Who's this Amazing Neal guy?" was the common question.

"He's not the Amazing Neal. He's the Astonishing Neal," was my universal response. "How come he can guess people's names? He told me how much change I had in my pocket! He told me what credit cards I had in my wallet! This guy's freaking all the women out. They're afraid he can read their minds!"

The Astonishing Neal was definitely creating a buzz.

On Sunday, Neal's job during pre-race was to drive the pace car around the track while blindfolded and predict the race winner.

He was blindfolded by Delaware Lt. Gov. Eugene Bookhammer. It was classic Keystone Cops from then on. Neal, holding one hand out the window of the Purolator show car he drove (he explained that he was able to see through light-sensitive cells in his hands) weaving back and forth toward turn one. Wait a minute! Some fool left his car parked on the apron. "I see blue," said Neal, passing a blue sedan.

Wait a minute! The security guys forgot to remove the traffic cones on the backstretch used to guide infield traffic! "I see orange," Neal said, weaving through the cones, hand extended into the wind.

I had pretty well run through my four-letter word vocabulary by the time they came out of turn four and stopped four inches past the start-finish line, at which point Neal backed it up four inches so the front bumper was directly over the line. The crowd loved it.

Neal allowed us to hide his paycheck on one of 10 drivers lined up on the frontstretch, and if he didn't pick the correct driver on the first try, we could keep the check. Thirteen drivers came over the wall. "I guess that's how they

count in Delaware," Neal said. Neal stopped in front of Jabe Thomas and asked for his check, which freaked out the drivers.

Neal wrote his race winner prediction on a piece of paper prior to the race. He gave it to Lt. Gov. Bookhammer.

After the race, winner Richard Petty opened the envelope and handed the paper to Dover President John Riddle saying, "You read it...you know it says David Pearson."

With Neal smiling at his side, Riddle read, "I'm certain Richard Petty will be the winner of the Delaware 500."



DENIS MCGLYNN

Denis McGlynn is the president of Dover Motorsports, Inc.

Promotions: After earning a BBA in marketing and a career in the Air Force, McGlynn began working at Dover in 1972.



ROBERT COSTANZO PHOTO

ROYAL THRILL: Richard Petty (right) congratulates Chad McCumbee after McCumbee's first Petty Enterprises victory in Saturday's Pocono 200.

McCumbee Comes Through For Petty

By RON LEMASTERS, JR.

ARCA
LONG POND, Pa. — Chad McCumbee could have given up on lap 18, when his left-front tire shredded entering turn one as he was about to contest for the lead during the Pocono 200 at Pocono Raceway.

But he didn't, and it's a good thing, because he passed Dexter Bean with four laps remaining in the 80-lap event to become the first repeat winner in the ARCA RE/MAX Series this season.

McCumbee, driving for Petty Enterprises in the Victory Junction Gang Camp Dodge, started fifth and was mixing it up with Bean, Frank Kimmel and Tim Andrews before the tire went down. McCumbee managed to keep the car off the wall and bring it around to the pits before it damaged his car any further.

Once his crew repaired the car, he rejoined the field a lap down. From there, it was determination and a fast race car. That was on lap 19, and McCumbee got back on the lead lap with 15 laps remaining in the race.

"These guys are unbelievable," McCumbee said of his crew. "It's pretty awesome to be here in victory lane. This was easy on my part; this was all these guys. Now tomorrow, that's where I'm going to have to work a little bit harder."

McCumbee was scheduled to make his first Nextel Cup Series start the following day, subbing for Kyle Petty.

"The confidence is up but the goals aren't changing. I just want to learn as much as I can. I just want to run the whole race and try to finish on the lead lap."

Bean led 19 laps and looked like he was going to run away with it when he passed Mario Gosselin to lead lap 64, but McCumbee ran him down 11

laps later.

Once he got there, McCumbee got underneath Bean, left him in his wake and cruised to victory.

"The crew chief told me on the radio that the 62 car (McCumbee) was coming, so give it everything you've got," Bean said. "We knew he had a strong car, and I thought even when he was a lap down he would get it back and come around and win this thing."

"I was tight all day right in the middle of one and three, and I pushed up a little bit and he had some good horsepower to get up underneath me and beat me down the stretch."

Waiting in victory lane for McCumbee were Richard and Kyle Petty, along with car owner Jennifer Belmont and Andy Hillenburg, who has been backing McCumbee as the next young star.

"This thing was just unbelievable," McCumbee said. "It was at times a very nerve-racking race. I knew we had a really good car after practice. When The King is there, it seems like a light shimmers around him, so it's pretty awesome."

Andrews wound up third, with Jeremy Clements and Mario Gosselin rounding out the top five. Point-leader Kimmel was seventh.

The finish:

Showing driver, car and laps completed: 1. Chad McCumbee, Dodge, 80; 2. Dexter Bean, Chevrolet, 80; 3. Tim Andrews, Dodge, 80; 4. Jeremy Clements, Chevrolet, 80; 5. Mario Gosselin, Chevrolet, 80; 6. Michael McDowell, Dodge, 80; 7. Frank Kimmel, Ford, 80; 8. Justin Allgaier, Chevrolet, 80; 9. Josh Wise, Toyota, 80; 10. Bobby Gerhart, Chevrolet, 80; 11. Jason Hedges, Ford, 80; 12. Kory Rabenold, Chevrolet, 80; 13. Tom Berte, Chevrolet, 80; 14. Dominick Casola, Ford, 80; 15. Dale Schweikart, Dodge, 80; 16. Mike Harmon, Chevrolet, 80; 17. Josh Krug, Chevrolet, 80; 18. Bryan Sias, Chevrolet, 79; 19. Phillip McGilton, Ford, 79; 20. Erin Crocker, Dodge, 79; 21. Johnny Sauter, Dodge, 79; 22. Norm Benning, Chevrolet, 79; 23. Brent Cross, Chevrolet, 79; 24. Patrick Sheltra, Chevrolet, 78; 25. Rob Bunker, Dodge, 78; 26. Tim Mitchell, Ford, 78; 27. Billy Tanner, Chevrolet, 75; 28. Billy Pauch, Jr., Dodge, 70; 29. Justin Marks, Dodge, 68; 30. Art Seeger, Chevrolet, 62; 31. Brad Smith, Ford, 56; 32. Gabi DiCarlo, Chevrolet, 55; 33. Darrell Basham, Pontiac, 50; 34. Justin South, Dodge, 44; 35. Paul Menard, Chevrolet, 37; 36. Mike Koch, Chevrolet, 36; 37. Terry Jones, Dodge, 34; 38. A.J. Henniksen, Dodge, 27; 39. Ted Olszowski, Chevrolet, 12; 40. Marc Mitchell, Chevrolet, 9; 41. Adam Edwards, Chevrolet, 1.

Slideways Johnson Hits Paydirt

By TOM SKIBINSKI

FULTON, N.Y. — Home turf was at stake in the Saturday night special,

DIRTCAR
and when it counted most defending Mr. DIRTcar Big-block modified

champion Alan Johnson rose to the occasion to capture the Advance Auto Parts Super DIRTcar Series Showdown at Sundown 100 at Fulton Speedway.

'A.J. Slideways' collected the \$6,000 top prize for his first tour victory of the season.

"I had home-track advantage tonight, but the car was just awesome," said Johnson, 49, DIRTcar Racing NorthEast's winningest Big-Block Modified driver now with 346 feature victories.

"We've been struggling in the series, and to finally run up front feels real good. The starting spot helped out a lot with this field of cars, but the key was still the guys that worked on the car. They just had everything perfect."

DIRT veterans Pat Ward and Brett Hearn chased Johnson most of the way, while tour regular Jimmy Phelps and series point-leader Tim Fuller closed out the top five.

The finish:

Alan Johnson, Pat Ward, Brett Hearn, Jimmy Phelps, Tim Fuller, Steve Paine, Pat O'Brien, Vic Coffey, Kevin Bates, Tom Sears, Jr., Dale Plank, Mitch Gibbs, Chad Phelps, Kenny Stafford, Matt Sheppard, Gary Tomkins, Frank Cozze, Jeff Isabell, Roy Bresnahan, Danny Johnson, Dave Rauscher, Jeremy Smith, Vince Vitale, Billy Dunn, Justin Haers, Ryan Phelps, Brett Tonkin, Scott Prentice, Jim Witko, Jr., Brian Weaver, Billy Decker, Dan Vauter.

Kuhn Eyes Record Book

By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Brad Kuhn won his fourth-straight Badger Midget Series event Sunday night,

BADGER
capturing the 30-lap feature at Angell Park Speedway.

A feature victory next Sunday at the track would tie him with John Hartwig for the most consecutive victories to start a season in the organization's 71-year history.

Mike Hess jumped into the lead at the green flag, with Kuhn moving up to fourth on the second circuit. Kuhn had secured second by the fifth lap and set his sights on Hess.

Kuhn pulled to Hess's back bumper on the 10th circuit and took the lead when the pair crossed the start/finish line on the 12th lap.

He led the rest of the way to take top honors over Hess, Brandon Waelti, Scott Hatton and Davey Ray.

The finish:

Brad Kuhn, Mike Hess, Brandon Waelti, Scott Hatton, Davey Ray, Chad DeSelle, Doug Schenck, Matt Smith, Rob Keelan, Nick Lundgreen, Buddy Luebke, Brian Ramstack, Robbie Ray, David Gough, Bob Scheffer, Kurt Mayhew, Dan Mecum, Aaron Fiscus, Bryon Walters, Danny Stratton, Joe Wipperfurth, Jake Slotten.

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What's making news in motorsports

POWER RANKINGS

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

Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup

Gordon's crew had their eyes on the weather this weekend at Pocono, and it paid off when the skies opened with 106 laps in the books. The victory was Gordon's fifth of the season, and he padded his point lead over second-place Matt Kenseth by 242 points.

NO. 1



TODD WARSHAW/GETTY IMAGES

REST OF THE BEST

2. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

The 22-year-old Brit scored his first Formula One victory Sunday and sits atop the point standings.

3. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car

Bourdais continued his winning ways this weekend, taking the Grand Prix of Portland, and continues to lead the series standings.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws

Schatz remains in control of the World of Outlaws standings with second- and 10th-place finishes at Kokomo and Eagle Raceway.

5. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

Franchitti finished fourth at Texas Motor Speedway and has a 12-point lead over teammate and second-place Tony Kanaan.

6. Carl Edwards

No. 60 Dish Network Ford, NASCAR Busch Series

Edwards was on a hot streak, taking the Prelude to the Dream at Eldora Speedway, then scoring his fourth Busch Series win of 2007.

7. Joey Saldana

No. 9 Open Joist Sprint Car, World of Outlaws

Saldana swept both World of Outlaws races this week for team owner Kasey Kahne and sits second in the series points.

8. Alex Lloyd

No. 7 Lucas Oil Dallara, Indy Pro Series

Lloyd failed to score another Indy Pro Series trophy this weekend, but only because the series didn't compete.

9. Mike Skinner

No. 5 Toyota Tundra, NASCAR Craftsman Truck Series

Point-leader Skinner started and finished second in Friday's truck event and maintains an 82-point lead over Todd Bodine.

10. Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup

The defending series champion had a rough weekend, finishing 42nd after cutting down a tire on lap 91.

Honorable Mention

Indiana's Steve Casebolt fought off Scott Bloomquist Saturday night to take home the \$100,000 winner's share in The Dirt Late Model Dream at Eldora Speedway.

Last Week

With his victory in the rain at Pocono Raceway, four-time series champion Jeff Gordon reclaimed the top spot. Donny Schatz, who went winless in two outings this week, fell to fourth.

Raffle To Help Children's Charities

Earnhardt, Sr.'s 1997 Winston Select Car Goes To Winner

ORLANDO, Fla. — Racing enthusiasts, collectors and Dale Earnhardt, Sr. fans will have the opportunity to win one of Earnhardt, Sr.'s 1997 race cars while contributing to two children's charities.

The raffle of Earnhardt's Chevrolet Monte Carlo Orange Wheaties No. 3 show car, designed for the 1997 Winston Select race, will benefit Edgewood Children's Ranch and the Make-a-Wish Foundation of Central and Northern Florida.

The car was driven by Earnhardt in five races between 1993-1995. At the end of 1995, the car was moved to Richard Childress Racing's show-car division. In 1997, it was converted from Earnhardt's black paint scheme to the Wheaties colors to promote the Winston Select Race at Lowe's Motor Speedway.

Tickets for the raffle are \$20 each and can be purchased online via the contest's Web site at

www.windalescar.com, by phone at 1-866-642-101, or by mail to Edgewood Children's Ranch, Win Dale's Car Raffle, P.O. Box 185, Windermere, FL 34786. The deadline to purchase a ticket is 4 p.m. on Sept. 1, 2007. The drawing for the winning ticket will take place Sept. 1, 2007, at Old Town in Kissimmee, Fla. Ticket holders do not have to be present to win.

IHRA To Host Free Sportsman Event

NORWALK, Ohio — The IHRA will host a free sportsman appreciation race during the re-run of the Skull Shine Sooner Nationals June 22 at Oklahoma's Tulsa Raceway Park. There is no entry fee, and the payout will be more than \$300,000 in national event contingency postings.

The sportsman gate will open at 9 a.m., and time runs will begin at noon, with eliminations beginning at 4:30 p.m.

'The 100' Now Accepting Entries

INDIANAPOLIS — Entries are now available for The 100 — a \$10,000-to-win, 100-lap event at O'Reilly Raceway Park Sept. 22 featuring CRA Super Series late models. The race will pay \$10,000 to the winner out of a \$53,000 purse.

The 100 is the first leg of the Triple Crown for super-late-model racing. The 36th annual Winchester 400 at Winchester (Ind.) Speedway in October and the 25th annual All-American 400 at Music City Motorplex in Nashville, Tenn., in November complete the tripleheader.

Hot Rod Reunion Set For June 15-17

COLUMBUS, Ohio — More than 400 vintage-style race cars, ranging from



PHOTO COURTESY OF EDGEWOOD CHILDREN'S RANCH

GOOD CAUSES: This race car, surrounded by kids from Edgewood Children's Ranch, was driven by Dale Earnhardt, Sr. with a special paint scheme for the 1997 Winston Select. It is being raffled with proceeds benefitting Edgewood and the Make-A-Wish Foundation of Northern Florida.

Top Fuel and Funny Car to Nostalgia Comp and Nostalgia Gas, will be on display during the fifth annual Holley NHRA National Hot Rod Reunion at National Trail Raceway in Columbus, Ohio, for Father's Day weekend — June 15-17.

Tickets will be available at the gate and will cost \$20 per person Friday and Saturday, while tickets for Sunday are \$15.

Baja 500 Competitor Dies From Injuries

LOS ANGELES — A competitor in the June 3 running of the Baja 500 off-road race was killed in a roll-over accident when the truck he was riding in slid off a hill and tumbled into a 100-yard ravine, according to an Associated Press report.

Chris Lokken, 31, of Carlsbad, Calif., was thrown from the truck and died at

the scene of head and internal injuries. Lokken was reportedly wearing a helmet, which came off during the accident, and was sitting in the extended rear of the cab without a seatbelt.

Two other competitors in the truck were not injured.

Regan Smith Increases Schedule

MOORESVILLE, N.C. — Regan Smith, who ranks sixth in driver points after the first 14 NASCAR Busch Series races, will compete in either a Cup, Busch, Truck or ARCA race during the remaining 23 Nextel Cup weekends.

"Our main objective is to get Regan prepared for a full-time Nextel Cup ride," said Jay Frye, Ginn Racing's CEO and general manager. "Regan has excelled, and we are currently reworking a schedule that will continue to benefit him and our racing operation."

Smith, 23, has garnered two top-five, four top-10 and six top-15 finishes in the Busch races this season. He has also driven in three Cup races as the co-driver with Mark Martin in the No. 01 U.S. Army Chevrolet.

Canadian Sprint Nationals To Return

OHSEWIKEN, Ontario — The third edition of the Canadian Sprint Car Nationals is scheduled to take place Sept. 15 at Ohsweken Speedway.

The Southern Ontario Sprints, the Empire Super Sprints, the ASCS Patriots, the ASCS Sprints on Dirt and the NRA Sprint Invaders are all signed on to compete in the event.

The A-main winner will collect \$7,000 of the posted \$55,000 purse.

Rahmer Officially Enters 'Challenge'

MECHANICSBURG, Pa. — Fred Rahmer has entered the Kasey Kahne Foundation URC/358 Challenge at Williams Grove Speedway on June 27.

Rahmer, 49, is a seven-time and defending Cindy Rowe Auto Glass track champion at Williams Grove and is the Speedway's career-victory leader with 73.

"I'm looking forward to racing against Kasey Kahne and Dave Blaney," said Rahmer. "And I'm also looking forward to exposing sprint-car racing to a new audience, specifically the NASCAR fans who will be coming to watch Kasey and Dave."

Roth Motorsports Inks Wimmer

FRESNO, Calif. — California driver Brandon Wimmer has signed on with Roth Motorsports to drive the team's No. 83jr World of Outlaws sprint car.

Roth Motorsports also owns the No. 83 driven in the series by Danny Lasoski.

NUTS AND BOLTS

▶▶ New Egypt (N.J.) Speedway will host its inaugural 358-modified "Summer Dash for Cash" on June 27. The 40-lap race will pay \$5,000 to win... The third-annual Skyline 30 Road Warrior Tour event at Ohio's Skyline Speedway has been scheduled for July 27. The 30-lap feature will pay \$2,000 to the winner... Home Necessities has partnered with **Black Rock Speedway** in Dundee, N.Y., and will be the title sponsor of the Speedway's youth division... NASCAR Craftsman Truck Series driver **Johnny Benson, Jr.** will race an ISMA super-modified at Toledo Speedway June 15 for the All American Coach Fastest Short Track Show in the World event... The "Kasey Kahne: Dirt-N-Drift" DVD is available at www.kaseykahne-vd.com. The DVD follows Kahne over a 48-hour period and gives an up-close personal view of one of NASCAR's young guns... NASCAR fined **Robbie Wethington**, crew chief of the No. 72 Dodge driven by D.J. Kennington in the NASCAR Busch Series, due to rules violations at Dover Int'l Speedway... The **Lucas Oil Late Model Dirt Series** will visit three tracks for the first time, as it heads to Duck River Speedway in Wheeling, Tenn., June 14, North Georgia Speedway in Chatsworth, Ga., June 15 and Alabama's Talladega Short Track June 16... Robert Bosch LLC and Firestone have signed on as presenting sponsors for the two races that will highlight the 2007 **Detroit Belle Isle Grand Prix**, which will take place on Labor Day weekend — Aug. 31-Sept. 2.



CHAMP CAR ATLANTIC PHOTO

FIRST TRIP: Champ Car Atlantic race winner Robert Wickens (center) is flanked by runner-up James Hinchcliffe (left) and Ryan Lewis on the podium at Portland Int'l Raceway.

Lacroix Makes Big Splash

PORTLAND, Ore. — Cooper Tires presents the Champ Car Atlantic Championship powered by Mazda newcomer Kevin Lacroix became the second Canadian driver to earn his first Atlantic victory in as many days at the Mazda Grand Prix of Portland doubleheader.

Just one day after making his Atlantic debut, Lacroix took the checkered flag in Sunday's race at Portland Int'l Raceway. "First, the weekend started pretty hard because I had a bad time in the practice," the winner explained. "I just kept improving myself and kept learning the car and the track. Now, finishing today with a win in my first weekend, I think it's amazing."

The driver of the No. 10 Uni-Select machine got the jump on his Canadian countryman, James Hinchcliffe, on a lap-six restart in the 35-lap race to

take the lead.

Hinchcliffe kept the pressure on Lacroix over the remaining laps but never got close enough to make a pass. It was the first victory in Atlantic competition for the 18-year-old Lacroix — who previously competed in the Star Mazda and Formula BMW USA series — and comes after an eight-month layoff.

Hinchcliffe, who started from the pole, as he did for Saturday's race, picked up his second runner-up result in as many days after leading the first five laps. Picking up a series-best third-place was French rookie Franck Perera for Condor Motorsports. Rookie Robert Wickens, who earned his first Atlantic victory Saturday, was fourth.

The finish:

Kevin Lacroix, James Hinchcliffe, Franck Perera, Robert Wickens, Ryan Lewis, Raphael Matos, Jonathan Bomarito, Junior Strous, J.R. Hildebrand, David Garza, Carl Skerlong, Giacomo Ricci, Ronnie Bremer, Adrien Herberts, Matt Lee, Simona De Silvestro, Tom Sutherland, Justin Sofio, Mike Forest, Frankie Muniz, Brian Thienes, Bret MacDonald, John Edwards, Dan Selznick, Richard Heistand, Adrian Carrio, Alan Sciuto.

Gardner, Haese Stand Out In Opening Round

KAUKAUNA, Wis. — Mike Gardner and Gregg Haese shared the spotlight Saturday with victories in the opening round of the Wisconsin Challenge Series Red, White and Blue State Championships twin 50-lap late-model features at Wisconsin Int'l Speedway.

Gardner bested the field in the first 50-lap feature after powering past the lead duo of Josh Bauer and Jim Duchow with 20 laps to go. He then ran uncontested to the finish ahead of Tim Rothe, Bauer, Mark Schroeder and Andy Monday.

Looking for a victory in front of his hometown crowd, Haese started from the sixth position and quickly moved up to second behind leader Nate Van Wychen on lap 20. Van Wychen

looked firmly in command until lap 34, when his car got loose and spun, moving Haese into the top spot.

A caution flag in the late stages set up a 10-lap dash to the finish between Haese and Nathan Haseleu, but Haese proved to be too strong, holding off the defending WCS champion for the victory. Gardner finished in third, followed by Mark Eswein and Rothe.

The finish:

First feature: Mike Gardner, Tim Rothe, Josh Bauer, Mark Schroeder, Andy Monday, Nathan Haseleu, Eugene Gregorich, Terry Baldry, Gregg Haese, Jim Duchow, Nate Van Wychen, Kyle Calmes, Mark Eswein, Jeff Van Oudenhoven, Andrew Morrisey, Jacob Humphrey, Kenny Richards, Lowell Bennett, Robb Vanderloop, Frank Nitze, Peter Vandermolen, Jr., John Meidam, Dillon Kralovetz, Jeremy Lepak.

Second feature: Gregg Haese, Nathan Haseleu, Mike Gardner, Mark Eswein, Tim Rothe, Andy Monday, Kyle Calmes, Eugene Gregorich, Jeff Van Oudenhoven, Kenny Richards, Andrew Morrisey, Mark Schroeder, Jacob Humphrey, Josh Bauer, Frank Nitze, Jim Duchow, John Meidam, Pete Vandermolen, Jr., Robb Vanderloop, Nate Van Wychen, Dillon Kralovetz, Lowell Bennett, Terry Baldry, Jeremy Lepak.

Rookie Wickens Works Way To Victory Lane

PORTLAND, Ore. — In wet conditions at Portland Int'l Raceway, 18-year-old Robert Wickens picked up his first Cooper Tires presents the Champ Car Atlantic Championship powered by Mazda victory in Saturday's first race of a doubleheader as part of the Mazda Champ Car Grand Prix of Portland.

Wickens methodically worked his way

forward after taking the standing start from fifth on the grid, as rain fell throughout the race.

He took second on lap nine and began chasing polesitter James Hinchcliffe. Approaching lapped traffic on lap 24, Wickens played the situation perfectly and dove to the inside of Hinchcliffe and took the lead. From there, Wickens was never challenged and pulled away to win by 10.957 seconds over Hinchcliffe.

"Luckily, there was room for error, because there were some pretty close moments a couple times trying to catch up to James," said Wickens, who won in his fourth-career start.

The finish:

Robert Wickens, James Hinchcliffe, Ryan Lewis, Raphael Matos, Franck Perera, J.R. Hildebrand, Alan Sciuto, Carl Skerlong, Junior Strous, Ronnie Bremer, Giacomo Ricci, David Garza, Adrien Herberts, Justin Sofio, Kevin Lacroix, Simona De Silvestro, Adrian Carrio, Mike Forest, Matt Lee, Brian Thienes, John Edwards, Frankie Muniz, Bret MacDonald, Jonathan Bomarito, Tom Sutherland, Dan Selznick, Richard Heistand.

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EXPERIENCE THE POWER

Blaney Scores Career Victory No. 55

By BRIAN LISKAI

ATTICA, Ohio — It took two months, but Dale Blaney finally closed the books on the Coors

ALL STARS Light Spring Nationals at Attica Raceway Park,

winning the O'Reilly All Star sprint-car feature Friday.

In the Budweiser Night main, defending Attica champion Byron Reed held off several challengers for his second 410 victory of the year at "Ohio's Finest Racing" venue.

The All Star triumph — the 55th of Blaney's career — came after the race was rained out in April and again May 25. It marked Blaney's eighth victory at Attica, as he led all 30 laps aboard the George Fisher-owned entry.

"When we finish, we're always in the top five," Blaney said. "We've just had some mechanical misfortunes. George sets this thing up, and I know it's always going to be fast. I was more concerned over who was behind me on those restarts at the end than the tire sealing up. When you have Rob Chaney right on your bumper the way he's been running, you better be on your game."

Chaney, who started sixth, made his way to second quickly and shadowed Blaney through most of the race.

"This is probably the best start I've had in my career. This team is just working so well together," said Chaney. Dean Jacobs, Greg Wilson and Caleb Griffith rounded out the top five.

A second, regularly scheduled sprint-car race (unsanctioned) was also on the card, and three-time Attica champion Reed earned \$3,000 for his 19th-career victory at the fast third-mile dirt track. He led every lap.

"I don't like starting up front...I get too complacent. I like coming from mid-pack and passing cars. When Caleb...man he has been good lately...when he got under me, it woke me up. I found I could drive the car harder into three and four and I started going faster," said Reed.

Shane Stewart finished second in the nightcap, with Wilson, Gus Wasson and Jacobs filling the top five. The summary:

Fast time: Rob Chaney, 12.288 seconds (34 cars, qualifying and heats



RICK SHERER PHOTO

GOT YOUR DEUCE: Attica Raceway Park O'Reilly All Star Circuit of Champions feature winner Dale Blaney (2) makes quick work of Shane Stewart.

held May 25).

First Heat: Mark Keegan, Dean Jacobs, Rob Chaney, Caleb Griffith, Bryan Scott, Bruce Robenalt, Paul Weaver, Kirk Jeffries, Ed Neumeister.

Second Heat: Brock Mayes, Brian Paulus, Craig Mintz, Lee Jacobs, Brian Ellenberger, Roger Shammo, Aaron Middaugh, Danny Smith.

Third Heat: Dusan Daggett, Bill Rose, Jamie Miller, Shane Stewart, Byron Reed, Mike Hogan, John Ivy, George Hawkins.

Fourth Heat: Mike Linder, Dale Blaney, Brandon Martin, Greg Wilson, Andy Shammo, Chris Andrews, Tony Beaber, Paul May.

B Main: Smith, Andrews, Robenalt, Hogan, Weaver, Middaugh, Shammo, Beaber, Neumeister, Hawkins, Jeffries, Ivy.

First Feature: Blaney, Chaney, D. Jacobs, Wilson, Griffith, Reed, Smith, Andrews, Stewart, Mintz, Rose, Paulus, Ellenberger, Weaver, Hogan, Keegan, Mayes, L. Jacobs, Linder, Middaugh, Martin, Scott, Robenalt, Shammo.

Second Feature: Reed, Stewart, Wilson, Gus Wasson, D. Jacobs, Linder, Blaney, Smith, Keegan, Ivy, Kenny Jacobs, Andrews, L. Jacobs, Weaver, Rose, Beaber, Griffith, Chaney, Neumeister, Martin.

June 5

SARVER, Pa. — Danny Smith has won at a lot of race tracks, but on June 5 he posted his first victory at Lernerville Speedway, as the O'Reilly All Star Circuit of Champions stopped at the half-mile oval.

After beating Greg Wilson by 11 spots, Smith also took the point lead for the first time this season.

Brian Ellenberger led the first 30 laps of the 35 lapper, but mechanical problems sent him backward through the pack with just a handful of laps to go.

Smith inherited the lead on lap 31 and held off a final-lap charge by Rod George, who nearly took the victory away from Smith. George finished second. Ed Lynch, Jr., Dale Blaney and Brian Paulus rounded out the top five.

Smith is on a three-race winning streak, having won the last two weekly events at Ohio's K-C Raceway.

"It's always good to get a win," said Smith. "We built up some confidence at K-C with a few wins. Tonight we just had a good car and a good night. We just do the best that we can each night, and we'll count up the points at the end of the season."

The summary:

Fast time: Ed Lynch, Jr., 13.071 seconds (36 cars).

First Heat: Arnie Kent, Kevin Nouse, Brian Paulus, Ed Lynch, Jr., Brock Mayes, Gus Wasson, Carl Bowser, Sheila Rankin, Cory Good.

Second Heat: Greg Wilson, Brian Ellenberger, Terry Bowser, Bill Rose, Dale Blaney, Jesse Hockett, Gary Rankin, Joe Butera, Rob Eyer.

Third Heat: Ed Neumeister, Rod George, Dan Shetter, Brandon Martin, Paul May, Bob Felmlie, Andy McKisson, Brent Matus, Rich Reinhart.

Fourth Heat: Rob Chaney, Lance Dewease, Craig Mintz, Danny Smith, Bill Kiley, Brent Covell, Davey Jones, Scott Priestler, Danny Holtgraver.

Dash: Ellenberger, Mintz, Mayes, Blaney, Smith, Paulus.

B Main: Felmlie, Priestler, Wasson, Hockett, Eyer, C. Bowser, Matus, McKisson, Butera, S. Rankin, Jones, G. Rankin, Covell, Reinhart, Good.

Feature: Smith, George, Lynch, Blaney, Paulus, Hockett, Felmlie, Chaney, Nouse, Mayes, Dewease, Wilson, Martin, Kent, Wilson, Martin, Kent, May, T. Bowser, Ellenberger, Kiley, Rose, Shetter, Mintz, Wasson, Neumeister, Priestler.

Hull Takes Inaugural MW All Star Contest

CANTON, Ill. — Jerrod Hull etched his name in the record books with a

MW ALL STARS hard-fought feature victory Saturday night at Spoon

River Speedway, becoming the first winner in the O'Reilly Midwest All Star Series.

The series was formerly known as the Mid-American Sprint Series

before it was sold to the All Star Circuit of Champions.

Hull started third in the 30-lap main and dueled front-row starter Robbie Standridge throughout the first 15 laps. Each time Hull looked to gain the advantage, however, one of the numerous cautions stalled his efforts.

Tim Montgomery slid past Stand-

ridge and mounted a challenge for Hull but fell short. Hull, who pocketed \$2,000 for the victory, crossed the line two car lengths ahead of Montgomery. Standridge took third.

The finish:

Jerrod Hull, Tim Montgomery, Robbie Standridge, Matt Sutton, Paul May, Corey Weyant, Chris Urish, Tommy Shepard, Jimmy Hurley, Joey Moughan, Tommy Rockwell, Tiffany Wyzard, A.J. Bruns, Tyler Thompson, Nathan Chaudin, Otie Triplett, Lance Gullo, Terry Babb, Matt Harns, Jason Keith.

Layton Outlasts Williamson For Sprint Triumph

ABBOTTSTOWN, Pa. — Central Pennsylvania sprint-car racing regular Chad

URC Layton romped to his first United Racing Company victory Saturday night at Lincoln

Speedway.

Layton took the lead on the second

lap and held off Kramer Williamson for the \$2,000 triumph at the third-mile dirt track, as 37 URC sprint cars were on hand.

Layton battled Brian Seidel through the middle portion of the race, with the duo trading the lead several times. Layton pulled away for the victory, while Williamson took

second.

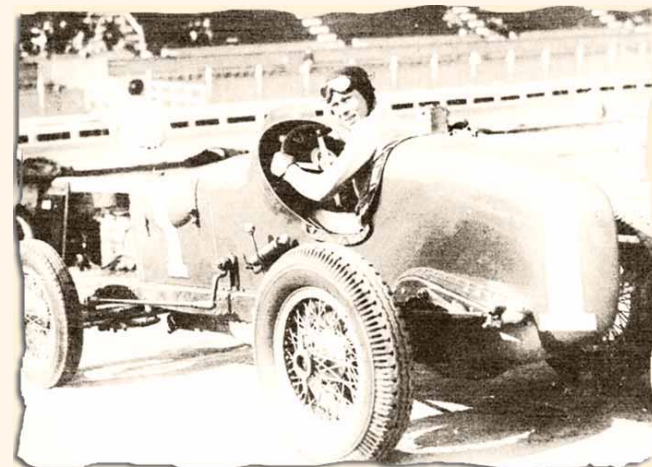
Seidel, Jason Clauss and Chris Coyle rounded out the top five.

The finish:

Chad Layton, Kramer Williamson, Brian Seidel, Jason Clauss, Chris Coyle, Michael Carber, Trevor Lewis, Jeff VanDusen, Mark Bitner, Curt Michael, Ed Aikin, Kevin Welsh, Jimmy Stitzel, J.R. Stewart, Andy Hannula, Alain Bergeron, Mares Stellfox, Davey Sammons, J.J. Grasso, Robbie Stillwagon, Justin Collett, Todd Rittenhouse, Brook Weibler, Dave Ely, Josh Wellner.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



JOHNNY KLANN COLLECTION PHOTO

FINAL DAYS: The great Ernie Triplett sits in his car at Legion Ascot shortly before his death at El Centro. He was driving this Miller Special at the time of the fatal crash.

Part III: El Centro Accident Gave SoCal Racing A Black Eye

By DON RADBRUCH

The Los Angeles area newspapers came down hard on the tragedy at El Centro. As a specific incident, this was well deserved. The AAA officiating had been unbelievably bad, and, as a result, three men had died. Art Sparks was very vocal in speaking to the press about the crash.

The *Glendale News Press* reported, "This tragedy does not surprise us. We have been expecting something like this for some time. We have urged the Ascot Speedway to drop out of the AAA. Now we demand it." Some California state officials renewed their drive to prohibit auto racing in California — a proposal that had failed in December of 1933. Even Barney Oldfield joined the critics of racing, declaring that speeds were too fast for safety.

On March 5, 1934, Sparks's fellow car owner Joe Petrali, Jim Grant (the assistant starter) and AAA West Coast zone supervisor Art Pillsbury all made notarized statements that appeared in the *Los Angeles Herald Examiner*. The statements given were helpful in presenting points of view, but this did not clarify the confusion and delay in flag signals or the halting of the race. The statements did serve to attract attention to Sparks for his role in starting the controversy.

Ernie Triplett's funeral was held at Forest Lawn Cemetery in Los Angeles on March 7, 1934. The funeral was attended by virtually all of the racing community, as well as hundreds of fans. The Triplett family had requested that no photos be taken at the funeral, and the race drivers were determined to prevent photos and more gory headlines. *Herald Examiner* photographer John Bennis ignored the requests, and his attempts to take photos resulted in him being severely beaten by several race drivers. He, along with a reporter, was then placed in an automobile and taken to the *Herald Examiner* where the drivers threatened further violence if photos of the funeral were published.

Among the drivers charged with both felonious assault and kidnapping were Babe Stapp, Al Reinke, Ted Horn, Tony Gulotta and Louis Tomei. Tomei was eventually sentenced to 180 days in jail for his part in the incident. Stapp was fined \$100. The charges against the other drivers were dismissed.

Despite the fact that El Centro race winner Herb Balmer and Reinke were both killed in stock cars within a couple of weeks of the incidents, the press rather quickly forgot the whole thing. The exploits of escaped gangster John Dillinger and a series of air crashes involving the Army Air Corps's attempts to fly the mail crowded racing out of the headlines.

Yes, Al Gordon had slugged a race official — an offense no less serious then as it would be today. As quoted in Gene Banning's book, Sparks reported, "Pillsbury never knew who hit him, but I know he always believed I had done it. We didn't ever tell him who it was, for he was pretty vindictive and probably would have suspended Gordon." Sparks was suspended from the AAA for a time, but this was as much for his actions with the press as it was for taking the rap for Gordon punching out Pillsbury.

The events at El Centro are totally unknown to most of today's racers and fans, but, even as a dark day in racing history, March 4, 1934 should be remembered.

Note: As pointed out by a reader, the El Centro track was actually located at the Imperial County Fairgrounds, some five miles from El Centro.

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

NSSN

Through The LENS

Presented By



DAVID SINK PHOTO

A visual tour through the history of motorsports

JEFF BLOOM

▶ One of the Midwest's most enduring race-car drivers, Michigan native Jeff Bloom is still competing and winning races after more than 30 years of driving sprint cars.

Bloom has competed in more Little 500 sprint-car races at Anderson (Ind.) Speedway than any other driver, having started the event for the 31st time earlier this year. Bloom has won the 500-lap event at the quarter-mile oval three times and owns nine top five finishes.

Bloom, who today races most frequently in winged asphalt sprint cars, has won races with USAC, AVSS and HOSS among other organizations.

Featured here (clockwise from top left): Holding a trophy after a sprint car victory; Piloting the No. 26 around Anderson (Ind.) Speedway; Enjoying the spoils of victory in May 1977; With his machine at this year's Little 500. Bloom finished fourth, three laps down; Standing with his winning car after taking the 1976 USAC opener at Salem (Ind.) Speedway; Smiling for a photo in 1993.

— NSSN Archives



CLUM'S RACING PHOTOS

DAVID SINK PHOTO

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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
- "F-1 Live," 12 p.m., Speed
- NASCAR Nextel Cup Pocono 500 (taped), 3 p.m., Speed
- Classic NASCAR: 1990 Champion Sparkplug 400, 4 p.m., ESPN Classic
- "Motorsport Hour," 4:30 p.m., Versus
- "NASCAR Now," 6:30 p.m., ESPN2
- "Setup," 8 p.m., Speed

Friday

- "F-1 Live," 12 a.m., Speed
- "NASCAR Now," 1 a.m., ESPN2
- "Greatest NASCAR," 1 a.m., CMT
- ARCA RE/MAX Series from Long Pond, Pa. (taped), 3 a.m., Speed
- F-1 USGP practice, 10 a.m., Speed
- Classic Drag Racing: 1998 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Nextel Cup practice, 11:30 a.m., Speed
- F-1 USGP practice, 1 p.m., Speed
- NASCAR Nextel Cup qualifying, 3:30 p.m.
- NASCAR Busch Series practice, 5 p.m., ESPN2
- ARCA RE/MAX Series from Brooklyn, Mich., 5 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- NASCAR Nextel Cup qualifying (taped), 8:30 p.m., Speed

Saturday

- "Inside Grand Prix," 12 a.m., Speed
- "NASCAR Now," 1 a.m., ESPN2
- "Highlights from 24 Hours of Le Mans," 7:30 a.m., Speed
- 24 Hours of Le Mans pre-qualifying, 8 a.m., Speed
- 24 Hours of Le Mans, 8:30 a.m., Speed
- F-1 U.S. Grand Prix practice/qualifying, 11 a.m., Speed

TUNE IN TO ...

Formula One's visit America for the U.S. Grand Prix from Indianapolis Motor Speedway at 1 p.m. on Fox.

- NHRA Sportsman Series (taped), 12 p.m., ESPN2
- "NCTS Setup," 2:30 p.m., Speed
- NASCAR Craftsman Truck Series Michigan 200, 3 p.m., Speed
- NASCAR Busch Series Meijer 300 qualifying, 5 p.m., Speed
- 24 Hours of Le Mans, 5:30 p.m., Speed
- NASCAR Nextel Cup practice, 7 p.m., Speed
- "The Season: 2007 IndyCar Project," ESPN2
- 24 Hours of Le Mans, 8 p.m., Speed
- "NASCAR Busch Series Countdown," 8 p.m., ESPN2
- NASCAR Busch Series Meijer 300, 8:30 p.m., ESPN2

Sunday

- 24 Hours of Le Mans, 12 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10 a.m., Speed
- "Tradin' Paint," 10:30 a.m., Speed
- "NASCAR RaceDay," 11:30 a.m., Speed
- "NASCAR on TNT Live," 12:30 p.m., TNT
- F-1 U.S. Grand Prix, 1 p.m., Fox
- "TNT Countdown to Green," 1:30 p.m., TNT
- NASCAR Nextel Cup Citizen's Bank 400, 2 p.m., TNT
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

June 13 USAC Regional and Kenyon Midget Series Plymouth Speedway, Plymouth, Ind., Midget Cars
June 13 USAC Midwest Midget Series Plymouth Speedway, Plymouth, Ind., Midget Cars
June 13 USAC Ford Focus Midget Series Plymouth Speedway, Plymouth, Ind., Midget Cars
June 14 World of Outlaws Late Model Series Deer Creek Speedway, Spring Valley, Minn., Late Models
June 14 DIRT Modifieds Susquehanna Speedway Park, Newberrytown, Pa., Modifieds
June 14 Lucas Oil Late Model Dirt Series Duck River Speedway, Wheel, Tenn., Late Models
June 15 World of Outlaws Late Model Series Knoxville Raceway, Knoxville, Iowa, Late Models
June 15 Hooters Pro Cup Series Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
June 15 ASCS Sooner Region State Fair Speedway, Oklahoma City, Okla., Sprint Cars
June 15 Lucas Oil Late Model Dirt Series North Georgia Speedway, Chatsworth, Ga., Late Models
June 15 International SuperModified Ass'n Toledo Speedway, Toledo, Ohio, Modifieds
June 15 O'Reilly All Star Circuit of Champions Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
June 15 Tampa Bay Area Racing Ass'n Ocala Speedway, Ocala, Fla., Sprint Cars
June 15 United Sprint Car Series Penton Raceway, Penton, Ala., Sprint Cars
June 15-16 Empire Super Sprints Autodrome Granby, Grany, Quebec, Sprint Cars
June 15-16 Interstate Racing Ass'n Cedar Lake Speedway, New Richmond, Wis., Sprint Cars
June 16 NASCAR Craftsman Truck Series Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
June 16 NASCAR Busch Series Kentucky Speedway, Sparta, Ky., Stock Cars
June 16 World of Outlaws Knoxville Raceway, Knoxville, Iowa, Sprint Cars
June 16 World of Outlaws Late Model Series Lakeside Speedway, Kansas City, Kan., Late Models
June 16 USAC-CRA Sprint Car Series Santa Maria Speedway, Santa Maria, Calif., Sprint Cars
June 16 USAC Regional and Kenyon Midget Series Grundy County Speedway, Morris, Ill., Midget Cars
June 16 USAC Midwest Ford Focus Midget Series Grundy County Speedway, Morris, Ill., Midget Cars
June 16 USAC National Midget and Sprint Car Series O'Reilly Raceway Park, Clermont, Ind., Midget and Sprint Cars
June 16 USAC Northeast Ford Focus Midget Series Chemung Speedrome, Chemung, N.Y., Midget Cars
June 16 USAC Midget and Western Sprint Car Series Altamont Motorsports Park, Tracy, Calif., Sprint Cars
June 16 USAC California Ford Focus Series Altamont Motorsports Park, Tracy, Calif., Midgets
June 16 ASCS National and Midwest Series Crawford County Speedway, Denison, Iowa, Sprint Cars
June 16 ASCS Gulf South Region Fast Trax Speedway, Chatham, La., Sprint Cars
June 16 ASCS Sooner Region Lawton Speedway, Lawton, Okla., Sprint Cars
June 16 ASCS Southern Region Tri-County Race Track, Brasstown, N.C., Sprint Cars
June 16 ASCS Canyon Region Manzanita Speedway, Phoenix, Ariz., Sprint Cars
June 16 ASCS Patriot Region Stateline Speedway, Jamestown, N.Y., Sprint Cars



AUDI MOTORSPORTS COMMUNICATION PHOTO

IN IT TO WIN: Germany's Frank Biela navigates the No. 8 Audi R10 around the historic 8.45-mile Sarthe Circuit in France.

MARK IT DOWN!

June 16-17, 24 Hours of Le Mans

Sarthe Circuit, Le Mans, France, Sports Cars
This year marks the 75th running of the 24 Hours of Le Mans, the world's oldest endurance race. Last season, Frank Biela, Marco Werner and Emanuele Pirro captured the prestigious title in an Audi R10, marking the first time a diesel-powered sports car won at Le Mans.

June 16 ASCS Rocky Mountain Region Colorado National Speedway, Erie, Colo., Sprint Cars	June 17 IHRA Nitro Jam Drag Racing Series Mansfield Motorsports Park, Mansfield, Ohio, Dragsters
June 16 ASA Late Model Series Berlin Raceway, Mame, Mich., Late Models	June 17 Empire Super Sprints Cornwall Motor Speedway, Cornwall, Ontario, Sprint Cars
June 16 Lucas Oil Late Model Dirt Series Talladega Short Track, Talladega, Ala., Late Models	June 19 USAC National Midget Series TBA, Midget Cars
June 16 International SuperModified Ass'n M-40 Speedway, Jones, Mich., Modifieds	June 19 ASCS National and Northern Plains Region I-90 Speedway, Hartford, S.D., Sprint Cars
June 16 Golden State Challenge Skagit Speedway, Alger, Wash., Sprint Cars	June 20 World of Outlaws Missouri State Fair Speedway, Sedalia, Mo., Sprint Cars
June 16 URC Sprints Grandview Speedway, Bechtelsville, Pa., Sprint Cars	June 20 World of Outlaws Late Model Series Virginia Motor Speedway, Saluda, Va., Late Models
June 16 O'Reilly All Star Circuit of Champions Lincoln Speedway, Abbottstown, Pa., Sprint Cars	June 20 USAC Kenyon and Regional Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars
June 16 United Sprint Car Series East Alabama Motor Speedway, Phenix City, Ala., Sprint Cars	June 20 USAC Indiana Ford Focus Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars
June 16-17 IRL Indy Pro Series Indianapolis Motor Speedway, Speedway, Ind., Indy Cars	June 20 ASCS National and Northern Plains Regions North Central Speedway, Brainerd, Minn., Sprint Cars
June 17 NASCAR Nextel Cup Series Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars	June 21 NASCAR Whelen Modified Tour Thompson Int'l Speedway, Thompson, Conn., Modifieds
June 17 World of Outlaws Late Model Series Belleville High Banks, Belleville, Kan., Late Models	June 21-24 National Hot Rod Ass'n Old Bridge Township Raceway Park, Englishtown, N.J., Dragsters
June 17 Formula One Indianapolis Motor Speedway, Speedway, Ind., Formula Cars	June 22 NASCAR Craftsman Truck Series The Milwaukee Mile, West Allis, Wis., Stock Cars
June 17 ASCS Patriot Region Eriez Speedway, Erie, Pa., Sprint Cars	June 22 ASCS Coastal and Gulf South Regions Motorama Speedway, Beaumont, Texas, Sprint Cars
June 17 Badger Midget Auto Racing Ass'n Angell Park Speedway, Sun Prairie, Wis., Midget Cars	June 22 ASCS Rebel and Southern Regions Oglethorpe Speedway Park, Savannah, Ga., Sprint Cars




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IT'S HUGE




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McFarland Becomes First To Repeat In Hooters Pro Cup This Season

MANSFIELD, Ohio — Mark McFarland became the first two-time winner of the season in the USAR Hooters Pro Cup Series this season with a victory Saturday in the Greased Lightning 250 at Mansfield Motorsports Park.

HOOTERS

McFarland, a competitor in the series's Southern Division, took the lead from Mike Garvey on lap 147 and stayed there until the finish. Both of McFarland's victories this season have come in Northern Division stops — Mansfield and Shenandoah (Va.) Speedway.

"I just think tracks in the Northern Division fit my driving style more," said McFarland, driver of the No. 81s Knight's Companies Chevrolet. "At Shenandoah and here, you can just flat out run the car as hard as you can and still be there at the end."

McFarland's flat-out approach was evident in the winning pass of Garvey. In the span of a lap, McFarland

knifed his way through the leaders and lapped traffic, moving from third to first on lap 147.

"The leaders started jockeying back and forth, then they hit the lapped cars, and I was able to get past them," said McFarland. "Usually, it's real hard to pass here, but our car would turn in the middle and

still come off [the corner] good. It's not that often that you get those kind of cars. I'm just glad I could take advantage of it."

Garvey, driver of the No. 17 JaniKing Ford, appeared to have a car capable of picking up his first triumph of the season.

He led 101 laps in the early

and middle stages of the race before faltering.

Garvey held the point until McFarland blasted to the front and eventually slipped to third.

Garvey's podium finish behind rookie Brandon Ward, who finished second in the No. 93 SupplyOne Ford just 0.291-second behind McFarland,

was his best outing of the year.

The finish:

Showing driver, car, laps completed and money won: 1. Mark McFarland, Chevrolet, 250, \$10,000; 2. Brandon Ward, Ford, 250, \$7,900; 3. Mike Garvey, Ford, 250, \$6,000; 4. Jack Bailey, Chevrolet, 250, \$4,700; 5. Benny Gordon, Ford, 250, \$6,500; 6. Lonnie Rush, Jr., Chevrolet, 250, \$3,200; 7. Derrick Kelley, Ford, 250, \$3,100; 8. Ben Stancill, Ford, 250, \$2,400; 9. Brian Scott, Ford, 250, \$2,300; 10. Shelby Howard, Chevrolet, 250, \$2,200; 11. Frank Deiny, Jr., Ford, 250, \$2,100; 12. Gary St. Amant, Chevrolet, 250, \$2,400; 13. A.J. Frank, Chevrolet, 250, \$1,900; 14. Clay Rogers, Chevrolet, 250, \$1,800; 15. Sam Fullone, Chevrolet,

250, \$2,000; 16. Richard Boswell, Chevrolet, 250, \$2,000; 17. Johnny Rumley, Chevrolet, 250, \$1,600; 18. Jody Lavender, Ford, 249, \$1,600; 19. Chase Pistone, Chevrolet, 248, \$1,600; 20. Jim Crabtree, Jr., Chevrolet, 248, \$1,600; 21. Michael Kidd, Pontiac, 248, \$1,400; 22. Jeff Agnew, Ford, 248, \$2,900; 23. Matt Carter, Ford, 247, \$1,400; 24. Shane Wallace, Ford, 246, \$1,400; 25. Danny Jackson, Chevrolet, 243, \$1,400; 26. Joe Harrison, Jr., Chevrolet, 241, \$1,400; 27. Ronnie Souders, Pontiac, 239, \$1,200; 28. Derek Kale, Chevrolet, 222, \$1,500; 29. John Townley, Ford, 217, \$1,200; 30. Ray Love, Jr., Chevrolet, 209, \$1,200; 31. Tom Hesser, Chevrolet, 198, \$1,200; 32. Jeff Fultz, Ford, 195, \$1,200; 33. Tim Bailey, Jr., Ford, 185, \$1,400; 34. Bill Plemons, Jr., Ford, 109, \$1,200; 35. John Gibson, Ford, 84, \$1,200; 36. Mike Hampton, Ford, 0, \$1,200.

Williams Triumphant In South

CONCORD, N.C. — Pro All Star Series North driver Corey Williams made the move south for the season, and it

PASS LM

finally paid off as the Maine native picked up his first PASS South Super Late Model Series victory in Saturday night's 125-lap event at Orange County Speedway.

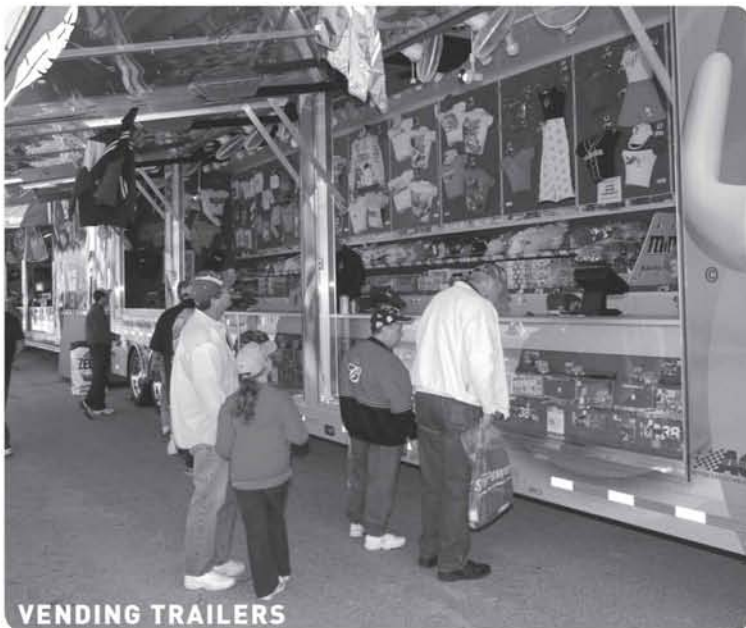
After a lengthy rain delay, the field took the green flag, with Williams moving up from fifth to take the lead just six laps into the event.

Williams held the point through the first of several mid-race cautions before losing the lead on lap 64, but he never strayed far from the front and was in perfect position to reclaim the spot after leader Preston Peltier hit the wall with 25 laps go.

A late caution with four to go gave Williams his biggest challenge, as point-leader Ryan Lawler pulled up in the runner-up spot. But a strong restart by Williams allowed him to pull away from Lawler, giving him just enough breathing room to pull off the victory. Dean Clattenburg, Grant Enfinger and Tim Nooner followed.

The finish:

Corey Williams, Ryan Lawler, Dean Clattenburg, Grant Enfinger, Tim Nooner, Heath Hindman, Brad Bischoff, Jason Hogan, Taylor Satterfield, Derek Ramstrom, Mark Gibson, Brian Payne, Shelton McNair, Jr., Chris Dunn, Randy Gentry, Connel Lee, Jr., Preston Peltier, Brandon Johnson, Mark Reedy, Greg Worley, Chad Martin, John Batten, Ben Rowe, Shannon Mines, Jimmy Doyle, Tim Pinion, Joe Mattress, Alex Fleming.



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No Free Time For Gordon And Any Other Big-League Driver

SHAMOKIN, PA.

Still want to be a superstar race driver? NASCAR drivers Kenny Wallace and Jimmy Spencer, who both work pre-race shows on Speed, said it best prior to the recent Nextel Cup race at Phoenix.

Specifically, both zeroed in on the fact that if you are a big-time NASCAR driver these days, you have very little time left during the week for yourself or your family, and you earn every dollar of those the multi-million-dollar contracts.

I agree and point to this excellent example. Jeff Gordon, who won April's Subway Fresh Fit 500 race in Phoenix on a Saturday night, didn't go home and enjoy the following Sunday off.

RACING BRIEFCASE



GREG ZYLA

On the very next day, the four-time champion traded in his stock car for a cutting board and chef's coat at Infineon Raceway to help promote the upcoming June race. He also took his wife, Ingrid Vandebosch, to the event.

A native of Vallejo, Calif., Gordon participated in a wine country luncheon to help promote

the upcoming Toyota/Save Mart 350 in June at Infineon Raceway. This took place just hours after taking the checkered flag at Phoenix.

That's correct. Even with Gordon's wife currently expecting the couple's first child, a girl in late June or early July, the couple instead traveled to Infineon to do public relations and enjoy some extra "personal business."

There was no "time off" for either of them. (Ingrid is a well-known Belgian supermodel and is familiar with tough, busy schedules.)

However, a nice "touch" to the event took place for Ingrid. Prior to the luncheon, the Gordons took part in a "mini baby shower" hosted by Infineon Raceway President and General Manager Steve Page. That's a nice addition, indeed, as Page is noted in this business as one of the best promoters out there.

Back to business — Gordon teamed with renowned Bay-area chef Victor Scargle to prepare a gourmet meal at the raceway for some 50 northern California media members. Gordon and Scargle dished up poached Alaskan halibut and grilled bigeye tuna. Gordon helped with the seasoning, tasting and a number of other elements and admitted that Ingrid is more of the chef at home.

"This (cooking) is scary. Tony Stewart doesn't scare me, but this scares me," Gordon said of preparing the meal. Gordon wore a chef's coat embroidered with the "Jeff Gordon Collection" logo.

Which leads us to more business. The lunch featured wines from the Jeff Gordon Collection, which is produced at August Briggs Winery in Calistoga and Ravenswood Winery in Sonoma. Gordon served his 2005 Chardonnay with the halibut, while Ravenswood served a Zinfandel with the tuna. Ravenswood will be the sponsor of the raceway's pole-day qualifying June 22.

Granted, this win-win-win appearance all comes into focus business-wise, which is certainly OK and good for everyone. The sponsor is happy, the Gordons are happy, the track promoter is happy and so on. But it does take time to accomplish, which is what Wallace and Spencer explain on their television show.

This example indeed proves just how little time these superstar drivers really have when it comes to lounging around and doing nothing for a few days. It usually doesn't happen until the month of December.

In reality, all of the above is work, the money is good and the schedules are busy. However, the drivers are doing what they love most, and that's taking the green flag in major-league racing.

Making big bucks and having a superstar model wife sounds great, too. So, do you still want to be a superstar race driver?

The answers should be: sure, yes, of course, yep, indeed, why not? And the final, "I'd love to be that busy!"

Rahe Paces Distance, Beats Rodela At Ventura

VENTURA, Calif. — Chris Rahe led all 30 laps of Saturday night's USAC Western Midget Car Series feature at Ventura Raceway. Rahe beat Jerome Rodela on the fifth-mile oval, with point-leader Johnny Rodriguez third.

The finish:

Chris Rahe, Jerome Rodela, Johnny Rodriguez, Matt Mitchell, Shannon McQueen, Scott Pierovich, Rick Hendrix, Quintin Crye, C.J. Sama, Randi Pankratz, Robert Simpson, Danny Roberts, Jared Little.

ROUNDUP

VSS Sprints

ELM CITY, N.C. — Anthony Linkenhoker captured the victory Saturday at County Line Raceway in Virginia Sprint Series action. Following Linkenhoker to the line were Pete Kingrea and Glenn Worrell.

The finish:

Anthony Linkenhoker, Pete Kingrea, Glenn Worrell, Jerald Harris, Tony Harris, Bill Rice, Donnie Rodeffer, Billy Norfleet, Chris Ware, Paul White, Danny Miller, Dick Talley, Mike Marr, Jimmy Hiner, French Grimes.

Whitney, Goeden Split IRA Glory

Friday

OSHKOSH, Wis. — Defending Interstate Racing Ass'n Outlaw Sprints champion Travis Whitney picked up his first victory of the season Friday night at Oshkosh Speedway Raceway.

Whitney piloted father Walt's Don Ott-powered No. 9 to victory in the 30-lap test on the third-mile dirt track.

Whitney took the lead from Scott Young on lap nine and held off Mike Reinke. Todd King, Donny Goeden and Young rounded out the top five.

ROUNDUP

The finish: Travis Whitney, Mike Reinke, Todd King, Donny Goeden, Scott Young, Steve Meyer, Scott Uttech, Scotty Neitzel, Kim Mock, Jason Johnson, Brian Kristan, Kurt Davis, Ty Bartz, Andy Hunt, Bill Warren, John Haeni, Bill Wirth, Russell Borland, David O'Neal, Mike Kertscher, Joe Symoens, Scott Biertzer.

Saturday

WILMOT, Wis. — Donny Goeden captured the annual Al & Marie Winker Memorial at Wilmot Speedway Saturday night, as the event was run under IRA sanction for the first time.

Goeden steered Bob Walldan's Jones-powered Maxim to his series-leading fourth victory of the season.

Goeden took to the cushion on the first lap and led throughout, while Mike Reinke finished second for the second-straight night. John Haeni, Scotty Neitzel and Scott Uttech rounded out the top five.

The finish:

Donny Goeden, Mike Reinke, John Haeni, Scotty Neitzel, Scott Uttech, Travis Whitney, Scott Young, Dave Moulis, Tommy Sexton, Brian Kristan, Kurt Winker, Steve Meyer, Joe Symoens, Scott Semmelman, Scott Biertzer, Bill Warren, Kris Spitz, Ty Bartz, Kim Mock, Tim Vandevere, Bill Wirth, Scott Lenz.

NARA Mods

TAZEWELL, Tenn. — Joey Kramer scored his second NARA Battle of the Bluegrass Modified Series victory of 2007 at Tazewell Speedway Saturday night.

Kevin Copher took runner-up honors, while Russ Gabbert, Jerry Broyles and Shon Flanary rounded out the top five. Twenty-three cars were on hand for the 30-lap event.

The finish:

Joey Kramer, Kevin Copher, Russ Gabbert, Jerry Broyles, Shon Flanary, Kelly Warren, Dennis Roberson, Jimmy Payne, Ricky Boahn, Walt Mayabb, Mickey Sansom, Aaron Ogle, Jason Bowers, Troy Teegarden, Wayne James, Kevin Mayabb, Tim York, Danny James, Victor Lee, Josh

'DIRT' Gives Viewers True Taste Of Short-Track Racing

BY PETE MCCOLE

Far removed from the glamorous world of NASCAR Nextel Cup racing, at small dirt tracks across the country, there are drivers willing to risk their lives, marriages and livelihoods — all in pursuit of a passion for racing, a championship trophy and maybe a small taste of the glory at stock-car racing's top levels.

VIDEO REVIEW

All this comes together on the screen in "DIRT" — an award-winning documentary that gives viewers a compelling look at the gritty, dog-eat-dog world of dirt stock-car racing.

Produced and directed by Jeff Bowden, "DIRT" focuses on a single season in the street-stock class at the legendary Devil's Bowl Speedway in Mesquite, Texas. Throughout the 13-week season, Bowden explores the

lives of seven drivers — on and off the track — and the drama as they struggle to make ends meet week to week while pursuing their passion for racing, all for a weekly prize of no more than \$320.

Using a combination of first-person accounts, actual race footage and in-car cameras, "DIRT" is as entertaining as it is compelling, as Bowden allows viewers to see these seven drivers for exactly who they are — to see their excitement as they take the checkered flag, their frustration as they come home second and their heartbreak as they are forced to sell off their equipment to pay the bills. And, more importantly, how their lives on and off the track are intertwined.

Among the drivers Bowden introduces are Thomas Weeks, the defending champion of the street-stock class and de-facto narrator of the film;



JEFF ARNS PHOTO

BLACK AND BLUE: Jason Johnson and Scott Uttech get tangled up during IRA sprint-car action last weekend in Wisconsin.

Lucas, Dustin Linville, Don Adams, John Harrell.

Mid-Am Stocks

KAUKAUNA, Wis. — Bill Prietzel worked his way from 11th-starting spot to take the victory in the Mid-American Stock Cars event at Wisconsin Int'l Raceway on Saturday night. Following Prietzel to the line were Jeremy Spoonmore, Bobby Gutknecht, Kevin Damrow and Daryl Gerke.

The finish:

Bill Prietzel, Jeremy Spoonmore, Bobby Gutknecht, Kevin Damrow, Daryl Gerke, Maxwell Schultz, Dave Obermeyer, Ryan Manthei, Jake Finney, Ryan Finley, James Swan, Kyle Shear, Scott Null, Danny Powell, Andrew Kulka, Becca Kasten, Gary Tisler, Troy Shear, Jr., Tony Haback, Tim Schmitt, Lyle Nowak.

MLRA

GRAIN VALLEY, Mo. — Alan Vaughn raced to the front of the field and never looked back as he picked up the O'Reilly MLRA victory Saturday night at Valley Speedway. Al Purkey

finished second, as Gary Stolba, Chris Smyser and Kyle Berck completed the top five.

The finish: Alan Vaughn, Al Purkey, Gary Stolba, Chris Smyser, Kyle Berck, Jeremy Payne, Will Vaughn, Eric Turner, David Turner, Randy Zimmerman, Denny Woodworth, Shad Badder, Jason Bodenhamer, David Barker, Corey Zeitner, Ricky Frankel, Larry Clawson, P.J. Haskins, Chad Frewaldt, Brian Kenning, Larry D. Clawson, Bob Miller, Rick Leigh.

RMMRA
ERIE, Colo. — Kyle Ray won Saturday's Rocky Mountain Midget Racing Ass'n feature at Colorado National Speedway. Ray took the lead from Tony Rossi on lap 18 of the 20-lap event on the three-eighths-mile dirt track and led to the checkered flag. Rossi finished second, with Chris Sheil, Butch Middleton and Kyle Rayburn following.

The finish: Kyle Ray, Tony Rossi, Chris Sheil, Butch Middleton, Kyle Rayburn, Todd Plemons, Mickey Gilbert, Jennifer Greenberg, Brandon Lee, Julee Jamison, Buddy Lowther, Rick Ellis.

The finish: Alan Vaughn, Al Purkey, Gary Stolba, Chris Smyser, Kyle Berck, Jeremy Payne, Will Vaughn, Eric Turner, David Turner, Randy Zimmerman, Denny Woodworth, Shad Badder, Jason Bodenhamer, David Barker, Corey Zeitner, Ricky Frankel, Larry Clawson, P.J. Haskins, Chad Frewaldt, Brian Kenning, Larry D. Clawson, Bob Miller, Rick Leigh.

RMMRA

The finish: Kyle Ray, Tony Rossi, Chris Sheil, Butch Middleton, Kyle Rayburn, Todd Plemons, Mickey Gilbert, Jennifer Greenberg, Brandon Lee, Julee Jamison, Buddy Lowther, Rick Ellis.

The finish:

Kyle Ray, Tony Rossi, Chris Sheil, Butch Middleton, Kyle Rayburn, Todd Plemons, Mickey Gilbert, Jennifer Greenberg, Brandon Lee, Julee Jamison, Buddy Lowther, Rick Ellis.

Trandel White, who wins races despite his claims that he has the cheapest motor in the class; Travis Pace, who along with his wife has put their plans for a family on hold as they move up the point standings toward a championship; and Gayla Jones, the only female driver to compete in any class at Devil's Bowl, who struggles in a male-dominated sport while still trying to hold her marriage together.

These seven drivers represent the typical dirt-track racer — hard-working, middle-class people, living paycheck to paycheck while scraping together a few extra dollars each week to put in their race cars.

"We may never get to Daytona," Weeks says in the film. "Devil's Bowl is our Daytona 500 every weekend."

DIRT, the DVD, is available for \$15.95 plus shipping and handling from www.dirtdocumentary.com.

Bill, Jr. Took NASCAR To New Heights

By BRUCE MARTIN
NSSN CORRESPONDENT

MOORESVILLE, N.C. — Bill France, Jr. used to laugh when he heard the terms “iron-fisted” and “dictator” which he was the man in charge of NASCAR in 1994 — the same year he brought stock-car racing to the fabled Indianapolis Motor Speedway for the inaugural Brickyard 400.

“I don’t find those terms offensive other than the fact they are not correct,” France said in an interview with NSSN. “When we make a decision, and have been for the last 15 years, we’ve been able to make them with pretty good input from the various race teams in regards to rules.

“We’ve sounded it out with some of the experts over here in the garage area with these race teams.”

France was a man in touch with the competitors in the garage area, which stands in stark contrast to his son, Brian, who is rarely in the garage and spends more time creating marketing plans for the sanctioning body that he now controls.

France was a man who many of the competitors feared, but they also had the ultimate respect for the man and his authority. He played a key role in bringing the sport out of the backwoods of the Southeast and making it a truly national sport before he turned the presidency over to Mike Helton in 1999.

France remained as Chairman and CEO until he turned that over to his son in October 2003. He continued as Vice-Chairman, but the effects of cancer and its treatments took a toll on the elder France, who passed away June 4.

The son of “Big Bill” France had been with NASCAR since the beginning and had literally worked his way from the ground up.

After Pat Purcell, a key figure in NASCAR since its inception, died in 1965, Bill France, Jr. became NASCAR’s race director. When Big Bill stepped down as NASCAR president in 1972, he turned the reins over to his son.

“I probably had as good a shot as anybody by having the last name,” France said. “But Bill, Sr. was the kind of guy who wouldn’t put somebody in the slot just because they were his son.

“I think if I had been showing up all through those years at 10 o’clock in the morning boozed up, I doubt very seriously he would have thought I would have been a good candidate for the job.”

On April 4, 1933 the couple had a son, William Clifton France, known as Bill France, Jr. Shortly after his birth, “Big Bill” France decided to move the family to Miami, Fla., in October, 1935.

“I was about a year-and-a-half old when he moved down there,” Bill, Jr. said. “I recall the early days here, but I don’t recall being in the car when we rolled the windows down and waved goodbye to everybody.”

France never made it to Miami. He experienced car trouble in Brunswick, Ga. The family made it to Daytona Beach with a car and trailer, a few tools, \$25 in cash and a \$75 balance in a Washington bank. Daytona Beach became the family’s home.

France, Sr. promoted races on the famed beach course at Daytona and formed NASCAR in late 1947.

“I was 15 when NASCAR got started,”



CHANGING OF THE GUARD: Bill France, Jr. (right) assumes the presidency of NASCAR as he accepts the company keys from his father, Bill France, Sr., on January 10, 1972.

France, Jr. said. “At 15, I wasn’t paying that much attention. I was working the events. In those days we would place bills on posts and put bumper stickers on cars and nail signs on telephone and fire poles.

“I liked the competition way back as a kid. I can recall going to races where my father was still driving when I was real little.”

France did various jobs at the track, but he was always interested in the racing.

“I don’t know if I had any other interests,” France said. “I wasn’t the best student, regrettably saying that. I have learned a lot since then, the opportunity for an education. I try to pick up as much of that as I can through the various publications that are available, as well as trying to remember something

that happened on the street.

“Street smarts are very important. By the same token, having a formal education certainly adds a lot to the individual.”

Those street smarts served France well, as he was in charge of NASCAR at a critical time.

“The challenges vary,” France said. “One day, it’s rules. It’s the competition. The Energy Crisis was a problem. One fire will start and you get it put out and two more will start. You get two out and one more will start.

“There is something happening all the time, and some days I feel like I’m fighting a California brush fire.”

While his father set the foundation for NASCAR, France helped it reach the skies.

“I’ll let others do the comparison.

We’ll try to paddle our canoe and let others make that comparison,” France said. “The main thing there, if we can keep everything pretty close on competition, then the race teams are satisfied if they feel they have a shot at winning an event and are competitive out there.

“We have to give the fans a good show. They are buying a ticket to see something they think is exciting. One of the things exciting about a race is to have a race — to see cars close together. That is one of our key jobs. They want to see a good race just like if they go to a movie, they want to see a good movie.”

While too much of today’s NASCAR looks like a re-run, when France was in charge, it was a blockbuster.

NASCAR Leadership Has Been In Place Since 2000

When Bill France, Jr. died last week at the age of 74, changes that he made back in 2000 went into full effect.

Upon being diagnosed with cancer in 1999, the family took measures to ensure the continuation of NASCAR as well as the International Speedway Corp.

Brian France, Bill, Jr.’s son, was installed as Chairman and CEO of NASCAR in 2003, three years after his father stepped back from the presidency of NASCAR in favor of Mike Helton.

Jim France, Bill, Jr.’s younger brother, is now the sole Vice-Chairman and Executive Vice-President of NASCAR, and Lesa France Kennedy, Brian’s sister, is Vice-President and assistant treasurer. Betty Jane France, Bill, Jr.’s wife and mother of Brian and Lesa, is assistant secretary and the sanctioning body’s international community relations director.

Helton is the president of NASCAR, while Gary Crotty is secretary and general counsel.

A bevy of vice-presidents based in Daytona Beach includes Paul Brooks, Steve Phelps (marketing), R. Todd Wilson (finance) and Jim Hunter (corporate communications). Mark Dyer, vice-president of licensing and consumer products, runs the Charlotte office of NASCAR.

With the elder France’s passing, it is possible that one of the senior officers will move up to become vice-chairman on the NASCAR side. Jim France is acting Chairman of International Speedway Corp., in addition to being Vice-Chairman of NASCAR. At the next board meeting of ISC, France will likely remove the “acting” from his title while still maintaining his Vice-chairmanship at NASCAR.

— Ron Lemasters, Jr.

FRANCE: Friends, Fans Say Goodbye To France

CONTINUED FROM PAGE 2

port; your phone calls and cards have meant so much to all of us,” Betty Jane France said. “Bill France loved Daytona Beach, and today we feel the love returning to him.”

Hendrick lightened the mood with an anecdote relating to his first meeting with France when he entered the sport, but also spoke seriously about the man that many remembered as a visionary.

“He was our mentor,” Hendrick said. “He was our leader. He was a great friend, and we’re all going to miss him. He was a bear of a man, but he really had a teddy bear of a heart.”

The number of NASCAR celebrities and dignitaries on hand was too large to mention, but among them were Michael Waltrip, Junior Johnson, Donnie Allison, Kyle Petty, Carl Edwards, Robby Gordon, Bruton Smith, Humpy Wheeler, Roger Penske, Ray Evernham, Jack Roush and Edsel Ford.

*In memory of
Bill France Jr.
Whose contributions
benefited us all*

Five Flags Speedway
Home of the Snowball Derby



Mobile International Speedway
Home of the Lee Fields Memorial



*“Bill France, Jr. WAS NASCAR,
and gave everything he had to this sport.”*

– Chip Ganassi

“We lost a great man and even a better friend.”

– Felix Sabates

*The entire Chip Ganassi Racing with Felix Sabates family
extends our deepest condolences to the France Family
and will continue to celebrate Bill's life
and protect his passion for racing.*



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- February 9-10 East Bay Internationals • East Bay Raceway Park • Tampa, FL
- February 11 Winternationals • Volusia Speedway Park • DeLeon Springs, FL
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- March 2-4 Speedway Expo • The Big E • Springfield, MA
- March 8-9 USAC Sprints and Late Model Dirt • The Dirt Track @ LVMS • Las Vegas, NV
- March 8-11 NASCAR/NEXTEL Cup Series • Las Vegas Motor Speedway • Las Vegas, NV
- April 19-21 Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- April 28 Naturally Fresh 250 • Concord Motorsports Park • Concord, NC
- May 25 55th Annual Hoosier Hundred • Indiana State Fairgrounds • Indianapolis, IN
- May 25 Eckerd Outlaw Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 25 USAC Silver Crown • Indiana State Fairgrounds • Indianapolis, IN
- May 25-27 NASCAR Nextel Cup @ Lowe's Motor Speedway • Concord, NC
- May 26 Toyota Night Before the 500 • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
- June 1 Sue Thiel Memorial Classic • Dodge County Fairgrounds Speedway • Beaver Dam, WI
- June 9 13th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 29 USAC National Sprint Car Series • Richmond International Raceway • Richmond, VA**
- June 30 SunTrust Indy Challenge • Richmond International Raceway • Richmond, VA**
- June 30 The Great Race • Concord, NC**
- July 11 Brad Doty Classic • Limaland Motorsports Park • Lima, OH
- July 13 Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
- July 14 Kings Royal • Eldora Speedway • New Weston, OH
- July 26-28 Kroger Speedfest • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
- August 6-7 Front Row /Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
- August 8-11 Knoxville Nationals • Knoxville Raceway • Knoxville, IA
- Aug. 17-18 Ron Shuman Classic • Lakeside Speedway • Kansas City, KS
- August 24 Food City 250 • Bristol Motor Speedway • Bristol, TN
- August 25 Sharpie 500 • Bristol Motor Speedway • Bristol, TN
- Sept. 7-8 World 100 • Eldora Speedway • New Weston, OH
- October 10 Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- October 11-13 NASCAR NEXTEL Cup • Lowe's Motor Speedway • Concord, NC
- November 1-3 Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- November 8 Copper World Classic • Phoenix International Raceway • Avondale, AZ
- Nov. 29-Dec.2 Snowball Derby • Five Flags Speedway • Pensacola, FL

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NASCAR NEXTEL CUP

RACE REWIND

Race 14 of 36: Pocono 500, Sunday, June 10
Pocono Raceway, Long Pond, Pa.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Jeff Gordon	Ryan Newman	Martin Truex, Jr.

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	18	24	Jeff Gordon	DuPont Chevrolet	106	\$238,286	Running
2	1	12	Ryan Newman	alltel Dodge	106	190,375	Running
3	3	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	106	156,545	Running
4	12	25	Casey Mears	National Guard/GMAC Chevrolet	106	131,800	Running
5	6	20	Tony Stewart	The Home Depot Chevrolet	106	146,736	Running
6	2	11	Denny Hamlin	FedEx Ground Chevrolet	106	123,625	Running
7	34	01	Mark Martin	U.S. Army Chevrolet	106	112,483	Running
8	4	5	Kyle Busch	Kellogg's/Carquest Chevrolet	106	93,225	Running
9	24	17	Matt Kenseth	DeWalt Ford	106	123,916	Running
10	5	07	Clint Bowyer	Jack Daniel's Chevrolet	106	89,375	Running
11	19	29	Kevin Harvick	Shell/Pennzoil Chevrolet	106	119,636	Running
12	13	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	106	114,858	Running
13	10	31	Jeff Burton	AT&T Mobility Chevrolet	106	109,191	Running
14	32	99	Carl Edwards	Office Depot Ford	106	85,350	Running
15	33	13	Joe Nemechek	Haier Chevrolet	106	72,100	Running
16	27	2	Kurt Busch	Miller Lite Dodge	106	103,908	Running
17	11	18	J.J. Yeley	Interstate Batteries Chevrolet	106	97,358	Running
18	31	10	Scott Riggs	Valvoline/Stanley Tools Dodge	106	77,650	Running
19	26	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	106	105,636	Running
20	38	42	Juan Pablo Montoya	Texaco/Havoline Dodge	106	107,300	Running
21	15	19	Elliott Sadler	Dodge Dealers/UAW Dodge	106	86,370	Running
22	8	9	Kasey Kahne	Dodge Dealers/UAW Dodge	106	111,516	Running
23	29	40	David Stremme	Coors Light Dodge	106	68,425	Running
24	22	41	Reed Sorenson	Target Dodge	106	91,408	Running
25	35	45	Chad McCumbee	Goody's Cool Orange Dodge	106	81,583	Running
26	36	6	David Ragan	AAA Ford	106	103,250	Running
27	30	88	Ricky Rudd	Snickers Ford	106	97,458	Running
28	21	15	Paul Menard	Pittsburgh Paints Chevrolet	106	66,275	Running
29	25	26	Jamie McMurray	Irwin Industrial Tools Ford	106	74,125	Running
30	41	16	Greg Biffle	Dish Network Ford	106	81,825	Running
31	42	14	Sterling Marlin	Pepboys Auto Chevrolet	106	74,483	Running
32	39	66	Jeff Green	Best Buy Chevrolet	106	80,222	Running
33	20	4	Ward Burton	State Water Heaters Chevrolet	106	63,725	Running
34	16	38	David Gilliland	M&M's Ford	106	89,489	Running
35	9	83	Brian Vickers	Red Bull Toyota	106	62,125	Running
36	17	96	Tony Raines	DLP HDTV Chevrolet	106	69,900	Running
37	43	21	Bill Elliott	Little Debbie Snack Cakes Ford	105	80,939	Running
38	23	00	David Reutimann	Burger King Toyota	105	61,600	Running
39	28	84	A.J. Allmendinger	Red Bull Toyota	104	61,475	Running
40	40	70	Johnny Sauter	Yellow Transportation Chevrolet	103	61,325	Running
41	37	7	Robby Gordon	Jim Beam Ford	103	61,180	Running
42	7	48	Jimmie Johnson	Lowe's Chevrolet	97	114,966	Running
43	14	22	Dave Blaney	Caterpillar Toyota	55	69,197	Accident




RACE STATISTICS

Race time: 1 hour, 57 minutes, 15 seconds
Average speed: 135.608 miles per hour
Victory margin: Under caution
Caution flags: Four for 10 laps
Lead changes: 15 among eight drivers
Lap leaders: Ryan Newman, pole; Denny Hamlin, 1-25;
Martin Truex, Jr., 26; Casey Mears, 27-28; Tony Stewart, 29; Hamlin, 30; Stewart, 31-32; Hamlin, 33-50; Mark Martin, 51; Hamlin, 52-53; Newman, 54-64; Jeff Gordon, 65-81; Newman, 82-90; Hamlin, 91-93; Carl Edwards, 94-97; Gordon, 98-106.

TALK OF TIME TRIALS

"The Rocketman" Ryan Newman captured his third-straight pole Friday, posting a fast lap of 170.062 miles per hour. It was his second-career pole at Pocono and his 41st overall.

STANDINGS

FIRST	SECOND	THIRD
		
Jeff Gordon	Matt Kenseth	Denny Hamlin

Top 10

1. Jeff Gordon	2,249	6. Tony Stewart	1,733
2. Matt Kenseth	2,007	7. Carl Edwards	1,710
3. Denny Hamlin	2,002	8. Clint Bowyer	1,659
4. Jimmie Johnson	1,944	9. Kevin Harvick	1,648
5. Jeff Burton	1,828	10. Kyle Busch	1,613

Nothing Can Stop Gordon

BY RON LEMASTERS, JR.

LONG POND, Pa. — Luck, especially in racing, is a fickle commodity; it will make you a hero one day and turn you to a zero the next... unless, of course, you happen to be Jeff Gordon, Steve Letarte and the rest of the DuPont Chevrolet crew.

Rain, persistent brake issues, a tire problem and fast-closing rivals failed to keep Gordon from putting another notch on his HANS device on Sunday at Pocono Raceway, and it is starting to get a little bit tiresome.

"They played their card," said runner-up Ryan Newman. "They were in position to play their card. We weren't in that position."

Gordon won the race, despite having a car that was short on brakes.

"It feels like something is ready to break," Gordon said during what turned out to be the final rain delay. "I have had brake issues here before, and it is no fun. I don't think the brakes are totally going to go away, they just pick up a lot of pad build up and a lot of vibration. The car is great for the first half of the run."

Whether it was nearly blowing up while crossing the finish line at Darlington or being in the right place at the right time at Martinsville, Gordon has had some interesting challenges in his four victories this year.

"We have had some drama on our wins this year," he said. "When we do it, it is in dramatic fashion. What a great way to finish this day out. I didn't think we weren't even going to get

GORDON: No. 24 Makes The Most Of A Rainy Sunday

CONTINUED FROM PAGE 2

hard to pass here and everybody gets so spread out," Letarte said. "Shannon called it. He saw some rain clouds coming and told me to go check the radar."

"When it rains, it pours, we have had years when we couldn't do anything right, and some years you can't do anything wrong. You just have to ride the highs when they come, and that is what we are trying to do."

The victory was the fourth of the season for Gordon, who expanded his point lead to 242 over Matt Kenseth after 14 races. Jimmie Johnson, who was second coming into the race, dropped to fourth after a flat tire on lap 89 pushed him back to 42nd at the finish.

Despite brake problems and a persistent tire condition, Gordon was in front when it counted, and he held off polesitter Ryan Newman and a fast-closing Martin Truex, Jr. for the victory.

Newman had his nose underneath Gordon's Chevrolet when the caution flag finally waved, sealing Gordon's 79th-career victory.

"Unfortunately, the rain came on the



AUTOSTOCK PHOTO

MR. LUCK: Jeff Gordon leads a pack of cars during Sunday's Pocono 500 at Pocono Raceway in Long Pond, Pa.

on the track. Then to have it come down to great team strateg. You win some this way and you lose some this way. We won this one this way, I guess. I still can't believe it. I still won't believe it until I see John Darby or Mike Helton."

Newman said it just came down to strategy.

"It was obvious to both of us when the crowds weren't coming in that it was probably going to rain again," Newman said. "It was a matter of when and where and what lap. It worked out six laps to their good."

Third-place finisher Martin Truex called it luck, with a kicker.

"I think the smaller fuel cell (17 to 18

wrong lap," Newman said. "It rained on me the lap before that, and when we came back around it rained even harder. It was pouring at that point."

"We were four feet short." Gordon was screaming on the radio for NASCAR to throw the caution flag, and it came out just as Newman got the nose of his Dodge even with Gordon's door.

"If the race had gone back to green, we were in a little bit of trouble," Gordon said. "It would have depended on what these other guys did. They were about halfway through a run, or at least close to it, so they might have decided they wanted to come in, too. Then we wouldn't have been in too much trouble. If they had stayed out like we did, then yes we would have had a big hole to dig out of."

"I trust Steve. I thought out in clean air; with a few cars behind us, we would be in good shape, which we were. That shows you just what clean air will do. The problem is, with the brakes, it starts vibrating and losing grip, and then we faded right there at the very end."

Gordon might have officially won the race at the point, but he really got in position to win it on lap 65. He and teammate Casey Mears were among several cars that stayed out following a debris caution while Newman, Denny Hamlin and Tony Stewart came to pit road for service. There had been just seven green-flag laps since they pitted, so the gamble made

gallons) changed it a lot," Truex said. "They (Gordon and Letarte) could have been kicking themselves if the race went six more laps because they would have had to pit. So, it just worked out in their favor."

"It could have gone either way. We just did what we thought was right, and those guys just tried to get an advantage and got lucky. Just the way it is."

Gordon and the Hendrick teams seem to be making their own luck this season. Gordon's victory was the 10th in 14 races this season for Hendrick Motorsports, and both Gordon and teammate Jimmie Johnson have four victories.

sense. That put Gordon and Mears off-sequence, and they were forced to come to pit road on lap 82 for four tires and fuel. That turned out to be the winning move.

"(Steve) was looking at this thing being close to a 100-lap race, which was really smart. He looked at the radar and knew the rain was coming any time," Gordon said. "We weren't getting any farther up than ninth with the brake issues, so it was a risk worth taking. He is the one that won this race today, not me. We had a great race car, but without track position and a great risky call like that, we wouldn't be here. I can't believe we just won this thing."

Newman took it all in stride. "They were in position, track-position-wise, to stay out and get some clean air," Newman said. "They did what they could. Their car was still fast enough to stay out front even when they were off-sequence."

For Newman, it was his second-straight runner-up finish, and he started the weekend by winning his third-straight Bud Pole.

Truex, winner at Dover in another rain-delayed event, was closing fast in third place when the rain hit. He was left wishing for a few more laps.

"The 24 (Gordon) stuck it to all of us pretty good," Truex said. "I think five or 10 more laps and we had a shot at the victory. I was catching Newman then, and the 24 was coming back fast. It was a lot of fun."

NASCAR NEXTEL CUP RACE REWIND



ALAN MARLER/HHP PHOTO

ADDING INSULT: Kurt Busch's week went from bad to worse at Pocono Raceway. After being docked points, fined and placed on probation for an incident at Dover, Busch wrecked his car during practice.

Busch Docked Points & Fined

McCumbee Finishes 25th In Nextel Cup Debut For Petty Enterprises

BY RON LEMASTERS, JR.

LONG POND, Pa. — The word already on the street concerning **Kurt Busch's** likely penalty for his pit-lane hissy fit at Dover was pretty close to on the mark Friday.

It was the Big One, 100 driver points and a \$100,000 fine, and car owner **Roger Penske** was docked 100 owner points as well. The ubiquitous probation was also part of the penalty, as Busch is on behavior watch until Dec. 31, 2007.

There had been speculation that Busch would be forced to sit out a race for driving up to **Tony Stewart's** wrecked race car on pit road and nearly clipping Stewart's jack man, **Jason Lee**.

"There was almost hitting a guy on pit road versus actual," Busch said Friday. "That's still what needs to be separated here. We can't say I hit the guy because I had my car under control when I stopped next to Tony's car on pit road. Yeah, I did think I was probably going to get parked, but it's a blessing that NASCAR realized that nothing too serious did happen, so we can move forward with this and get back to the normal roots of racing for us, which is to go and gain points on Sunday."

The penalty dropped Busch from 11th to 17th in the driver points, taking him out of the putative Chase standings for the time being. He's 88 behind the 12th-place driver, Mark Martin, with 13 races left until the cutoff.

"I regret my actions on Monday during the race," Busch said at the beginning of his remarks on Friday. "To accept the penalty, that's what

we're going to do. I'm glad I'm here to race the car this weekend. We've got our work cut out for us to gain these 100 points back. The money, hopefully it goes to the NASCAR Foundation or whatever they do with the funds. We're here to move forward."

■ Welcome to monsoon season, or, as they call it in eastern Pennsylvania, Pocono 500 race weekend.

Rain delayed the start of Sunday's race for more than two and a half hours. The rain hit hard just after the driver's meeting at noon, and there were several attempts to get the drivers in the cars and out on the speedway, but each time NASCAR tried, the rain would start again.

Finally, the engines started at 4:41 p.m., the cars rolled off at 4:46 and the green flag waved at 5:05. The final yellow flag waved at 7:46 p.m. and the red waved soon after. Time of the race was 1 hour, 57 minutes and 15 seconds.

■ Tony Stewart is from Indiana, where the weather can really be wild and crazy, but Sunday's events flummoxed him.

"This is the weirdest doggone weather I've ever seen," Stewart quipped. "It's like Zippy (crew chief **Greg Zipadelli**) said; we could be standing here in the sun and it would be pouring on the other side of the race track. That just shows how big this race track really is."

■ What will the CoT be like when it debuts here next season? Slow, according to **Kasey Kahne**.

"The cars are very aero dependent," Kahne said. "They were tough at Dover. You'd get behind a car and instantly slow down a tenth or two. They need some work on these types of tracks, I feel."

"I don't think they're ready for Pocono yet, definitely for the aero.

Every single car dropped off a tenth (at Dover), and cars that weren't handling perfect would drop off more than that. That makes it tough to pass."

■ As the summer months loom, a couple of drivers are getting into shape for the run to The Chase. **Ryan Newman** ripped off his third-straight pole on Friday at Pocono, and **Martin Truex, Jr.** followed his Dover victory by qualifying second.

"The guys are doing a good job," Newman said. "They're bringing a fast car to the race track with the right balance. The momentum we have going back to winning the pit crew challenge has definitely helped the entire team, and that makes a big difference."

Truex, meanwhile, has experienced a gradual gain in performance. "We've been on a steady climb in the standings since California, where we were 42nd, I think. We've had a good season, but things are just finally starting to go the way we need them to."

■ **Chad McMubee**, touted by **Andy Hillenburg** as the Next Big Thing a year ago, made his first NASCAR Nextel Cup start Sunday in the Pocono 500. You might recognize the young driver as **Dale Earnhardt, Jr.** from ESPN's made-for-TV movie "3," and he drove late models at Myrtle Beach Speedway...just like Dale, Jr. did.

McCumbee, 21, is driving for **Kyle Petty** as the latter takes some time off to do TNT's television broadcasts. Sponsorship from Goody's Cool Orange helps the effort, and McMubee pulled double duty at Pocono in the ARCA race.

■ The time differential between ARCA polesitter **Tim Andrews** and the slowest qualifier, **Art Seeger**, was a staggering 10.750 seconds.

Family Matters When It Comes To The Mattiolis

LONG POND, PA.

Just inside the media center door here at Pocono Raceway, there is a blow-up of a business card.

The card bears the name of Bill France, Sr. and the legend "International Speedway Corp." with the address and phone number. Next to it is a photo of the man himself, signed, "Best wishes to Rose and Joe, Bill France, Sr."

It is on the other side of that photo that the really interesting blowup hangs.

On the back of that business card are the words of George W. Cecil:

"On the plains of hesitation lie the bleached bones of millions who, when within the grasp of victory sat and waited, and waiting, died."

Cecil wrote that in 1923, in an advertisement for the International Correspondence Schools in *The American Magazine* of March 1923, and that's not the exact quote, but near enough.

That France remembered the quote is impressive, and still more so is the fact that the Mattiolis have it blown up about 6,000 percent on the wall of a modern media center. But it speaks to the role that the elder France played in the building of Pocono.

Six days after the death of Bill France, Jr., it takes on a bit more meaning because Pocono exists today because of the advocacy of the France family, who encouraged Rose and Joe to carve Pocono out of the mountain wilderness — two hours east of New York and a similar distance to the north of Philadelphia.

Rose and Joe are different. They still want to make money, to be sure, but it's the family things that are really important. It's a twice-annual family reunion in the Pocono mountains, to put it correctly.

WIDE OPEN



RON LEMASTERS, JR.

The American flag at Pocono has always been huge, and it still is. It looks bigger when it flies at half-staff, as it will for the rest of the year at NASCAR tracks.

Upon entering the place where we do our work on Sunday morning, there was a single sheet of paper at each spot. On it was a photo of France, Jr., with the words "Pocono Raceway remembers auto racing giant!"

The Mattiolis are not your typical track owners in NASCAR. First, as husband and wife, they are unique in that respect. The only track owners in NASCAR even close to Rose and Joe in terms of situation are the Bahres, Bob and Gary, in New Hampshire, and they are father and son.

As such, Pocono is a family affair — literally. Son Joe III is a vital cog in the running of Pocono, and both Rose and Joe the elder are quite visible during race weekends. Track operators are usually employees of either International Speedway Corp. or Speedway Motorsports, big companies whose business it is to make money running race tracks.

Rose and Joe are different. They still want to make money, to be sure, but it's the family things that are really important. It's a twice-annual family reunion in the Pocono mountains, to put it correctly.

Sure, it's out in the middle of the back of beyond, relatively speaking. It's not as updated as the newer tracks on the circuit, and it can be a pain to get around if you don't know what you're doing. But when you get there and get to doing your job, you realize it's just a place you go twice a year to watch a race, kibbutz with old friends and relax.

Pocono is and always will be a place based on what families do, despite the fact it's a race track and not an amusement park. It's run like a family place, and it feels like it.

What better place to celebrate the life of a racing giant and his father?

UP NEXT

Michigan Int'l Speedway
Brooklyn, Mich

Track specs
Length: 2 miles
Frontstretch: 3,600 feet
Backstretch: 2,242 feet
Banking
Turns 1-4: 18 degrees
Frontstretch: 12 degrees
Backstretch: 5 degrees

Nextel Cup Race
Citizens Bank 400,
2 p.m. Sunday, TNT
Web site: mispow.com

Start/finish

Tickets:
800-354-1010
Address: 12626
U.S. Hwy. 121, Brooklyn, MI 49230

RACE REWIND

CHAMP CAR WORLD SERIES

Race 4 of 16: Mazda Grand Prix of Portland, Sunday, June 10
Portland Int'l Raceway, Portland, Ore.

FINAL RESULTS

FIRST



Sebastien Bourdais

SECOND



Justin Wilson

THIRD



Robert Doornbos

Fin.	St.	No.	Driver	Team	Laps	Status
1	3	1	Sebastien Bourdais	Newman Haas Lanigan Racing	103	Running
2	1	9	Justin Wilson	RSPORTS	103	Running
3	2	14	Robert Doornbos	Minardi Team USA	103	Running
4	7	5	Will Power	Team Australia	103	Running
5	4	8	Alex Tagliani	RSPORTS	103	Running
6	9	4	Dan Clarke	Minardi Team USA	103	Running
7	5	22	Tristan Gommendy	PKV Racing	102	Running
8	6	15	Simon Pagenaud	Team Australia	102	Running
9	8	2	Graham Rahal	Newman Haas Lanigan Racing	102	Running
10	13	3	Paul Tracy	Forsythe Championship Racing	102	Running
11	11	7	Oriol Servia	Forsythe Championship Racing	102	Running
12	10	21	Neel Jani	PKV Racing	102	Running
13	14	19	Bruno Junqueira	Dale Coyne Racing	102	Running
14	17	28	Ryan Dalziel	Pacific Coast Motorsports	101	Running
15	12	34	Jan Heylen	Conquest Racing	100	Mechanical
16	15	29	Alex Figge	Pacific Coast Motorsports	100	Running
17	16	11	Katherine Legge	Dale Coyne Racing	99	Mechanical



TNT IMAGES

WET OUT WEST: Sebastien Bourdais can't hide from a champagne shower on the podium at Portland.

RACE STATISTICS

Race time: 1:45:42.774
Average speed: 114.816 mph
Victory margin: 13.537
Caution flags: None

Lead changes: Seven among four drivers.
Lap leaders: Justin Wilson 1-26; Robert Doornbos 27;
Sebastien Bourdais 28-29; Wilson 30-53; Will Power 54-56; Bourdais 57-79; Wilson 80; Bourdais 81-103.

TALK OF TIME TRIALS

Justin Wilson proved to be the fastest in Portland — rain or shine. Wilson set the mark with a qualifying speed of 99.492 miles per hour as rain began to fall. It was Wilson's first pole in Champ Car competition.

STANDINGS

FIRST



Sebastien Bourdais

SECOND



Will Power

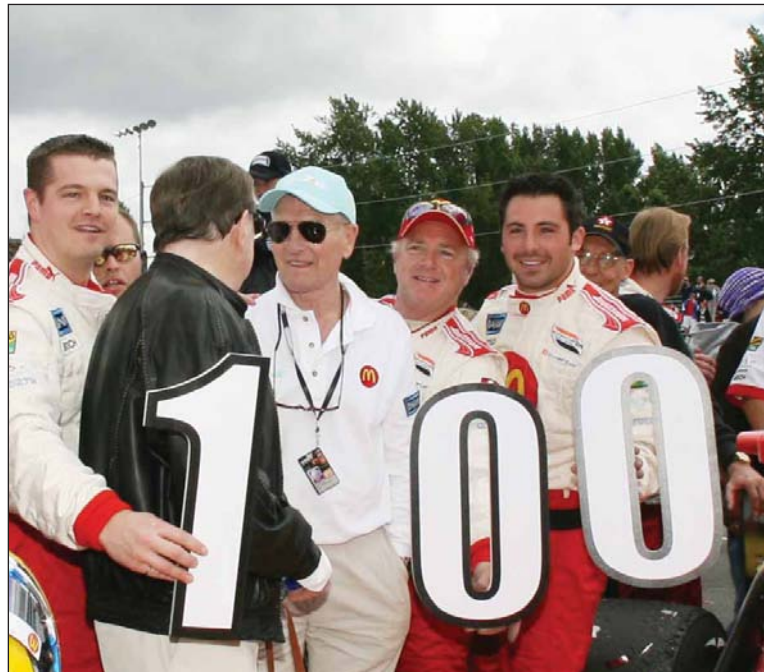
THIRD



Robert Doornbos

Top 10

1. Sebastien Bourdais	105	6. Oriol Servia	61
2. Will Power	94	7. Bruno Junqueira	61
3. Robert Doornbos	87	8. Graham Rahal	59
4. Alex Tagliani	78	9. Tristan Gommendy	56
5. Justin Wilson	69	10. Simon Pagenaud	53



TNT IMAGES

TRIPLE DIGITS: Car owners Carl Haas (second from left) and Paul Newman (middle) earned their 100th Champ Car victory Sunday.

Bourdais Gobbles Up Wilson's Lead

Frenchman Gets Hung Up Behind Tagliani, But Powers To Portland Victory

By JOHN OREOVICZ
NSSN CORRESPONDENT

PORTLAND, Ore. — Sebastien Bourdais believes he and Newman-Haas-Lanigan Racing haven't figured out how to get the best out of Bridgestone's tires over one lap with the new Panoz DP01 Champ Car.

But they seem to have found the knack over a race distance.

The three-time series champion fell to fifth place in the first 30 laps of the Mazda Grand Prix of Portland, while Justin Wilson built a 16-second lead. A short-fill pit stop elevated Bourdais to second, and by the time the second round of stops was complete 54 laps into the contest, the Frenchman was right on Wilson's gearbox.

On the 57th lap, the McDonald's car made a clean and decisive pass for the lead at the Festival Chicane. Bourdais then pulled away over the final 46 laps to win by 13.537 seconds over Wilson and rookie Robert Doornbos. The margin would have been even greater at the flag after 103 laps had the leader not been held up trying to lap the battle for fifth between Alex Tagliani and Dan Clarke.

The victory was the 26th of Bourdais's Champ Car career and the 100th for Newman-Haas-Lanigan Racing. The winner averaged 114.816 miles per hour in a race that was run without a caution period.

Turning a 16-second deficit into a 13-second win might have been the most impressive of Bourdais's many victories over the last four-plus seasons.

"I think we just didn't seem to be

able to put it together either on Friday or Saturday," said the 28-year-old Frenchman, who started third. "It just seemed pretty clear after a while today that the McDonald's car was superior; and we were just able to maintain the advantage.

"It's a pretty sweet win — number 100 for the team," he added. "I'm just very, very honored to be a part of this."

When Bourdais dropped to fourth place after Champ Car's first standing start while Wilson streaked away into the lead, victory looked unlikely. His task got tougher when he was passed by Tagliani on lap 20.

But Bourdais stretched his first tank of fuel the longest, and once the pit-stop exchange elevated him to second place, he began taking .8 second a lap from Wilson's lead.

"In the first stint everything was working really well, and I was just cruising," said pole-winner Wilson. "Then in the second stint I was expecting to pick up the pace and it never happened. Ultimately, we weren't quite quick enough. Sebastien just slowly ate into my lead, and eventually after the second pit stop he managed to get by me."

The way the fleet Frenchman pulled away must have alarmed his competition. By the checkered flag, Doornbos was more than 35 seconds in arrears, and there were only six cars on the lead lap.

"I think it would have been a little easier had we had a caution because we had to run Justin down from 15 seconds," Bourdais said. "That wasn't the easiest way to do it. But we definitely put on a good show."

Bourdais extended his championship lead to 11 points over Team Australia's Will Power, who finished fourth.

No. 100: Milestone For NHR

By JOHN OREOVICZ
NSSN CORRESPONDENT

PORTLAND, Ore. — Sebastien Bourdais's masterful victory in the Mazda Grand Prix of Portland was the 100th Champ Car victory since 1983 for Newman-Haas-Lanigan Racing, making it the most successful team in American open-wheel racing in that period.

Penske Racing has won 94 CART and Indy Racing League races since the start of 1983, but it is the all-time leader with 133 USAC, CART and IRL victories since 1971.

Paul Newman and Carl Haas were opposing team owners when the second iteration of the SCCA Can-Am Series folded at the end of the 1982 season. They never thought about teaming up until Mario Andretti brought them together to create a CART Champ Car team for his full-time return to American open-wheel racing after he spent six years concentrating on Formula One.

Andretti won 18 races for Newman-Haas as well as the team's first CART series title in 1984.

"That first car was almost hopeless, and it was not supposed to win," Andretti recalled. "Then it did and the momentum changed for us immediately. We were on a mission forever, and it was so much fun."

Andretti drove for Newman-Haas until he retired at the end of 1994, and for six seasons his teammate was his son, Michael. The younger Andretti drove two stints for Newman-Haas (1988-92 and 1994-2000) and is the team's most successful driver, claiming 31 of the 100 race victories and the 1991 CART series championship.

"The guys at Newman-Haas are very motivated to win, and they have been able to do that for a long period of time," observed Paul Tracy, who won twice for NHR in his single season with the team (1995). "I think the team has had so much success because Carl maintains the same core group of guys. They have continuity, and they don't have what I would call 'burnout syndrome; where guys get tired and don't want to be there."

"I'm still friendly now with everyone that was on the crew, and it's 12 years down the road."

Haas has rarely gambled on young drivers during his 40-year career in motorsports, but he made a sound choice when he signed Bourdais prior to the 2003 season. Bourdais has racked up 26 of NHR's 100 wins on the way to his three series titles.

"There are a whole lot of extremely famous names on the list before me, and I'm proud to have contributed my share of wins," Bourdais said. "When I arrived I didn't expect to score so many wins or be so successful at Newman-Haas. At the beginning, I didn't know what to expect, but I got much more than a team out of it — I got a second family."



PETE CLARK PHOTO

AHEAD THE REST OF THE WAY: Sebastien Bourdais leads Justin Wilson around Portland Int'l Raceway during Sunday's Grand Prix of Portland. The race ran without a full-course caution.

Standing Start Goes Off Clean

Champ Car Drivers Still Worried About Stalling On The Grid

By **JOHN OREOVICZ**
NSSN CORRESPONDENT

PORTLAND, Ore. — Many Champ Car drivers predicted disaster in the series's first standing start. But all 17 cars rolled off the grid without incident at Portland Int'l Raceway, and series officials confirmed that the new procedure will again be used at Cleveland.

CHAMP NOTES

Three-time series champion **Sebastien Bourdais** was the least optimistic of the drivers, but after winning Sunday's race at PIR, the Frenchman admitted he might have worried too much.

"I'm just very happy that my dark visions didn't happen and nobody stalled, which is good," Bourdais said. "It doesn't mean it's never going to happen. It means I was a little more pessimistic than the truth, so it's a good thing. It definitely put on a good show."

Even **Justin Wilson**, normally the most rational and level-headed of drivers, admitted he was cautious.

"It's definitely spectacular, the standing start, and I think it is very exciting," Wilson said. "But at the same time, it's not guaranteed that you won't stall, and it doesn't seem like there's many things that the driver does that changes that. It's just very random."

"When it happens, there's very little you can do. I haven't found anything you can do yet. It's just pretty much one in four the car will stall, and you don't know what you did wrong. So, that makes you nervous."

Graham Rahal and **Tristan Gommendy** lost position at the start, while Team Australia's **Will Power** vaulted from

seventh on the grid to third into the first corner.

"At first I really thought (Power) jumped the start," Bourdais said. "We're definitely going to have to give a look at what he's doing. It was pretty impressive."

■ The Grand Prix of Portland was the first Champ Car race to run without a full-course caution since the event at Road America in August 2000. Last year's Portland race was almost problem-free. Only the first of 105 laps was run under yellow due to a waved-off start. In all, 208-consecutive laps of green-flag racing have been run at PIR over the last two years.

■ **Robert Doornbos** continued his impressive rookie Champ Car campaign for Minardi Team USA. The Dutchman qualified on the outside of the front row before finishing third. Doornbos held second place through the first stint of the race, but dropped some 16 seconds behind leader Wilson. He later had a dice with Power before pulling away.

"I immediately felt that definitely the red tires were not working for my car, and I was struggling with oversteer," Doornbos said. "I just saw the gap growing and growing. It was a very frustrating moment because Justin was just cruising away. Then on the black tires, the car was a lot more easy to drive. We proved today that if we want to win races or challenge Sebastien or Justin, we need to improve the car more."

■ Minardi Team USA's **Dan Clarke** finished sixth, but he was the subject of scorn from a pair of his fellow drivers. "Once we caught up to 'stupid Dan,' which is what I'm going to call him from now on, he just drove me off the road and that was that," complained ninth-place finisher

Rahal.

"Our launch in the start was pretty good," noted **Simon Pagnaud**. "Then bloody Dan Clarke made a banzai move again, as usual, and I didn't have any choice but to shortcut the chicane or he would nail me. Basically that ruined my race."

■ Saturday's qualifying session was held in rainy conditions that *Portland Oregonian* reporters said were the worst they had witnessed in the 24-year history of the Portland GP.

"There's definitely a few puddles on this start straight," Justin Wilson said. "A couple of times I pulled off line just to gain some visibility, and you hit some of these puddles and the car starts to move around, and you just hope that it stays in a straight line."

■ PKV Racing rookie Gommendy actually set the fastest time in the wet qualifying session, about 13 seconds slower than Wilson's time in the dry. But Gommendy lost his best lap from the session because he spun off and caused a red flag, which dropped him to fifth on the final grid. The Frenchman struggled in race traffic and finished seventh.

■ **Paul Tracy's** return to the Champ Car World Series after missing two races due to injury couldn't have gotten off to a worse start. The Canadian star crashed at turn seven on his first hot lap of Friday morning's practice and had to revert to a spare car for the rest of the weekend. Tracy qualified 13th and finished 10th on a track where he has historically not run well. Forsythe Championship Racing teammate **Oriol Servia** didn't fare any better, taking 11th.

"We really just struggled, but we were able to get a top 10 out of it at least," Tracy said.

PIR Must Clear Red Tape To Keep Champ Car Here

PORTLAND, ORE.

Portland Int'l Raceway has staged a Champ Car race since 1984, the same year the Long Beach Grand Prix joined the CART calendar. Yet while Long Beach has grown into the "crown jewel" of the current Champ Car slate, the Portland race has struggled for attendance, and its future has been debated almost every year for the last decade.

That's a shame for a number of reasons.

First of all, PIR is a natural road course located within about five miles of Portland's city center. It's closer to a major urban area than any other road course, and it's easily accessible by public transportation with a light-rail stop right at the track's main entrance.

The track may lack elevation change, but it's technically challenging to drive, and it produces some amazingly clean road races. Every lap of this year's race was run without the pace car making an appearance, making for 208-consecutive laps of green-flag racing at PIR over the last two years. The 1999 race went caution-free as well, so it's not a fluke or anomaly.

It's also an important market for Champ Car and open-wheel racing in general.

With the demise of Champ Car's event in Vancouver, Canada, the Portland GP is the only major open-wheel race in the Pacific Northwest — a region NASCAR is desperately trying to tap into.

The problem is — as with many other markets — Portland's attendance has slumped dramatically since the formation of the Indy Racing League and the subsequent open-wheel split.

With IRL vs. CART/Champ Car politics dominating the news and drivers and sponsors flocking to NASCAR, it's no wonder Portland and other markets have lost interest in open-wheel racing.

Sports fans expect luxuries these days, and in that regard, PIR is a little rough around the edges — though a "PIR Master Plan" approved in 2004

TURNING AWAY



JOHN OREOVICZ

is designed to improve access and amenities for fans.

But the upgrades may be slow in coming because the facility is owned and operated by the City of Portland through its bureau of Parks and Recreation. The track is operated as an Enterprise Fund, with operating expenses and capital improvements covered by the revenues that it generates.

PIR receives no general-fund tax dollars.

Champ Car has steered the talk about Portland's future toward recreating the event as a downtown street race. That formula has certainly worked well in some other places — Long Beach and Toronto in particular — but Champ Car has an uneven record at best in terms of the long-term stability of those events.

In fact, if Champ Car or an outsider made the same kind of investment in Portland Int'l Raceway that it would take to set up the infrastructure of a new street course, it would go a long way toward making PIR one of the finest road courses in North America.


That might help bring attendance back to an honest 70,000 on race day rather than the laughably optimistic 70,000 that was announced as this year's three-day total.

"Maybe it wasn't the biggest crowd we've ever seen, but it was still pretty decent," said race winner Sebastien Bourdais. "It doesn't cost all that much to put the race together here. The race track is here. The facility is what it is."

"I think it's as good a race as any other."

"For sure it would be disappointing to lose this track," added pole man and runner-up Justin Wilson. "It's one of the better tracks in the U.S. to race on as far as permanent road circuits. I think it's been an important part of Champ Car's history, and hopefully it will be a part of the series for the next number of years."

UP NEXT



Burke Lakefront Airport
Cleveland

Circuit specs
Length: 2.106 miles
Number of laps: 97
Distance: 204.282 miles

Champ Car Race
Grand Prix of Cleveland,
1 p.m. June 24, CBS
Tickets: 888-817-RACE
Address: 1331 Euclid Ave., Cleveland, OH 44115
Web site: grandprixofcleveland.com

RACE REWIND

Race 9 of 23: Torco Racing Fuels Route 66 Nationals, June 7-10
Route 66 Raceway, Joliet, Ill.

FINAL RESULTS

TOP FUEL



Larry Dixon

FUNNY CAR



Gary Scelzi

PRO STOCK



Jeg Coughlin

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Larry Dixon	4.600	319.75	def.	9	Cory McClenathan	7.625	98.93
7	Hillary Will	4.573	321.96	def.	10	Melanie Troxel	4.629	314.53
6	J.R. Todd	5.649	244.92	def.	11	Joe Hartley	8.423	117.88
5	Doug Herbert	4.843	237.38	def.	12	Alan Bradshaw	6.004	145.23
14	Doug Foley	4.572	321.81	def.	3	Clay Millican	4.614	319.98
4	Bob Vandergriff, Jr.	4.755	321.58	def.	13	Scotty Cannon	11.999	54.66
2	Rod Fuller	4.574	326.32	def.	15	Scott Palmer	4.883	230.57
1	Tony Schumacher	4.511	325.61	def.	16	Doug Kalitta	4.583	325.06

SECOND ROUND

5	Doug Herbert	5.951	272.56	def.	4	Bob Vandergriff, Jr.	6.067	285.41
2	Rod Fuller	4.582	323.66	def.	7	Hillary Will	4.557	327.35
14	Doug Foley	5.875	185.54	def.	6	J.R. Todd	6.468	237.34
8	Larry Dixon	4.572	322.96	def.	1	Tony Schumacher	4.583	325.06

SEMIFINAL

2	Rod Fuller	4.576	325.53	def.	14	Doug Foley	11.492	85.40
8	Larry Dixon	4.582	321.65	def.	5	Doug Herbert	4.714	299.73

FINAL

8	Larry Dixon	4.579	322.11	def.	2	Rod Fuller	9.155	80.76
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Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
12	Tony Pedregon	4.903	315.78	def.	5	John Force	6.991	133.92
4	Jim Head	4.892	312.06	def.	13	Del Worsham	5.458	209.39
3	Kenny Bernstein	4.870	282.48	def.	14	Jeff Arend	4.929	309.13
2	Ron Capps	4.862	313.66	def.	15	Tim Wilkerson	4.999	255.48
1	Gary Scelzi	4.892	318.09	def.	16	Bob Gilbertson	Broke	Broke
6	Jack Beckman	4.889	317.94	def.	11	Scott Kalitta	4.957	297.75
7	Cruz Pedregon	4.901	301.94	def.	10	Gary Densham	11.882	85.82
8	Tommy Johnson, Jr.	4.894	308.78	def.	9	Ashley Force	4.911	271.24

SECOND ROUND

4	Jim Head	4.897	318.77	def.	12	Tony Pedregon	13.589	86.79
6	Jack Beckman	4.872	319.22	def.	3	Kenny Bernstein	4.920	304.32
2	Ron Capps	4.842	319.98	def.	7	Cruz Pedregon	4.995	282.78
1	Gary Scelzi	4.886	XXX.XX	def.	8	Tommy Johnson, Jr.	7.001	271.24

SEMIFINAL

1	Gary Scelzi	4.881	320.58	def.	4	Jim Head	4.915	319.67
2	Ron Capps	4.823	318.92	def.	6	Jack Beckman	4.873	319.75

FINAL

1	Gary Scelzi	4.838	320.58	def.	2	Ron Capps	4.850	318.39
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Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Jason Line	6.853	200.20	def.	8	Max Naylor	12.475	69.61
7	Larry Morgan	6.692	206.01	def.	10	Kenny Koretsky	6.881	204.39
5	Richie Stevens, Jr.	6.671	206.32	def.	12	Greg Stanfield	6.685	205.88
4	V Gaines	6.666	206.92	def.	13	Warren Johnson	6.684	206.39
3	Jeg Coughlin	6.663	207.30	def.	14	Mike Edwards	6.702	205.35
2	Allen Johnson	6.663	207.05	def.	15	Dave Connolly	6.667	206.70
16	Tom Hammonds	6.669	207.08	def.	1	Greg Anderson	10.047	90.23
6	Kurt Johnson	6.671	207.30	def.	11	Craig Hankinson	6.683	205.98

SECOND ROUND

9	Jason Line	6.661	207.46	def.	16	Tom Hammonds	6.702	206.61
4	V Gaines	6.667	207.21	def.	5	Richie Stevens, Jr.	6.871	205.35
7	Larry Morgan	6.670	206.70	def.	2	Allen Johnson	6.676	207.02
3	Jeg Coughlin	6.665	207.21	def.	6	Kurt Johnson	6.683	206.86

SEMIFINAL

3	Jeg Coughlin	6.679	207.18	def.	7	Larry Morgan	6.705	206.70
9	Jason Line	6.661	207.05	def.	4	V Gaines	6.691	206.61

FINAL

3	Jeg Coughlin	6.658	207.37	def.	9	Jason Line	6.656	208.07
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* — Denotes red light



BOB HESSER/AUTOIMAGERY.COM PHOTO

GROUP HUG: A few good friends gather with Gary Scelzi (second from left) after his Funny Car victory.



BOB HESSER/AUTOIMAGERY.COM PHOTO

LONG WAIT: Larry Dixon earned his first NHRA Top Fuel victory since he won in 2005 at Indianapolis.

Dixon Rules Route 66

Top Fuel Ace Reaches No. 39; Scelzi, Coughlin Win On Strange Weekend

By SUSAN WADE
NSSN CORRESPONDENT

JOLIET, Ill. — It didn't matter to Larry Dixon that he tied Kenny Bernstein for second place on the National Hot Rod Ass'n's all-time victories list for the Top Fuel class with 39 — or that he's 13 away from No. 1 Joe Amato.

All that mattered Sunday at Route 66 Raceway was that his long, 38-race drought was over.

Dixon hadn't won since the U.S. Nationals at Indianapolis on Labor Day 2005. But he defeated Rod Fuller in the final round of the Torco Racing Fuels Route 66 Nationals and shared the moment with sons Donovan and Darien and daughter Alanna, who greeted him after the victory wearing a cheerleader outfit.

It was the first win for crew chief Donnie Bender, who took over for tuning legend Dick LaHaie. And Dixon said, "I wish it didn't take a year and a half to get him his first win. I'm sure glad that Snake (team owner Don Prudhomme) stuck with him and gave him his chance to get everything right. He and Todd Smith work great together. You give him some time, he'll be a Dick LaHaie. He just doesn't have 40 years under his belt. He has a year and a half being a tuner, and I think he's doing a great job."

In his previous final-round appearance last June at Englishtown, N.J., Dixon was runner-up to Fuller, as his Father's Day winning streak ended at five years.



FRANK SMITH PHOTO

HAVING WORDS: Funny Car's Gary Scelzi was critical of the Route 66 surface all weekend.

But he made up for that by winning with a 4.579-second elapsed time at 322.11 miles per hour in the SkyTel dragster, as new point-leader Fuller had traction problems in his Fabick Cat dragster and settled for a 9.155/80.76 effort.

"It's not a revenge thing," Dixon said. "Hot Rod's a good driver, and that's a good team. It's just nice to get one in. If you have a car that can go to the semis every week, you'll get your wins. And we're starting to get that."

"I don't 'deserve' anything. If you go out there and you put your time in, and if you have a good car and you're driving good, (victories) will come to you."

As for the historic value of this victory, Dixon said, "I didn't feel worthy of passing Don Garlits and still don't. But we raced against Kenny for so long, you want to compete against that. It's certainly an honor."

Chicago-based team owner Don Schumacher saw two of his three Funny Car drivers square off in the final round. Gary Scelzi defeated point-leader Ron Capps to score his

second victory of the year from the No. 1 position.

"The Don had a good weekend," Scelzi said.

Scelzi used a 4.838-second elapsed time at 321.42 mph in the Mopar/Oakley Dodge Charger to nip Capps and his Brut Dodge Charger by .0092 of a second, or about four feet.

"The track was definitely better than it had been all weekend," Scelzi said. "We were very careful. We tried to run only what we thought the track could hold."

Knowing that he would be third in the standings no matter who won the final round, he and crew chief Mike Neff decided to "see if we could throw something at 'em. So, we stepped on it from half track on. That's where our car normally really thumps. That's where the big dogs started to eat."

Jeg Coughlin (Pro Stock) and Andrew Hines (Pro Stock Motorcycle) joined Dixon and Scelzi in the winner's circle.

Coughlin, driving the Victor Cagnazzi-owned Jeg's Chevy Cobalt, used a 6.658-second, 207.37-mph pass to beat Jason Line by about six feet. Line covered the quarter mile in his Summit Pontiac GTO in 6.656 seconds at 208.07 mph.

Winning for the first time since November 2005, Coughlin said, "It feels exceptional. The crew did a phenomenal job. Today, we were the picture of consistency."

Hines, the No. 1 qualifier with his Screamin' Eagle Harley-Davidson V-Rod, outran point-leader Matt Smith. Hines registered a 6.959-second e.t. at 192.11 mph to Smith's 7.014/187.18. That vaulted the three-time and reigning champion from ninth to fourth in the standings.

Sportsman's Special Event Goes To Div. 1

By SUSAN WADE
NSSN CORRESPONDENT

JOLIET, ILL. — New Jersey's **Frank Manzo's** Top Alcohol Funny Car victory over **Jay Payne** gave him his sixth JEGS Allstars title and helped the Division 1 team defend its overall point title in Saturday's specialty sportsman race that took place during the National Hot Rod Ass'n Torco Racing Fuels Route 66 Nationals.

NHRA NOTES

Manzo was one of four Division 1 winners at the Route 66 Raceway event, which showcases the best racers in the Lucas Oil Drag Racing Series. New Yorkers **Sal Biondo** (Comp), **Michael Iacono** (Super Stock) and New Jersey's **Russ Linke** (Stock) also contributed to Division 1's 300-point edge over Division 4. Their team will split a \$20,000 bonus from JEGS Mail Order.

Spencer Massey of Fort Worth, Texas, narrowly defeated defending JEGS Allstars champ **Marty Thacker** in the Top Alcohol Dragster final. Current NHRA champion **Ron Erks**, of Clinton, Ohio, claimed the lone victory for the Division 3 team, beating red-lighting **Johnny Gross** in the Super Comp final.

The Division 7 team got a victory from **Ed Olpin** of Pleasant Grove, Utah, in the Super Gas finale against Allstars champ **Rock Haas**. Division 4's **Craig Abbott** of Strawn, Texas, helped his team finish second by winning the Super Street final against Division 7's **Dwight Downing**.

■ **Ashley Force** said the fire "was warm like, well, a sauna." The 24-year-old rookie was making one of the better runs during Saturday's tricky early afternoon session when a supercharger explosion and fire slowed her Castrol GTX Ford Mustang from its 4.783-second Friday pace to 4.999 at 267.53 miles per hour. Despite that, she had the fifth-quickest time of the session, although she ended up ninth on the grid of 16.

"I remember thinking that we were getting down the track pretty well," she said, "(especially) since everyone else was having trouble. We were getting to the end and then, 'Boom!' I screamed because it scared me. I wasn't expecting it."

"There was some fire in the cockpit and I could feel the heat, but I also knew my helmet was sealing me off since I wasn't getting any hotter. My first instinct was to go for my radio, but then I got on the fire bottles. It was slowing down after that."

■ Pro Stock's **Greg Anderson** earned his sixth No. 1 position in nine events this year and the 57th of his career to move to No. 5 on the NHRA's all-time list. He did it by setting both ends of the track record with a 6.617 elapsed time at 208.94 mph.



BOB HESSER/AUTOIMAGERY.COM PHOTO

PRE-RACE PREPARATIONS: Class winner Jeg Coughlin builds heat in the tires of his Pro Stock machine Sunday at Route 66 Raceway.

"It's a neat, neat stat. I never thought I'd be anywhere near there," Anderson said of the No. 5 ranking. "We've got a good package. We've got a good hot rod. We're No. 1, but you've got to come back (Sunday) and act like it never happened." It might have seemed like it never happened — **Tom Hammonds** beat him in the opening round.

■ The Top Fuel class's No. 1 qualifier jinx continues. **Tony Schumacher** had the low e.t. in the U.S. Army dragster with his 4.462-second pass from Friday night. In Sunday's first round, he defeated **Doug Kalitta** — the Mac Tools dragster driver heaced out for the 2006 title with the national record in the final run of the final race of the season.

But **Larry Dixon** eliminated Schumacher in the quarterfinal. "I really, really thought we had something for them," Schumacher said. "We had such a good run in the first round (4.511 seconds), but for some reason we couldn't duplicate it against Dixon. I feel bad that we couldn't deliver to the U.S. Army a nice present for their 232nd birthday."

■ This event marked the first time since the 2005 Carquest Auto Parts NHRA Winternationals that a **John Force** Racing-owned Ford Mustang did not advance to the second round. **Robert Hight** failed to qualify for the first time in his career, and both John and **Ashley Force** lost in the first round, to **Tony Pedregon** and **Tommy Johnson, Jr.**, respectively.

For the sixth time in seven races this season, John Force failed to get his Castrol GTX High-Mileage entry past round one. He squandered a No. 5 starting spot, losing traction against Pedregon. He has only eight races in which to make the top eight and salvage at least a shot at a 15th series championship.

"Every race (from now on) is critical," Force said, "but I've been saying that for the last month. We've always played the consistency game, and right now we're just not consistent, and we're not going to start winning until we get that back. That's why we're staying over to test. We've got to find some answers and get back in the game."

Kurt Johnson Banks \$50 Gs

By SUSAN WADE
NSSN CORRESPONDENT

JOLIET, ILL. — Pro Stock's Kurt Johnson pumped \$50,000 into his ACDelco Chevy Cobalt drag-racing program Saturday, winning a record fourth King Demon Crown specialty race during National Hot Rod Ass'n qualifying for the Torco Racing Fuels Route 66 Nationals.

He said the prize "will pay for a lot of parts for the ACDelco Cobalt — and a new blender" for his team celebration. "That's a lot of cocktails for the team," he joked after defeating Greg Stanfield in a close final round.

Johnson's 6.692-second blast at 207.15 miles per hour edged Stanfield's 6.729/206.26 in the PiranaZ Pontiac GTO.

"You look forward to it all year. When I got out of the shower this morning," Johnson said, "I thought, 'There's \$50,000 on the line.' You let the clutch out and see if it all comes together."

The Sugar Hill, Ga., veteran, who also won in 1994, 1998 and 2003, broke a four-way tie for the most victories in this event, pulling ahead of Bob Glidden, Larry Morgan and his father, Warren Johnson.

"I don't worry about that," Johnson said. "Larry's a good guy. Dad's a good guy. I'm sure somebody's going to come along and win more than I have. You just come out here and try to have fun with it."

He said he certainly didn't figure himself a shoo-in for the victory, and he knew the competition was fierce.

"We had eight good drivers out there. Any of us could've won it. I'm just the one who didn't screw up."

Planets Lining Up Just Right For Total Weirdness In NHRA

JOLIET, ILL.

A full moon didn't hang in the sky. But something in the cosmos must have been out of whack this past weekend.

The National Hot Rod Ass'n's Torco Racing Fuels Route 66 Nationals featured plenty of results that just didn't seem quite right.

Three of the top eight in the Top Fuel standings, including leader Brandon Bernstein, missed the lineup. Bernstein, who had captured the point lead from Rod Fuller with his Topeka victory in the Budweiser/Lucas Oil dragster the previous weekend, missed out by one-thousandth of a second. Another thousandth back was Whit Bazemore, who qualified in the top half of the field in seven of the previous eight races.

Both nitro winners from Topeka failed to qualify. So did Funny Car's Mike Ashley. Morgan Lucas missed another Top Fuel lineup, with his third DNQ since a crew-chief change and third in the past four events.

Robert Hight, No. 2 in the Funny Car standings, couldn't get his normally dominant Auto Club Ford Mustang in the field and took the first DNQ blemish on his record.

That left top-qualifier Gary Scelzi with the longest active qualifying streak in the class — at a relatively undistinguished 28. And Scelzi, though he was low qualifier with a 4.736-second pass and the class-best speed of 330.96 miles per hour in the Mopar/Oakley Charger, said the Route 66 Raceway surface was not in its usual superior shape.

"Something's going on here that's not consistent. We need to fix it, and we need to fix it now. Someone needs to start looking, and they need to start looking yesterday," Scelzi said.

"We can win. I just don't like not knowing what we're coming up against. It's a crapshoot, and I don't like racing that way. It's always an educated guess, but this time it's a gamble."

"NHRA needs to bring back Chad Head. There — I said it."

(Head, son of Funny Car privateer Jim Head, is the Indy Racing

THE STRAIGHTLINE



SUSAN WADE

League's manager of operations.) In one of Saturday's qualifying sessions, low-budgeted part-time racer Luigi Novelli had the quickest elapsed time of the round — and he wasn't qualified.

For the first time in 54 races, not a single John Force Racing Castrol Ford Mustang Funny Car advanced to the second round.

"I believe you make your own luck," said Force, who's 17th in points. "But it seems like you'd win a round every now and then just by accident. It's all about consistency. When you have it, you win championships. When you don't, you don't."

And some drivers got tough with their cars. Warren Johnson, the so-called Professor of Pro Stock, said, "We'll just keep beating and banging on this GM Performance Parts GTO, knowing that sooner or later, it will come to its senses."

Funny Car leader Ron Capps' rebound from his DNQ at Topeka started with him hugging crew chief Ace McCulloch Friday night.

"Just qualifying is a major, major feat. We were real worried," Capps said. "We didn't say so last week. We did have a new chassis, but we didn't want to blame it on that, so we were a little apprehensive. And I've never seen Ace as nervous as he was Friday before the first run. I gave him a hug Friday night. I knew he felt better after that run Friday night."

Maybe the whole season has been wacky. Or, as driver Dave Grubnic, one of the Top Fuel notables not to qualify, said, "It is one of the most bizarre seasons I've ever seen, and we're not even halfway through."

Scelzi is the only nitro-car driver who has won from the No. 1 slot. He did it Sunday and at the season-opener in February.

His teammate, Jack Beckman, said the upcoming schedule "is the acid test, this next six-race swing after this weekend. Can't wait."

Same here.

UP NEXT

NHRA SuperNationals, Old Bridge Township Raceway Park, Englishtown, N.J., June 21-24

STANDINGS

TOP FUEL



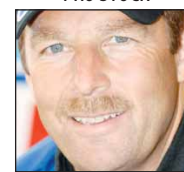
Rod Fuller

FUNNY CAR



Ron Capps

PRO STOCK



Greg Anderson

Top Three

1. Rod Fuller	631
2. Brandon Bernstein	600
3. J.R. Todd	554

1. Ron Capps	752
2. Robert Hight	612
3. Gary Scelzi	554

1. Greg Anderson	836
2. Jeg Coughlin	657
3. Dave Connolly	607

VIRTUAL REALITY



GOING TO SCHOOL: NASCAR Nextel Cup rookie A.J. Allmendinger plays video games to gain experience on track. SPECIAL TO NSSN

Racing Video Games Let Drivers Gain Experience

CHARLOTTE, N.C. — Nothing can make up for track time. Laps, as they say, allow a driver to experience and feel what he'll eventually encounter come race day. And with testing rules as strict as they are in major auto racing series, any laps around America's speedways are good laps.

But should the cars be covered and the gates chained shut at the track, the next best thing for a race-car driver starving for experience is video games. Now, gaming can't totally replace the real thing — racing nose to tail and wheel to wheel at speeds approaching 200 miles per hour — but it gives a driver seat time without the seat. And danger is kept to a minimum.

"Games these days are so advanced. It's pretty crazy," said NASCAR driver A.J. Allmendinger, whose favorite pastime is staring at a flat-screen TV for hours on end with a PlayStation 3 controller in both hands.

Allmendinger, who came to stock-car racing with an open-wheel background in the Champ Car World Series, is still trying to learn many of the race tracks the Nextel Cup Series visits. So was Denny Hamlin when he was a rookie last year with Joe Gibbs Racing. Hamlin, after winning last June's event at Pocono Raceway, credited video games for helping him navigate the tricky triangle.

He never turned a lap at Pocono, but he had experienced it — on the couch in his North Carolina home. He knew all about the tunnel turn, the Long Pond straightaway and how traffic fans out on the frontstretch.

"They got every tree. Everything's mapped out perfect," said Hamlin, who went on to sweep both 2006 races at the Pennsylvania track. "Visually, I know where my let-off points are. It wasn't something that made me faster. I'd do it before I came to a track for the first time. It helped with my track awareness. I think it just made me more comfortable at the race track."

Allmendinger, a rookie with Red Bull Racing, is taking a page out of Hamlin's book. A road-and-street racer by trade, Allmendinger has turned to EA Sports' "NASCAR 07" game to educate him in the ways of oval-track racing.

"They're so realistic," Allmendinger said. "It doesn't give you a feel for what the car is like. It gives you a great idea of where the track goes, elevation changes and where it all leads to."

"They've come a long, long way. How close it is now is pretty wild. The tracks are so close, how you drive them. Setup stuff, the adjustments you make are really, really close. That's why I spend a lot of time playing the NASCAR games."

But in real-life racing, there's no starting over if you don't like how you're running — a useful tool should your car sustain damage beyond repair while playing.

"I always joke with people," Allmendinger said. "They ask me, 'Is this the real thing? Because I'm winning here. Can I go onto the race track?' I'll tell them no, because the moment you hit that escape button and go back to the pits and try it again — that's not realistic."

Dozens of drivers have turned to video games to sharpen their skills. And like Hamlin said, every detail is perfect. Electronic Arts, for

10 TIPS FOR THE NOVICE GAMER

1. Whatever game you purchase, read the instruction booklet. Take the time to actually learn what the buttons do. This will pay off in the long run.
2. Play. Play. Play. When you're done playing, play some more.
3. Start slow. There's no need to try to tame Darlington Raceway right off the bat. First practice at Daytona or Talladega, where the tracks are wide and forgiving.
4. Don't abuse the reset function. Just because you can start over after wrecking your ride doesn't mean you should. Hardly ever do real-life drivers get a second chance.
5. Be careful not to overcorrect. Should you take a corner too fast, gently take your time in fixing the issue.
6. Brake early and accelerate through the corner. Easy in and easy off, as they say.
7. Take time to understand your race car. Games are so realistic nowadays that all of the technical jargon can become overwhelming. Most games offer a walk-through to get gamers acquainted with their machine.
8. All games start with a default control configuration, but use what works best for you not what the game says you should do.
9. Be patient. You might not get it at first, but you eventually will.
10. Have fun, but don't neglect daily duties in other aspects of your life. Some gamers get sucked in and aren't heard from for days.

example, works closely with tracks for photos and data, making sure the game is representative of the real thing.

At Darlington Raceway, light poles are positioned just like they are at the real South Carolina track. At Chicagoland Speedway, the slight bend in the backstretch is there, too. The curbing at Martinsville Speedway, the old bumps at Talladega, the banking at Bristol, the guardrails along Watkins Glen Int'l — all give a driver the sensation that he is actually on track.

From the new PlayStation 3 to the Xbox 360 — the two premier gaming consoles on the market — racing video games are constantly evolving.

"Racing games are extremely popular within the industry," said Scott Goryl, a spokesman for Sony Computer Entertainment America, which manufactures PlayStation 3.

"Sitting in the cockpit is a lot of fun and a great view. It gives a real sensation of speed. The technology has grown by leaps and bounds — very forward looking. The consoles are becoming so powerful. You have a very realistic, very fast sense of speed in these cars. That's what gamers are looking for."

For drivers like Hamlin last season and Allmendinger this season, spending a few hours playing video games early in the week makes the weekend go that much smoother — and faster.

"Sure, I do it to learn the track, but it's competition — whether you're playing someone else or the computer," Allmendinger said. "It's a fun thing to do. I'd like to say it's a relaxing thing to do, and in a lot of ways it is. But sometimes I'm throwing that stupid controller around because I'm losing. It comes down to competition."



EA SPORTS PHOTO

LIFELIKE: Video games, such as EA Sports' "NASCAR 07," give gamers a realistic, detailed look into racing at the series's speedways.

PLAYSTATION

Who: Sony Computer Entertainment America
Consoles: PlayStation 3, PlayStation 2, PSP
Phone: 1-800-345-SONY
Web site: www.us.playstation.com

XBOX 360

Who: Microsoft, developed in cooperation with IBM, ATI, Samsung and SiS.
Consoles: Xbox
Phone: 1-800-4MY-BOX
Web site: www.xbox.com

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www.computerandvideogames.com
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WHERE TO BUY

EB Games, Sony Style, KB Toys, Best Buy, Kmart, Target, Wal-Mart, Game Stop, Toys R Us, Circuit City, Sears



EA SPORTS PHOTO



EA SPORTS PHOTO

RACE REWIND

INDY RACING LEAGUE

Race 7 of 17: Bombardier Learjet 550k, Saturday, June 9
Texas Motor Speedway, Fort Worth, Texas

FINAL RESULTS

FIRST



Sam Hornish, Jr.

SECOND



Tony Kanaan

THIRD



Danica Patrick

Fin.	St.	Car	Driver	Car	Laps	Money	Status
1	2	6	Sam Hornish, Jr.	Team Penske Dallara-Honda	228	\$110,800	Running
2	4	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	228	\$90,950	Running
3	6	7	Danica Patrick	Motorola Dallara-Honda	228	\$75,650	Running
4	3	27	Dario Franchitti	Canadian Club Dallara-Honda	228	\$60,700	Running
5	13	4	Vitor Meira	Delphi Panther Dallara-Honda	228	\$59,300	Running
6	8	17	Jeff Simmons	Rahal Letterman Dallara-Honda	228	\$48,600	Running
7	1	8	Scott Sharp	Patron Sharp Dallara-Honda	227	\$57,200	Running
8	16	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	225	\$46,000	Running
9	15	55	Kosuke Matsuura	Panasonic Panther Dallara-Honda	225	\$46,000	Running
10	18	5	Sarah Fisher	AAMCO/Dreyer & Reinbold Dallara-Honda	221	\$44,600	Running
11	19	23	Milka Duno	CITGO Racing Dallara-Honda	221	\$43,200	Running
12	7	9	Scott Dixon	Target Chip Ganassi Dallara-Honda	206	\$51,900	Running
13	11	14	Darren Manning	ABC Supply Co./A.J. Foyt Dallara-Honda	200	\$40,700	Handling
14	9	2	Tomas Scheckter	Vision Racing Dallara-Honda	199	\$39,100	Running
15	10	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	196	\$37,900	Contact
16	5	3	Helio Castroneves	Team Penske Dallara-Honda	196	\$36,600	Contact
17	17	22	A.J. Foyt IV	Vision Racing Dallara-Honda	195	\$35,200	Contact
18	20	20	Ed Carpenter	Vision Racing Dallara-Honda	195	\$35,200	Contact
19	12	26	Marco Andretti	NYSE Group Dallara-Honda	140	\$33,800	Mechanical
20	14	19	Jon Herb	AERCON/Dad's Root Beer Dallara-Honda	44	\$32,600	Contact



STEVE SNOODY/IRL INDYCAR PHOTO

NO. 8 IS NO. 1: Scott Sharp makes a practice run Friday at Texas Motor Speedway.

RACE STATISTICS

Race time: 1 hour, 52 minutes, 15 seconds
Average speed: 177.314 miles per hour
Victory margin: .0786 second
Caution flags: Three for 28 laps
Lead changes: 16 among seven drivers
Lap leaders: Sam Hornish, Jr., 1-43; Dan Wheldon, 44-

45; Tony Kanaan, 48; Vitor Meira, 47-49; Wheldon, 50-77; Hornish, 78; Wheldon, 79-97; Scott Dixon, 98; Hornish, 99-140; Dixon, 141-143; Jeff Simmons, 144-146; Hornish, 147-187; Wheldon, 188-189; Dixon, 191-192; Danica Patrick, 193-194; Simmons, 195-196; Hornish, 197-228.

TALK OF TIME TRIALS

Scott Sharp earned his sixth-career pole and his first since 2001 with a lap of 215.260 miles per hour. Sam Hornish, Jr., Dario Franchitti, Tony Kanaan and Helio Castroneves completed the top five.

STANDINGS

FIRST



Dario Franchitti

SECOND



Tony Kanaan

THIRD



Scott Dixon

Top 10

1. Dario Franchitti	253	6. Helio Castroneves	202
2. Tony Kanaan	241	7. Danica Patrick	168
3. Scott Dixon	234	8. Scott Sharp	164
4. Dan Wheldon	233	9. Vitor Meira	163
5. Sam Hornish, Jr.	226	10. Tomas Scheckter	159



KORY L. HALES PHOTO

TEXAS TEAR: Sam Hornish, Jr. puts his fist in the air after taking the checkered flag in Fort Worth, Texas.

Sam's The Man In Texas

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — By scoring his first victory of the season in Saturday night's IndyCar Series Bombardier Learjet 550k at Texas Motor Speedway, Sam Hornish, Jr. is closing in on an impressive plateau.

His next victory will be his 20th in IndyCar racing, increasing his career victory record in the 12-year-old series.

"It will be pretty big," Hornish said. "For a while last year I thought that I might have an opportunity to get there before my 100th race, and that would make it 20 percent. But this is unbelievable. If you had told me I would have won one Indy car race rather than 19 of them including the Indianapolis 500, I would have thought you were crazy.

"I've been very blessed, and I look forward to my next race because I have the opportunity to get No. 20. It would be great to get it pretty soon so I don't have to think about it much longer."

Hornish scored his 19th-career win when he survived a thrilling 15-lap dash to the finish that included Tony Kanaan and Danica Patrick. Hornish used the low line to stay ahead of the Andretti Green Racing duo.

With one lap to go, Kanaan went to the outside of Hornish in the first turn. The two went down the backstretch, but Hornish was able to win by .0786 second.

"I thought we might get one of those side-by-side finishes because Tony was pretty strong," Hornish said. "We had just a great car, and the gears that my engineer picked out were exactly what they needed to be. I knew if he got beside me, I could beat him to the line."

Patrick's third-place finish was the best of her career. The estimated crowd of 80,000 fans was on its feet for the final portion of the race, as Patrick had a legitimate shot at her first-career IndyCar victory.

Hornish led by as much as nine seconds before a huge crash late in the race erased his advantage. When the green flag waved on lap 206, Hornish was barely in front of Kanaan and Patrick.

Kanaan closed the gap on the leader;

Patrick Scores Career-Best Finish

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — Maybe Danica Patrick should pick a fight more often.

After she was part of a week-long controversy with Dan Wheldon when she got in his face for driving her off the track in last Sunday's IndyCar race at Milwaukee, Patrick scored her career-best finish when she was third in Saturday night's Bombardier Learjet 550k at Texas Motor Speedway.

Take that, Wheldon, who wasn't around at the end of the race because he was involved in a six-car pileup on lap 197 after A.J. Foyt IV lost a wheel.

Wheldon led four times for 52 laps and would have been a factor for both Patrick and race-winner Sam Hornish, Jr. if he had avoided the crash.

On this night, Patrick could savor her best finish yet, as she came close to becoming the first female driver to win an IndyCar race.

"Yeah, this is a recurring thing, isn't it?" Patrick said. "There's a story and all of a sudden I have a season best to go off of."

That led her Andretti Green

Racing teammate and second-place finisher Tony Kanaan to quip, "You should get mad more often."

Patrick had to put up with the replays of her angrily confronting Wheldon and grabbing his arm as he walked away from her last week at Milwaukee. She was angered over the fact he had cut her off earlier in the race when she was about to pass him and that drove her off the track.

So, with banners around Texas Motor Speedway proclaiming this as "The Rumble at the Speedway — Danica versus Wheldon," she picked a great time to respond on the race track.

"It was really a matter of time," Patrick said. "I think we've had fast cars throughout the season, and it was a matter of getting more on the same page with my engineer and just having everything come together. We just didn't have very much time before the season started to really mesh together. He basically couldn't read my mind at the start of the season."

"I really feel like the traffic part of the job and passing cars has improved. And heck, are you kidding me? I'm taking notes from Tony; he's like the king of it."

but once Patrick got around Scott Sharp's lapped car, she closed up on Kanaan to tighten the battle as the fastest car on the race track.

But with five laps to go, Patrick began to fall back as Kanaan closed on Hornish, who led five times for 159 laps.

Patrick, who was embroiled in a controversy after she was involved in a post-race confrontation with Dan Wheldon following last Sunday's race at Milwaukee, finished third.

A huge crash on lap 197 on the backstretch took out six cars, including race favorites Dan Wheldon, who led four times for 52 laps, Scott Dixon and Helio Castroneves. Also involved were Ed

Carpenter, Darren Manning and A.J. Foyt IV, whose wheel came off and caused the crash.

Kanaan miraculously drove through the crash without any contact with Manning or the tire that had come off.

"I felt like 'Days of Thunder,'" Kanaan said, referring to the NASCAR movie of the early 1990s. "I just saw smoke, closed my eyes and drove through."

Wheldon did not have the same fortune.

"A little bit of bad luck for the guys on the team and me," Wheldon said. "It's unfortunate, but we didn't quite have the speed today. It's unfortunate. I've had worse happen to me. We just have to bounce back."



LYNNE RICHARDS PHOTO

SHARING INFORMATION: Tony Kanaan chats with teammate Dario Franchitti at Texas Motor Speedway. Kanaan finished second in Saturday's race, while the Indy 500 champ ended up fourth.

'Milka Mania' Rolls Into Texas

Franchitti's Life Has Yet To Return To 'Normal' After Indy 500 Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

FORT WORTH, Texas — "Milka Mania" made its debut at Texas Motor Speedway as Venezuelan **Milka Duno** competed in her first race since competing in her first Indianapolis 500 two weeks ago.

The driver from South America got a taste of Texas Wednesday night in Fort Worth.

IRL NOTES "I saw many people here at Texas who made me feel welcome," Duno said. "I was at the famous Billy Bob's; and they taught me how to rope a bull. It was very much fun.

"They don't have a place like Billy Bob's in Venezuela. I enjoyed it because it was so different. I watch the cowboy movies about America and it looks very nice, but when you do it, it's so different."

Duno was involved in another crash in practice on Thursday, sending her crew back to work to repair the car. She also crashed once in practice at Indy and in the Indy 500.

A piece broke on the rear wing and the car lost 200 pounds of rear downforce, sending it into a spin and into the wall.

"Here, you have to recover immediately because you don't have enough time," Duno said. "It was my first time in Texas, and I have to prove I'm ready for the next moment. Forget what happened and go flat again."

"My engineer was thinking about race car more than a qualifying car. We did what we could do with the car we have now."

However, she stayed out of trouble to finish a career-high 11th after

starting 19th.

■ **Tony Kanaan** pulled a "Days of Thunder" move when he threaded the needle between a flying wheel and a crashed race car during the massive six-car crash on lap 197.

"I saw a car and a tire flying," Kanaan recalled. "I was going to aim for the middle. I didn't want to hit the car because I didn't want to hurt the guy if I T-boned him at 150 miles an hour. At the same time I'm looking at the tire bouncing, and if that thing hits my head, I'm done."

"I aimed for the middle of both. The tire bounced, and if the car came close to me I would still have time to react. Luckily, we were both fine."

It was a little too close for comfort for the IndyCar star from Andretti Green Racing.

"I saw a wheel flying and a car in the wall," Kanaan said. "I squeezed my head and shot to the middle. I had no brakes from the get-go, so I had no brakes to stop. That helped me for the first time because I didn't lock the wheels because of it."

"It was not just going to be a crash, I wouldn't be here talking to you guys right now."

■ **Sam Hornish, Jr.'s** victory gave him a "three-peat" at Texas Motor Speedway.

"This is the only track that I've won three times at other than Miami, so I guess it's tied as my favorite track," Hornish said. "I always loved coming to Texas. You look at things how they rate on what you want to do, what kind of things you want to have on your credentials list. Obviously, winning Indy is a huge deal. Texas has been very good to me."

"In 2000, I came here with PDM and started 18th in the night race and came all the way up to third at one time. Right after that I got a call from **John Barnes** wanting to know if I

wanted to test for Panther. The year after that I celebrated my first championship in Texas with a win. The year after that I was able to beat Helio for the second championship with a win. So, I've had a lot of really good memories come out of this race track."

■ Indianapolis 500 winner **Dario Franchitti** was asked if life has returned to normal since his big win on Memorial Day weekend.

"No," Franchitti said. "I spent one day at home, and **Ashley (Judd, wife)** and I got to head back from New York last Monday, but there was so much catching up to do it didn't feel normal."

"Getting back to the track feels normal, but that's about it."

After Texas, Franchitti heads to Mid-Ohio for a PR day on Tuesday, a test on Wednesday, run the ALMS car on Thursday and then head to the United States Grand Prix Friday. "I'm a busy boy right now," Franchitti said.

■ **Scott Sharp** pulled a surprise by knocking Sam Hornish, Jr. off the pole Friday night at Texas Motor Speedway. Sharp, a two-time winner at the 1.5-mile track, was the only driver to top 215 miles per hour in the evening qualifying session. That was faster than Hornish's 214.518 mph.

"That sounds good — polesitter. It's been a long time since I've heard that," Sharp said. "I never thought we would run quite that quick."

It was Sharp's sixth-career pole but his first since starting first at Kentucky in August 2001. It's the 10th pole for Rahal Letterman Racing.

Sharp is also in favor of track improvements done in the first and second turns before April's NASCAR Nextel Cup race to remove a bump.

Dan-Danica Scuffle 'Perfect Recipe' For Gossage

FORT WORTH, TEXAS

When Danica Patrick confronted and grabbed Dan Wheldon after last Sunday's IndyCar race at The Milwaukee Mile over her displeasure at getting cut off earlier in the race, it provided Texas Motor Speedway promoter Eddie Gossage with the chance to create a promotional masterpiece.

"Promotion is an art form, but this one is like painting by numbers," Gossage said, explaining his public relations blitz proclaiming this as "The Rumble at the Speedway."

"I hope they are OK with it, but we have to do this. This is a softball right over the middle. What are we supposed to do, not swing at it? As a member of the international brotherhood of race promoters Local 817, I took an oath. I have to do this."

A huge banner was draped over the broadcast center at the end of the garage area at Texas Motor Speedway with the words "Danica vs. Wheldon" next to facial shots of both drivers, along with quotes from last Sunday's confrontation.

"If he thinks I'm not going to remember that, HE'S CRAZY!" is the quote next to Patrick's face. Above Wheldon's mug is the quote "She's just feeling the pressure of not winning races."

Gossage also sent out a "Tale of the Tape" to both local and national media, billing this as Dan "The Battlin' Brit" Wheldon vs. Danica "The Phoenix Firebird" Patrick.

Below is the tale of the tape with the most telling statistic of all — 13 wins for Wheldon to zero for Patrick.

But when it comes to fierce drive and determination, few can doubt that Patrick has the heart of an assassin, especially the way she tracked down Wheldon and voiced her displeasure after the Milwaukee race.

Wheldon did not even look at Patrick in the eye as he tried to leave the diminutive diva as she vented her anger at him.

From a promoter's perspective, Gossage couldn't have dreamed of a better scenario entering Saturday night's IndyCar Bombardier Learjet

LAST WORD



BRUCE MARTIN

550k at Texas Motor Speedway.

"The beauty of this thing is it is something that happened in the field of competition," Gossage said. "It happened on the race track, so it's a perfect promotion. It happened on its own. The incident happened in front of all of us. They said what they said and it happened between the most newsworthy person in the series and one of the most quotable people who won't back down from it."

At Wednesday night's autograph session, Wheldon and Patrick were seated at the same table separated by Wheldon's former teammate and friend, Tony Kanaan, who is teammates with Patrick at Andretti Green Racing.

Kanaan wore a referee shirt while the two drivers signed autographs for the fans without much interaction between each other.

It's good old-fashioned promotion launched by a man who learned from the famed Bruton Smith and Humpy Wheeler when he worked for both at Lowe's Motor Speedway.

When Gossage saw the replays of Wheldon cutting off Patrick as she tried to make a pass early in last Sunday's race, only for her to spin out but regain control of the car, followed by the confrontation on pit lane afterwards, he could barely contain himself.

"I was giddy; I couldn't sleep," Gossage said. "I couldn't wait until I came to the speedway to work the next day. This has been the most fun week in my career because it has all the ingredients."

"This one is the perfect recipe." The war of words continued through the week until Friday, when IRL President of Competition Brian Barnhart forced the two to "bury the hatchet."

Meanwhile, Gossage sat back and smiled in the same manner of boxing promoter Don King, who was pictured with Gossage on the "Rumble at the Speedway" banners that flooded this market.

UP NEXT

Iowa Speedway
Newton, Iowa

Track specs
Length: .875 miles
Frontstretch: 1,075 feet
Backstretch: 869 feet
Banking
Turns 1-4: 12-14 degrees
Frontstretch: 10 degrees
Backstretch: 4 degrees

IRL Race
Iowa Corn Indy 250,
1 p.m. June 24, ABC

Address:
3333 Rusty Wallace Drive,
Newton, IA 50208

Tickets:
641-791-8100
Web site:
iowaspeedway.com

RACE REWIND

FORMULA ONE

Race 6 of 17: Canadian Grand Prix, Sunday, June 10
Circuit Gilles Villeneuve, Montreal

FINAL RESULTS

FIRST



Lewis Hamilton

SECOND



Nick Heidfeld

THIRD



Alexander Wurz

Fin.	St.	Driver	Country	Team	Laps
1	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	70
2	3	Nick Heidfeld	Germany	BMW Sauber F1 Team	70
3	19	Alexander Wurz	Austria	AT&T Williams	70
4	22	Heikki Kovalainen	Finland	ING Renault F1 Team	70
5	4	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	70
6	11	Takuma Sato	Japan	Super Aguri F1 Team	70
7	2	Fernando Alonso	Spain	Vodafone McLaren Mercedes	70
8	18	Ralf Schumacher	Germany	Panasonic Toyota Racing	70
9	6	Mark Webber	Australia	Red Bull Racing	70
10	7	Nico Rosberg	Germany	AT&T Williams	70
11	17	Anthony Davidson	Great Britain	Super Aguri F1 Team	70
12	13	Rubens Barrichello	Brazil	Honda Racing F1 Team	70
13	10	Jarno Trulli	Italy	Panasonic Toyota Racing	58
14	12	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	54
15	21	Christijan Albers	The Netherlands	Spyker F1 Team	47
16	14	David Coulthard	Great Britain	Red Bull Racing	36
17	8	Robert Kubica	Poland	BMW Sauber F1 Team	26
18	20	Adrian Sutil	Germany	Spyker F1 Team	21
19	16	Scott Speed	United States	Scuderia Toro Rosso	8
20	15	Jenson Button	Great Britain	Honda Racing F1 Team	0
21	5	*Felipe Massa	Brazil	Scuderia Ferrari Marlboro	51
22	9	*Giancarlo Fisichella	Italy	ING Renault F1 Team	51

* — Black flagged for exiting pits under red light.



STEVE ETHERINGTON PHOTO

DENIED: Ferrari's Felipe Massa was disqualified after he left the pits under red-light conditions.

RACE STATISTICS

Race time: 1 hour, 44 minutes, 11.292 seconds
Victory margin: 4.343 seconds

Fastest lap: Fernando Alonso, McLaren, 1 minute, 16.367 seconds

TALK OF TIME TRIALS

McLaren's Lewis Hamilton seemed destined for his first F-1 victory. He was quickest in the final knockout session with a lap of 1 minute, 15.707 seconds. Teammate Fernando Alonso was second, with BMW Sauber's Nick Heidfeld third.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	48	6. Giancarlo Fisichella	13
2. Fernando Alonso	40	7. Robert Kubica	12
3. Felipe Massa	33	8. Alexander Wurz	8
4. Kimi Raikkonen	27	9. Heikki Kovalainen	8
5. Nick Heidfeld	26	10. Nico Rosberg	5

"I'm on another planet after this."

LEWIS HAMILTON

HELLO, LEWIS

Young Hamilton Breaks Through In Strange Canadian GP

Poland's Kubica — Luckily — Only
Sprains Ankle After Horrific CrashBy DAN KNUTSON
NSSN CORRESPONDENT

MONTREAL — "I think the only person who had a trouble-free race this afternoon was Lewis Hamilton," Renault team boss Flavio Briatore said after the chaotic, accident-filled and wild Canadian Grand Prix.

In a way, it was rather like one of those comedy films where the guy walks alone serenely oblivious to all sorts of crazy stuff happening behind him.

Hamilton was aware of much of the commotion going on in the 70-lap affair, of course, and he was acutely aware that his good friend Robert Kubica had had a horrendous accident.

But, other than almost getting knocked out of the race by Vodafone McLaren Mercedes teammate Fernando Alonso just after the start, Hamilton, who qualified on the pole, cruised to his first grand prix victory. "I'm on another planet after this," Hamilton said. "I simply can't find the words to describe what it feels like to win my first F-1 race."

The Englishman, the first black driver in F-1 history, hasn't finished worse than third in all six of his grand prix starts.

Hamilton and the rest of the F-1 fraternity and fans were also feeling vastly relieved that Kubica had escaped serious injury in his massive crash. It started when Kubica's BMW Sauber clipped Jarno Trulli's Toyota, and that sent the BMW straight into a wall, after which the car ricocheted back on the track in a series of frightening flips before coming to rest on its side.

Briefly unconscious, Kubica was taken first to the track medical center



STEVE ETHERINGTON PHOTO

WELCOME, SIR: Lewis Hamilton of Great Britain pumps his arms in celebration after his first Formula One victory Sunday in Montreal.

and then to a hospital in Montreal. He was kept overnight for observation and was due to be released the next morning with nothing more than a sprained ankle. The team and the doctors will decide at a later time if he will race in the United States Grand Prix this weekend at Indianapolis.

In all, the safety car came out four times, including the period after Kubica's accident. The other crashes weren't serious, but the walls on Circuit Gilles Villeneuve make it dif-

ficult to remove stranded cars.

The frequent safety-car periods created all sorts of sudden changes in pit strategy. The new rule, which says that all the cars must be lined up behind the safety car before pit lane is opened stung Alonso and Nico Rosberg. Both had to pit or run out of fuel, and that resulted in both getting a 10-second stop-and-go penalty.

Alonso had a messy race, sliding off the track several times and eventually finishing a lowly seventh.

Giancarlo Fisichella and Felipe Massa suffered much more drastic punishment, as both were disqualified for leaving the pit lane when the red light was on. Both reckoned they had a shot at the podium.

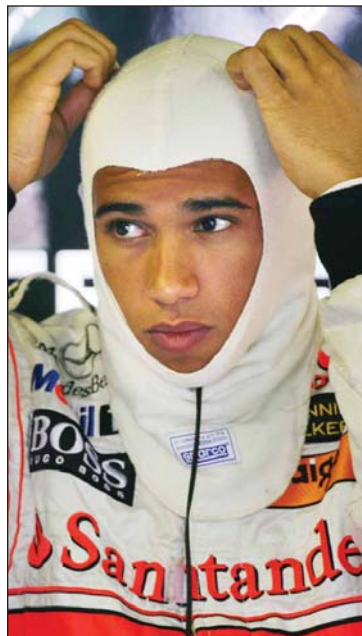
The only podium slot anyone had a shot at was third because Hamilton had first all tied up, and Nick Heidfeld, who started third in his BMW Sauber, was secure in second. Like the rest of the drivers, Heidfeld had to keep his car on a narrow line, as there were so many marbles waiting to snatch anybody that got out of the groove.

Alex Wurz, Heikki Kovalainen, Kimi Raikkonen, Takuma Sato, Alonso and Ralf Schumacher rounded out the top eight.



STEVE ETHERINGTON PHOTO

ON THE GAS: McLaren rookie Lewis Hamilton hasn't finished worse than third in his six Formula One starts.



STEVE ETHERINGTON PHOTO

INFANT IN F-1: Lewis Hamilton is a mere 22 years old.

Hamilton Wise Beyond His Years

By **DAN KNUTSON**
NSSN CORRESPONDENT

MONTREAL — When it comes to talking with the media, Lewis Hamilton is remarkably mature, suave, friendly and relaxed, considering that he is only 22 years old and is in the spotlight for the first time in his life.

But he says he learned a valuable lesson in Monaco, where he said he was just the “number two driver” at McLaren. The media, especially in Britain, then compounded it all by saying that the team favored Fernando Alonso over Hamilton.

“I think it’s always a learning experience,” Hamilton said when he met up with British reporters in Montreal. “Maybe next time I might watch what I say, but I just said what I felt. I’m only human.”

“Sometimes your feelings need to be expressed and (let) everybody know how you feel. It’s all right put-

ting a big smile on your face, but maybe next time I might control it a little better.”

Hamilton said he was extremely privileged to be part of a team like Vodafone McLaren Mercedes.

“I’d do anything for this team,” he said. “I’ve bonded with the guys so well at testing and over the years I’ve been here. I believe I’ve got a special relationship, just because they’ve seen me grow up. They want me to win just as much I want to win for them.”

There is still plenty of friction between McLaren and the F-1 media over restricted access to Hamilton, but the team did allow the media to talk to him and Alonso in an open press conference after qualifying.

McLaren boss Ron Dennis sometimes steps in and answers when he feels the questions are inappropriate. “He is learning quick and becoming very professional at dealing with the inevitable efforts of the media to get the sound bite,” Dennis said.

Montreal’s A Mess: Speed Shifts To USGP

By **DAN KNUTSON**
NSSN CORRESPONDENT

MONTREAL — **Scott Speed** can’t wait to get to Indianapolis.

“That’s the race I look forward to most of all,” he said of his home United States Grand Prix. “The support I got from the fans there last year was amazing.”

Speed crashed out of the Canadian Grand Prix on lap nine trying to pass **Alex Wurz**.

“It is a disappointing day for us,” Speed said. “It was crazy out there.”

I have to say sorry to the team, because I made a bit of a mistake. Alex was quicker than me down the straightaway, but he made a mistake at the hairpin and then another at the corner before I tried to pass, and when I did try, there just was not enough room for two cars.”

■ Despite the absence of local hero **Jacques Villeneuve** and seven-time world champion **Michael Schumacher**, race day was a sell out.

■ The FIA issued a polite reprimand to **Alex Wurz** and **Ralf Schumacher**, telling them it was “discourteous” to arrive late for FIA press conferences, which they did Thursday.

The FIA rarely fines people for being late for press conferences. But when Williams was discourteous again Friday and technical director **Sam Michael** arrived late for that day’s press conference, the FIA fined him 5,000 euros (\$6,686).

■ **Jarno Trulli** had two identical left-front suspension failures Friday. Toyota determined that a new camber setting combined with Trulli hitting the curbs hard, especially at turn eight, put a different load of forces on the suspension upright than normal. The team told its drivers to avoid the turn-eight curbs for the rest of the weekend.

■ **Heikki Kovalainen** had an unhappy weekend, hitting the wall Friday,



STEVE ETHERINGTON PHOTO

SPEEDY SATO: Takuma Sato’s No. 22 Super Aguri was stout Sunday, passing Fernando Alonso for the sixth spot in the closing laps.

having an engine blow Saturday morning (which sent him to the back of the grid) and then spinning into the wall in the first qualifying session. Fourth place after all that was pretty satisfying.

■ Did **Fernando Alonso** have any advice for pole-winning teammate **Lewis Hamilton**? “Don’t be too aggressive in the first corner, and let me through!” Alonso quipped. Ironically, they almost collided in that turn.

■ Trulli wore a helmet with a pink top and a photo of good friend and training partner **Danilo di Luca**, the cyclist who won this year’s Giro d’Italia.

■ Hamilton says he would never play a No. 2 role such as **Rubens Barrichello** had to do with Michael Schumacher at Ferrari. “I hate the situation that Rubens was in,” he said. “If that was ever the case, I

would not be there much longer.”

■ The Swiss government is poised to lift the country’s ban on motorsport that has been in place since the horrific accident in 1955 at Le Mans. Reports that residents **Alonso**, **Kimi Raikkonen**, **Nick Heidfeld** and **Felipe Massa** will lose their low tax status because they are now “employable” in the country are not true because there is still no F-1 race there.

■ **Gerhard Berger** told *Autosprint* magazine that Toro Rosso is happy with its driver lineup of Speed and **Tonio Liuzzi** and has no plans to drop either of them during the season.

■ Raikkonen went back to school the Wednesday before the race when he visited with 400 5- to 11-year-olds at Montreal’s Coronation school.

Speed Vs. Webber, Heikki Vs. Piquet And Ralf Vs. Toyota

MONTREAL

While the race was full of incidents, the action started earlier than Sunday at the Canadian Grand Prix.

Race officials reprimanded Mark Webber for “brake testing” Scott Speed on the last lap of practice on Friday.

“We managed to fall over each other,” Webber said. “He was a little bit asleep initially, and then we managed to wake each other up.”

The pair had been running together and getting on each other’s nerves for the last couple of laps of the session.

“I was very close the rear of him, and he braked 100 meters earlier than the previous lap,” Webber said. “So, I thought that I was going to harpoon him big time. I managed then to get my stuff together and get down the inside (of Speed), and then went round the next corner quite slow.”

Speed’s Toro Rosso rammed into the back of Webber’s Red Bull.

“Something like that I have not witnessed since go-karts,” Speed said.

“Brake checking an F-1 car, that is a new one for me! At the end of the day we are a small team, and we don’t have a bunch of new noses and bargeboards to throw on the car. It is definitely going to change our program, and that is a shame.”

Webber sheepishly said: “Boys being boys, you know.”

In another “clash,” there will be no boxing bout between **Heikki Kovalainen** and **Nelson Piquet, Jr.**, despite the former saying he didn’t like the latter.

A television reporter asked Kovalainen whom he admired more, Nigel Mansell or Nelson Piquet, Sr. They were bitter rivals at Williams in the 1980s. The Finn jokingly said Mansell because he didn’t like Junior, and that “fact” was soon

ACROSS THE POND



DAN KNUTSON

spread across irresponsible Web sites.

Here in Montreal, Kovalainen said it had all been in jest.

“Nelson and I talked about it and laughed about it,” he said. “It was supposed to be a joke, not having a go at him. It is all fine. I have absolutely nothing against him. He has done a good job for the Renault team, and so no boxing match. We can have it if you want, but I am going to win that! So, there is no point.”

In yet another corner, rumors once again swirled around Ralf Schumacher that he wouldn’t be invited back to drive for Panasonic Toyota Racing in 2008.

Schumacher says he is not worried and we shouldn’t worry, either.

“I think there is a lot of talk due to the results I’ve had recently,” he said, “and I think that’s only normal, but you don’t need to worry about me.”

Some speculation even has Ralf being asked to leave before the end of the season, although this would no doubt be expensive for Toyota.

“You should know that not everything you read is quite true,” he said. “At

the moment, we are simply concentrating on getting some results. Neither myself nor the team has been brilliant so far, and that is what we are concentrating on. Nothing else has been discussed anyway.”

While some sources close to the team say that Schumacher is on probation and on the verge of losing his job, Ralf insists he will be around for the rest of the season.

Other rumors, meanwhile, connect Adrian Sutil with Toyota. The rookie says he has had very casual talks with several teams, but none have made firm offers.



STEVE ETHERINGTON PHOTO

GOING HOME: American Scott Speed goes back to Indy this weekend.

UP NEXT

Indianapolis Motor Speedway

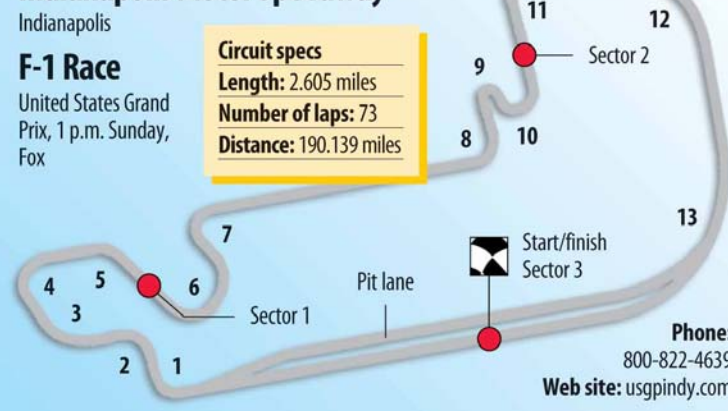
Indianapolis

F-1 Race

United States Grand Prix, 1 p.m. Sunday, Fox

Circuit specs

Length: 2.605 miles
Number of laps: 73
Distance: 190.139 miles



RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 30 and 31: June 5 and June 9

FINAL RESULTS

WINNER



Joey Saldana

Tuesday

June 5, Kokomo Speedway, Kokomo, Ind.

Qualifications: 1. Jeremy Campbell, Campbell 10C, 11.245; 2. Craig Dollansky, Karavan 7, 11.294; 3. Chad Hillier, Hillier 5c, 11.297; 4. Daryn Pittman, Titan 21, 11.320; 5. Jason Martin, Martin 36, 11.369; 6. Terry McCarl, McCarl 24, 11.370; 7. Brooke Tatnell, Woodward 2, 11.374; 8. Jason Solwold, Camahan r19, 11.375; 9. Jason Meyers, Stockbridge 14, 11.404; 10. Randy Hannagan, Hannagan 1x, 11.443; 11. Donny Schatz, Schatz 15, 11.461; 12. Danny Lasoski, Roth 83, 11.469; 13. Joey Saldana, Kahne 9, 11.502; 14. Shane Stewart, Holbrook 8h, 11.522; 15. Jac Haudenschild, Wright 35, 11.551; 16. Chad Kemenah, Kemenah 3x, 11.581; 17. Kerry Madsen, Helm 11h, 11.606; 18. Zach Chappell, Chappell 8k, 11.618; 19. Tim Shaffer, Parsons 6, 11.633; 20. Brandon Wimmer, Two Winners 7tw, 11.645; 21. Kelly Kinser, Kinser 4k, 11.657; 22. Dion Hindi, Hindi 11h, 11.681; 23. Jason Sides, Sides 7s, 11.683; 24. Sam Hafertepe, Jr., Hafertepe 15h, 11.709; 25. Paul McMahan, Stewart 20, 11.709; 26. Steve Kinser, Kinser 11, 11.873; 27. Justin Henderson, Henderson d1, 11.873; 28. Tom Busch, Busch 4b, 11.914; 29. Tony Bruce, Jr., Bruce 18t, 12.044; 30. Lee Stark, Stark 16, 12.696; 31. Jamie Frederickson, Frederickson 58, 13.583.

First Heat (10 laps): Pittman, Saldana, Hannagan, Campbell, Tatnell, Shaffer, Kemenah, McMahan, Hindi, Busch, Frederickson.

Second Heat (10 laps): Solwold, Schatz, Stewart, Dollansky, S. Kinser, Madsen, Sides, Bruce, Martin, Wimmer.

Third Heat (10 laps): Lasoski, Meyers, McCarl, Hillier, Chappell, Hafertepe, Henderson, Stark, K. Kinser, Haudenschild.

Crane Cams Dash (8 laps): Pittman, Solwold, Lasoski, Schatz, Saldana, Meyers, Campbell, Dollansky, Hillier, McCarl.

B Main (12 laps): 1. Martin; 2. Wimmer; 3. McMahan; 4. Kemenah; 5. Sides; 6. Haudenschild; 7. K. Kinser, \$200; 8. Henderson, \$180; 9. Bruce, \$175; 10. Busch, \$160; 11. Stark, \$150; 12. Frederickson, \$150; 13. Hindi, \$150.

Feature (40 laps): 1. Saldana, \$10,000; 2. Schatz, \$5,500; 3. Meyers, \$3,200; 4. Dollansky, \$2,800; 5. Solwold, \$2,500; 6. Lasoski, \$2,300; 7. Kinser, \$2,200; 8. Hillier, \$2,100; 9. Campbell, \$2,050; 10. Stewart, \$2,000; 11. Hannagan, \$1,500; 12. Shaffer, \$1,200; 13. Kemenah, \$1,100; 14. Tatnell, \$1,050; 15. McCarl, \$1,000; 16. McMahan, \$900; 17. Haudenschild, \$800; 18. Wimmer, \$800; 19. Sides, \$800; 20. Madsen, \$800; 21. Chappell, \$800; 22. Hafertepe, \$800; 23. Pittman, \$800; 24. Martin, \$800.

WINNER



Joey Saldana

Saturday

June 9, Eagle Raceway, Lincoln, Neb.

Qualifications: 1. Joey Saldana, Kahne 9, 12.456; 2. Jason Solwold, Camahan r19, 12.467; 3. Paul McMahan, Stewart 20, 12.554; 4. Daryn Pittman, Titan 21, 12.628; 5. Donny Schatz, Schatz 15, 12.669; 6. Steve Kinser, Kinser 11, 12.697; 7. Randy Hannagan, Hannagan 1x, 12.720; 8. Chad Kemenah, Kemenah 3x, 12.726; 9. Danny Lasoski, Roth 83, 12.776; 10. Brooke Tatnell, Woodward 2, 12.776; 11. Jac Haudenschild, Wright 35, 12.785; 12. Jason Sides, Sides 7s, 12.794; 13. Terry McCarl, McCarl 24, 12.861; 14. Tim Shaffer, Parsons 6, 12.872; 15. Jeremy Campbell, Campbell 10c, 13.010; 16. Jason Meyers, Stockbridge 14, 13.034; 17. Chad Hillier, Hillier 5c, 13.053; 18. Jason Martin, Martin 36, 13.061; 19. Tony Bruce, Jr., Bruce 18t, 13.095; 20. Dion Hindi, Hindi 11h, 13.120; 21. Craig Dollansky, Karavan 7, 13.122; 22. Justin Henderson, Henderson d1, 13.123; 23. Kerry Madsen, Helm 11h, 13.212; 24. Zach Chappell, Chappell 8k, 13.245; 25. Sam Hafertepe, Jr., Hafertepe 15h, 13.263; 26. Matt Wasmund, Wasmund 4w, 13.403; 27. Seth Brahma, Brahma 13, 14.107.

First Heat (10 laps): Tatnell, Pittman, Hannagan, Saldana, Meyers, Bruce, McCarl, Henderson, Hafertepe.

Second Heat (10 laps): Kemenah, Haudenschild, Solwold, Hillier, Schatz, Shaffer, Madsen, Hindi, Wasmund.

Third Heat (10 laps): Sides, Lasoski, Dollansky, McMahan, Chappell, Martin, Campbell, Brahma.

Crane Cams Dash (8 laps): Tatnell, Pittman, Haudenschild, Solwold, Saldana, Sides, Schatz, Kemenah, McMahan.

B Main (10 laps): 1. McCarl; 2. Campbell; 3. Martin; 4. Hindi; 5. Madsen; 6. Henderson; 7. Hafertepe, \$200; 8. Brahma, \$180; 9. Wasmund, \$175.

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

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Danny Lasoski

Top 10

1. Donny Schatz	4,266	6. Steve Kinser	3,955
2. Joey Saldana	4,226	7. Craig Dollansky	3,835
3. Danny Lasoski	4,033	8. Paul McMahan	3,828
4. Daryn Pittman	3,999	9. Jac Haudenschild	3,734
5. Jason Meyers	3,979	10. Jason Solwold	3,734

It's A Sweep For Saldana

By TONY VENEZIANO

EAGLE, Neb. — Joey Saldana completed a sweep of the World of Outlaws two-race week with a victory in the Eagle Nationals Saturday night at Eagle Raceway.

It was Saldana's seventh triumph of the season in Kasey Kahne's Mopar-powered JEL. Saldana took the lead from Brooke Tatnell on lap eight and held off Jac Haudenschild for the victory.

"It was a great night tonight," said Saldana. "The team worked great collectively to win this race. We know that we have a team that is capable of winning each time we get to the track. We'll just keep building on this. We set up a strong foundation for this team last season, and we continue to build and grow. This win is huge for Kasey Kahne Racing."

The only thing that slightly worried Saldana was a lapped car in front of him that lost power late in the race, bringing out a caution right in front of him exiting the fourth turn.

"I think the crew was worried about fuel and tires, but I wasn't," explained the winner. "I knew we had a lot of fuel to begin the race, and we had a little bit harder of a tire on. We were fast down low, and we could pass down there. We tried a few new things with shocks tonight and they worked."

Haudenschild thrilled the crowd with his trademark aggressive driving style, as he tapped the wall several times as the laps wound down.



KEN SIMON PHOTO

SECOND OF THE WEEK: Joey Saldana celebrates after taking the Eagle Nationals Saturday at Eagle Raceway. Saldana also won Tuesday in Kokomo, Ind.

"The car was pretty good tonight, and the crew did a good job," said Haudenschild. "We got close to Joey (Saldana) at the end and just came up a little bit short. We gave it everything we had."

Tatnell finished third, with Danny Lasoski and 16th-starter Jason Meyers rounding out the top five.

Point-leader Donny Schatz finished 10th after getting caught up in a lap-four accident.

Saldana Finally Scores At Kokomo

By TONY VENEZIANO

KOKOMO, Ind. — Joey Saldana began his sprint-car racing career on the short tracks of Indiana, and Kokomo Speedway was one of his frequent stops. He won in the past, but always wanted to be victorious in a World of Outlaws event at the bullring in his home state.

On June 5, he did just that, holding off Donny Schatz to win the Hoosier Sprint Nationals.

Saldana used the low groove to pass Schatz on a lap-27 restart. From there, he sliced through traffic on the tight quarter-mile oval to post his sixth victory of the season.

"It was a good race and a good win for us," said Saldana, driver of the Open Joist Mopar-powered JEL. "It was good for our crew. Ricky

(Warner), Justin (Adams) and Willie (Kahne) did a great job tonight. We definitely needed this as a team."

Daryn Pittman led from the outset and built a large early advantage, though he would relinquish that lead on the 20th lap as he stopped with rear-end trouble.

Schatz inherited the lead and began to pull away before a late caution bunched the field. That was the opening that Saldana needed. Schatz, the reigning World of Outlaws champion, battled Jason Meyers late in the race to hold on to the runner-up position.

"I spun the tires on the restart," said Schatz. "Some nights go against you and some nights go with you. It went against us a little bit tonight when we were out front."

"We're working on our short-track program and feeling a lot better. We went through the whole night pretty smooth, and normally that is not our style on short tracks. We're glad to be on to something with the short racing, and we can only get better."

Saldana lined up fifth for the 40-lap feature and fell back to seventh on the second lap before mounting his charge to the front.

"We feel like we have given a lot of races away," explained Saldana. "It's really good to come out and get a win again, especially on a short track. We have been working hard on our short-track program, so it's nice to come to a little track and run up front."

Meyers finished third, with Craig Dollansky and Jason Solwold following.

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RACE REWIND

NASCAR BUSCH SERIES

Race 15 of 35: Federated Auto Parts 300, Saturday, June 9
Nashville Superspeedway, Lebanon, Tenn.

FINAL RESULTS

FIRST



Carl Edwards

SECOND



Clint Bowyer

THIRD



Jason Leffler

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	7	60	Carl Edwards	Dish Network Ford	225	\$55,700	Running
2	2	2	Clint Bowyer	BB&T Chevrolet	225	\$38,100	Running
3	14	38	Jason Leffler	Great Clips Toyota	225	\$43,973	Running
4	9	29	Scott Wimmer	Holiday Inn Chevrolet	225	\$41,798	Running
5	11	4	Regan Smith	Ginn Resorts Chevrolet	225	\$31,598	Running
6	17	11	Jason Keller	Dutch Quality Stone Chevrolet	225	\$19,375	Running
7	16	6	David Ragan	Coats/Discount Tire Ford	225	\$19,750	Running
8	6	16	Todd Kluever	3M Ford	225	\$29,823	Running
9	30	99	David Reutimann	Aaron's Dream Machine Toyota	225	\$23,048	Running
10	3	20	Aric Almirola	Rockwell Automation Chevrolet	225	\$26,175	Running
11	29	91	David Green	YRT2 Toyota	225	\$16,925	Running
12	1	66	Steven Wallace	HomeLife Communities Dodge	22	\$25,523	Running
13	8	35	Bobby Hamilton, Jr.	McDonald's Ford	225	\$22,923	Running
14	34	41	David Stremme	Wrigley's Winterfresh Dodge	224	\$16,600	Running
15	20	47	Kelly Bires	Clorox/Dollar General Ford	224	\$19,800	Running
16	12	22	Mike Bliss	Family Dollar Dodge	224	\$22,323	Running
17	15	10	Dave Blaney	Camping World Toyota	224	\$22,648	Running
18	32	1	J.J. Yeley	Miccosukee Resorts Chevrolet	224	\$16,575	Running
19	18	88	Shane Huffman	U.S. Navy Chevrolet	223	\$22,073	Running
20	4	21	Timothy Peters	AutoZone Chevrolet	223	\$24,075	Running
21	37	36	Brent Sherman	Big Lots Chevrolet	223	\$21,318	Running
22	22	9	Chase Miller	Lipton Dodge	223	\$23,535	Running
23	28	42	Kevin Hamlin	Texaco/Havoline Dodge	223	\$23,875	Running
24	24	27	Bobby East	Federated Auto Parts Ford	222	\$17,965	Running
25	33	7	Mike Wallace	Geico Chevrolet	222	\$20,763	Running
26	19	33	Cale Gale	Camping World Chevrolet	222	\$23,385	Running
27	26	14	Kyle Krisloff	Clabber Girl Ford	221	\$20,543	Running
28	31	37	Greg Biffle	Cub Cadet Ford	221	\$15,815	Running
29	39	56	Danny O'Quinn, Jr.	Power Equipment Co. Chevrolet	220	\$15,780	Running
30	40	28	Robert Richardson, Jr.	U.S. Border Patrol Chevrolet	220	\$18,165	Running
31	21	18	Kevin Conway	Z-Line Design Chevrolet	193	\$17,675	Accident
32	25	77	Kertus Davis	Dollar General Chevrolet	187	\$23,140	Running
33	10	90	Stephen Leicht	citifinancial Ford	16	\$20,308	Engine
34	13	25	Richard Johns	freecreditreport.com Ford	147	\$15,595	Accident
35	35	0	Eric McClure	Hefty Chevrolet	145	\$15,575	Engine
36	5	59	Marcos Ambrose	Kingsford/Dollar General Ford	109	\$20,248	Engine
37	27	92	Bobby Santos	Riley-D'Hondt Motorsports Toyota	63	\$15,535	Transmission
38	23	30	Stanton Barrett	4caring.org Chevrolet	44	\$15,515	Rear End
39	38	73	Brett Rowe	Fikes Automotive/FMI Ford	28	\$15,470	Engine
40	43	23	Brad Keselowski	MACTac Chevrolet	23	\$15,425	Handling
41	36	89	Morgan Shepherd	Victory in Jesus Racing Dodge	18	\$15,380	Handling
42	42	52	Brad Teague	Means Racing Ford	5	\$15,360	Transmission
43	41	70	Justin Diercks	BIOMET/Foretravel Chevrolet	1	\$15,290	Rear End

RACE STATISTICS

Race time: 2 hours, 18 minutes, 28 seconds
Average speed: 129.949 miles per hour
Victory margin: 1.656 seconds
Caution flags: Five for 25 laps
Lead changes: 12 among seven drivers
Lap leaders: Steve Wallace, 1-6; Clint Bowyer, 7-49;

Scott Wimmer, 50-67; Bowyer, 68-105; Wimmer, 106-111; Bowyer, 112-121; Carl Edwards, 122-136; Wimmer, 137-153; Jason Keller, 154; Stephen Leicht, 155-164; Dave Blaney, 165-166; Bowyer, 167-191; Edwards, 192-225.

TALK OF TIME TRIALS

Steven Wallace captured his second-career pole and second of the season with a fast lap of 161.288 miles per hour. Clint Bowyer, Timothy Peters, Aric Almirola and Marcos Ambrose completed the top-five qualifiers.

STANDINGS

FIRST



Carl Edwards

SECOND



Kevin Harvick

THIRD



Dave Blaney

Top 10

1. Carl Edwards	2,460	6. Matt Kenseth	1,591
2. Kevin Harvick	1,798	7. Bobby Hamilton, Jr.	1,574
3. Dave Blaney	1,715	8. David Ragan	1,571
4. David Reutimann	1,649	9. Clint Bowyer	1,529
5. Regan Smith	1,633	10. Greg Biffle	1,513



PADRAIC MAJOR/NASCAR PHOTO

TUNED UP: Carl Edwards plays guitar in celebration of his Busch Series Federated Auto Parts 300 victory Saturday at Nashville Superspeedway. It was Edwards's fourth series victory this season.

Carl Cruises To No. 13

By AMANDA BRAHLER

LEBANON, Tenn. — Carl Edwards passed Clint Bowyer 33 laps from the finish in the Federated Auto Parts 300 and sailed to his third-straight NASCAR Busch Series triumph at Nashville Superspeedway.

While he celebrated his fourth series victory of the season and 13th of his career on Saturday, he stretched his point lead to a whopping 662 points.

Bowyer led the majority of the event, but on lap 192 of the 225, Edwards dropped his No. 60 Dish Network Ford Fusion inside of Bowyer's No. 2 BB&T Chevrolet to take the position.

"At the end on that long green-flag run, I just kept marching Clint down," Edwards explained. "I was running him down a little bit at a time. It was killing me, the anxiety building. We finally caught him and got by him, won the race. This is a really great feeling to be able to come to this track and run this well three times in a row."

Bowyer was somewhat disappointed with second.

"You got what you got. You try to make the best of it. We were too tight into the corner all night. There really ain't no changing that problem," Bowyer said. "We finished second. It's one of my best tracks, and we ought to be winning these races."

Edwards led a string of seven other drivers, including Bowyer, to fly in from Pocono, Pa., from Nextel Cup Series competition. All of them made



HHP/ERIK PEREL PHOTO

TWO BY TWO: Steven Wallace (66) leads the field as the initial green flag waves at the Federated Auto Parts 300 at Nashville Superspeedway.

the trip in time to qualify their own machines. None of the competitors, however, made it in for practice on Friday evening. In his absence, Edwards had former Robert Yates Racing development driver Matt McCall practice his Ford Fusion.

"Matt McCall tuned the car for us. PK (Pierre Kuettel) and the guys did a really great job with Matt getting the car really close. Jack flew me over here in his jet. We made it here and were able to qualify the car. It was really good, just a little loose, which was really a blessing because it was so tight in the race. We made some adjustments. The guys did a great job," Edwards said.

Jason Leffler, Scott Wimmer and Regan Smith rounded out the top five on the 1.33-mile speedway.

Wimmer had a strong car throughout the event, but a loose condition bit him at the finish.

He had his No. 29 Holiday Inn Chevrolet out front for 41 laps and led for the final time during an exchange of pit stops under a yellow flag on lap 132.

Less than 20 laps later, another yellow came out for an incident involving Richard Johns's machine. After another cycle of pit stops, Stephen Leicht transferred into the lead but blew an engine a few laps later. Bowyer reclaimed the lead on lap 165.

Gabehart Takes Charge, Victory In Anderson 125

ANDERSON, Ind. — Chris Gabehart triumphed in Saturday night's Anderson 125 at

CRA

Anderson Speedway in the CRA Super Series.

Early leader Jeff Lane had almost a

straightaway lead after 79 laps when he suddenly pulled into the pits with a blown engine, handing the point over to Gabehart.

Nineteen-year-old Bret Miles, Jr. challenged Gabehart for the last 45 rounds but had to settle for second,

as Rick Turner, Kenny Tweedy and J.R. Roahrig rounded out the top five.

The finish:

Chris Gabehart, Bret Miles, Jr., Rick Turner, Kenny Tweedy, J.R. Roahrig, John Van Doorn, Jason Shively, Scott Hantz, Terry Fisher, Jr., John Heck, Sean Mattheis, Ray Mooi, Robert Maynor, Tim Gittemeier, Jeff Lane, Bobby Fields, Nick Baran, Brian Riewley, Bull Baker, Jack Smith.

Daggett Does It Twice In SOD

SOD Friday

FIFE LAKE, Mich. — Dustin Daggett won the Engine Pro ASCS Sprints on Dirt feature Friday at Cherry Speedway.

Daggett ran down early leader Ben Rutan and held on. It was Daggett's third victory of the season and the 40th of his SOD career.

"It was a pretty good race," said Daggett. "I was starting to doubt our setup at the beginning of the race. We had a pretty good run with Ben Rutan."

Rutan finished second, ahead of Gregg Dalman, Brett Mann and Steve Irwin.

The finish:

Dustin Daggett, Ben Rutan, Gregg Dalman, Brett Mann, Steve Irwin, Tim Norman, Gary Fast, Ryan Grubaugh, Dain Naida, Bill Johnson, Jake Stebner, Ryan Ruhl, John Gall, Nathan Bevard, Kirk Cheney, Andy Teunessen, Jim Lingar, Joe Bares, Jimmy Davies, Ernie Kuehneman, Jr., Nate Bostrum.

SOD Saturday

MERRITT, Mich. — Dustin Daggett scored his second-consecutive ASCS Sprints on Dirt triumph Saturday at Merritt Speedway.

"It feels good to be back here in victory lane again, especially two nights in a row," said Daggett, who led all 25 laps.

Kyle Patrick came home second, ahead of Dain Naida, Steve Irwin and Brett Mann.

The finish:

Dustin Daggett, Kyle Patrick, Dain Naida, Steve Irwin, Brett Mann, Ben Rutan, John Gall, Gary Fast, Bill Johnson, Ryan Ruhl, Nate Bostrum, Tim Champlin, Jake Stebner, Nathan Bevard, Kirk Cheney, Ernie Kuehneman, Jr., Jimmy Davies, Ryan Grubaugh, Tim Norman, Ken Quimby, Joe Bares.

Canyon

TUCSON, Ariz. — Jeremy Sherman continued his march



LONNIE WHEATLEY PHOTO

SLIDEWAYS: ASCS Sooner Region cars slide through the turns in South Coffeyville, Okla.

toward the inaugural ASCS Canyon Region title by completing a sweep of Saturday night's event at United Sports Arizona Race Park.

After winning his heat and charging from seventh to win the dash, Sherman led throughout to post his sixth triumph in seven events aboard Fred Bryan's F&E Development/Impact Racing No. 77 Maxim.

Sherman flashed underneath the checkered flag nearly a straightaway ahead of Charles Davis, Jr. Mike Leslie was third.

The finish:

Jeremy Sherman, Charles Davis, Jr., Mike Leslie, Justin Fisher, Mike Martin, Andrew Reinbold, Ronnie Clark, Josh Pelkey, Shon Deskins, Michael Colegrove, Scott Pasmore, Bobby Taylor, Seann Hendricson, Nick Aiuto, Chris Bonneau, Bernie Smith, Bruce St. James, Daniel Williams, Derek Williams, Karl Jay.

Rocky Mountain

ROCK SPRINGS, Wyo. — C.J. Johnson moved atop the ASCS Rocky Mountain point charts by racing to victory lane in Saturday night's 25-lap feature

at Sweetwater Speedway.

Johnson emerged from an early race battle with defending series champion Patrick Bourke to take command.

Bourke finished second, ahead of Keith Rauch, Chris Adams and Dustin Hall.

The finish:

C.J. Johnson, Patrick Bourke, Keith Rauch, Chris Adams, Dustin Hall, Chad Corken, Bob Schaeffer, Mark Sweet, Josh Flood, John Jacob, Ray Bergener, Nick Haygood, J.D. Hall.

Sooner

SOUTH COFFEYVILLE, Okla. — Nobody has won more features in ASCS Sooner history than Kevin Ramey.

Ramey added another victory Saturday night after a torrid battle with Brian McClelland at Mid-America Speedway. The pair traded the lead a dozen times, with Ramey taking the victory.

"Now that was fun. That's the way we like to do it," Ramey said after his 16th-career ASCS Sooner Region and 30th-overall ASCS triumph. "I don't know how many times we trad-

ed the lead, probably as many times as I scraped the frontstretch wall with my right-rear tire."

McClelland finished second, with Gavin Punch third.

The finish:

Kevin Ramey, Brian McClelland, Gavin Punch, Cody Branchcomb, Jamie Passmore, Sean McClelland, Mike Goodman, Nick Smith, Dex Eaton, Ray Allen Kulhaneck, Travis Jenkins, Eric Baldaccini, Derek Cottrell, Michael Brown, Kyle Bellm, Kenneth Walker, Danny Smith, Foster Landon, Sherman Davis, David Stephenson.

Southern

DILLON, S.C. — Kenny Adams posted his second ASCS Southern victory of the season Saturday at Dillon Motor Speedway.

Johnny Bridges led the first 25 laps but dropped off the pace with a cut tire, handing the lead to Adams. Adams led the remainder of the distance in the series's second asphalt race.

Brian Smith was second, with Bryn Gohn third.

The finish:

Kenny Adams, Brian Smith, Bryn Gohn, Tim Perry, Adam Jackson, Bill Moore, David Adkins, Johnny Bridges, Danny Mercy, Dave Childress, T.J. Winegardner.



GEORGE LEVY PHOTO

EAT MY DUST: Arizona sprint-car ace Jeremy Sherman flashes his rear to the crowd in Tucson, Ariz.

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RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 9 of 25: Sam's Town 400, Saturday, June 8
Texas Motor Speedway, Fort Worth, Texas

FINAL RESULTS

FIRST



Todd Bodine

SECOND



Mike Skinner

THIRD



Rick Crawford

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	30	Todd Bodine	Lumber Liquidators Toyota	169	\$75,600	Running
2	2	5	Mike Skinner	Toyota Tundra Toyota	169	\$51,275	Running
3	14	14	Rick Crawford	Power Stroke Diesel Ford	169	\$35,000	Running
4	6	33	Ron Hornaday, Jr.	Camping World Chevrolet	169	\$24,075	Running
5	20	10	David Starr	International Maxx Force Ford	169	\$18,200	Running
6	3	6	Travis Kvapil	K&N Filters Ford	169	\$16,450	Running
7	27	88	Matt Crafton	Menards Chevrolet	168	\$15,600	Running
8	12	18	Ken Schrader	Fastenal Dodge	168	\$16,900	Running
9	24	9	Ted Musgrave	Team ASE/Germain Toyota	168	\$15,000	Running
10	19	21	Stacy Compton	Bush's Beans Ford	168	\$16,125	Running
11	5	1	Aaron Fike	RFMS/Red Horse Racing Toyota	168	\$15,800	Running
12	22	59	Terry Cook	Harris Trucking Toyota	168	\$14,625	Running
13	7	00	Josh Wise	Aaron's Lucky Dog Toyota	167	\$14,525	Running
14	29	07	Tim Sauter	Lester Buildings Chevrolet	167	\$14,425	Running
15	30	47	Kraig Kinser	Ginn Resorts Chevrolet	167	\$12,750	Running
16	11	75	Dennis Setzer	Spears Mfg. Chevrolet	166	\$14,425	Running
17	17	09	Joey Clanton	Zaxby's Ford	166	\$14,125	Running
18	8	15	Bill Lester	Christian Debt Chevrolet	166	\$14,025	Running
19	26	8	Blake Bjorklund	Sweet Baby Ray's Chevrolet	166	\$13,875	Running
20	16	08	Eric Norris	Barrett Enterprises Chevrolet	165	\$12,675	Running
21	13	36	Ryan Mathews	Bill Davis Racing Toyota	164	\$12,725	Running
22	33	7	Jason White	Hooters Energy Drink Chevrolet	163	\$11,325	Running
23	9	50	T.J. Bell	Heathcliff's Cat Litter Ford	153	\$11,225	Accident
24	18	77	Brendan Gaughan	South Point Hotel Chevrolet	151	\$11,125	Accident
25	23	40	Clay Rogers	Curtis Key Plumbing Chevrolet	126	\$11,025	Engine
26	25	60	Jack Sprague	Con-way Freight Toyota	91	\$10,925	Running
27	28	4	Joe Ruttman	Open Joist Dodge	76	\$10,825	Accident
28	10	13	Willie Allen	ThorSport Motorsports Chevrolet	63	\$10,725	Engine
29	4	23	Johnny Benson	Toyota Certified Toyota	61	\$10,625	Engine
30	31	76	Chris Wimmer	Automotive Fabrication Chevrolet	53	\$10,525	Engine
31	32	16	Derrick Cope	Xpress Motorsports Ford	32	\$10,400	Ignition
32	15	99	Erik Darnell	Northern Tool+Equipment Ford	16	\$10,300	Engine
33	21	51	Kelly Sutton	Team Copaxone Chevrolet	6	\$10,225	Accident
34	35	0	Brandon Knapp	Lester Buildings Chevrolet	3	\$10,175	Clutch
35	34	06	Blake Mallory	The GPS Store/Garmin Chevrolet	2	\$10,150	Overheating

RACE STATISTICS

Race time: 2 hours, 8 minutes, 50 seconds
Average speed: 118.057 miles per hour
Victory margin: 0.188 second
Caution flags: Six for 35 laps
Lead changes: 12 among six drivers

Lap leaders: Todd Bodine, pole; Mike Skinner, 1-3; Bodine, 4-15; Skinner, 16-18; Travis Kvapil, 19-28; Terry Cook, 29-30; Ron Hornaday, Jr., 31-82; Tim Sauter, 83; Hornaday, 84-148; Kvapil, 149; Bodine, 150-158; Kvapil, 159-163; Bodine 164-169.

TALK OF TIME TRIALS

Todd Bodine ended point-leader Mike Skinner's six-race pole streak by posting a fast lap of 181.763 miles per hour. Skinner qualified second, followed by Travis Kvapil, Johnny Benson, Aaron Fike, Ron Hornaday, Jr., Josh Wise, Bill Lester, T.J. Bell and Willie Allen.



OWEN RICHARDS PHOTO

STANDINGS

FIRST



Mike Skinner

SECOND



Ron Hornaday, Jr.

THIRD



Todd Bodine

Top 10

1. Mike Skinner	1,543	6. Travis Kvapil	1,253
2. Ron Hornaday, Jr.	1,461	7. Jack Sprague	1,129
3. Todd Bodine	1,362	8. Johnny Benson	1,126
4. Rick Crawford	1,274	9. Matt Crafton	1,123
5. Ted Musgrave	1,265	10. Aaron Fike	1,120



CHRISTINA RAMZEL PHOTO

FOUR-FOR-SIX: Todd Bodine celebrates his NASCAR Craftsman Truck Series victory with a burnout Friday night in Fort Worth, Texas.

Bodine Ponies Up In Texas

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — Todd Bodine scored his fourth triumph at Texas Motor Speedway in the last six races when he used his front bumper to push the leader, Travis Kvapil, out of the way with three laps to go.

That set up a green-white-checked finish, with Bodine winning Friday night's NASCAR Craftsman Truck Series Sam's Town 400.

Bodine's Toyota Tundra finished 0.188 second ahead of Mike Skinner's Toyota. Rick Crawford was third in a Ford F-150, followed by Ron Hornaday, Jr.'s Chevrolet and David Starr's Ford.

Bodine's victory matched Brendan Gaughan's record of four wins at Texas. It was Bodine's first win in the last 24 races, with his last victory coming in this race last year.

It was Bodine's 11th-career triumph, and he started the race on the pole.

"I hate what happened to Travis," Bodine said. "I feel bad about that, but you can only block in one direction; you can't block two. I had the momentum and got into the back of him. I hate to take the lead that way,

but here we are in victory lane. I was going to take the outside and let him have the inside, but he blocked me.

"Travis is a good friend, but our car is here in victory lane where it belongs."



Todd Bodine

bumper.

But with four laps to go, Kvapil was spun out by Bodine, who first tried to go high but was blocked and then went low. Bodine's Toyota got into Kvapil's rear to bring out the sixth caution period of the race set up the third-straight green-white-checked finish at Texas.

"That's just truck racing," Kvapil said. "I got a good run around turn

four and tried blocking him. He got into me, but I thought I had it saved. I'm really happy to have a fast race truck, but I'm disappointed to get wiped out at the end."

With two to go, Bodine was in the lead and drove away from Crawford and Skinner, who were side by side. That allowed Bodine to drive to victory.

Bodine overcame a fuel issue on lap 37 when his truck slowed on the race course after the fuel shut off in the corner. His crew was able to repair the problem, and he set his sights back on the front.

Joe Ruttman ran into Clay Rogers, triggering a multi-truck crash that also involved Jack Sprague.

"It was my fault," Ruttman said. "I should have never been in that wreck."

Skinner now leads the NCTS points by 82 over Hornaday.

"We'll take top fives every week," Skinner said. "The cautions just didn't fall right this year. We had new tires left over in the pits, but it didn't do us any good. We didn't have the best truck tonight, but we had a top-five truck."

MacDonald's Return Results In Victory

STAFFORD SPRINGS, Conn. — Former series regular Eddie MacDonald made his first NASCAR Grand National Division, Busch East

BUSCH EAST

Series start of the season Friday night, and he came away with his first victory since 2005. It was MacDonald's third-career Busch East triumph.

He paced the final 81 laps of the TSI Harley-Davidson 150 at Stafford Motor Speedway to take the checkered flag and secure a starting spot in

the postseason Toyota All-Star Challenge.

Defending Busch East champion Mike Olsen passed Matt Kobyluck with three laps to go take second, while Marc Davis and Bryon Chew were fourth and fifth, respectively.

Jesus Hernandez, Mike Johnson, Chase Austin, John Salemi and John Freeman rounded out the top 10. Point-leader Joey Logano was 11th.

Polesitter Sean Caisse led the first 30 laps before being sidelined by mechanical problems. He finished 24th.

The finish:

Showing driver, car, laps completed and money won: 1. Eddie MacDonald, Chevrolet, 150, \$7,000; 2. Mike Olsen, Chevrolet, 150, \$3,050; 3. Matt Kobyluck, Chevrolet, 150, \$2,250; 4. Marc Davis, Chevrolet, 150, \$2,100; 5. Bryon Chew, Chevrolet, 150, \$1,600; 6. Jesus Hernandez, Chevrolet, 150, \$1,400; 7. Mike Johnson, Ford, 150, \$1,200; 8. Chase Austin, Dodge, 150, \$1,100; 9. John Salemi, Chevrolet, 150, \$1,000; 10. John Freeman, Chevrolet, 150, \$925; 11. Joey Logano, Chevrolet, 150, \$875; 12. Jeffrey Earnhardt, Chevrolet, 150, \$850; 13. Scott Bouley, Chevrolet, 150, \$825; 14. Peyton Sellers, Chevrolet, 150, \$800; 15. Ruben Pardo, Dodge, 150, \$775; 16. Jamie Hayes, Chevrolet, 149, \$750; 17. Rogelio Lopez, Chevrolet, 149, \$725; 18. Jeff Anton, Chevrolet, 149, \$700; 19. Eric Holmes, Chevrolet, 149, \$675; 20. Dion Ciccarelli, Chevrolet, 149, \$675; 21. Max Dumarey, Chevrolet, 148, \$675; 22. Jonathan Smith, Chevrolet, 146, \$675; 23. Richard Jarvis, Jr., Chevrolet, 132, \$675; 24. Sean Caisse, Chevrolet, 132, \$675; 25. Michelle Theriault, Chevrolet, 115, \$650; 26. Tim Schendel, Dodge, 109, \$650; 27. Glenn Sullivan, Chevrolet, 90, \$650; 28. German Quiroga, Chevrolet, 78, \$650; 29. James Pritchard, Jr., Chevrolet, 71, \$650; 30. Robert Humphreys, Chevrolet, 53, \$650.

Shryock Gets Win, Near Misses

June 4

DES MOINES, Iowa — Dean Mahlstedt took advantage of lapped traffic to hold off eight-time defending O'Reilly USMTS national champion Kelly Shryock during USMTS racing on the half-mile oval of the Iowa State Fair Speedway.

USMTS

Mahlstedt pocketed \$2,000 for his first USMTS victory of the season and added a \$500 bonus for being the race leader at the halfway point.

Shryock headed the group of Corey Dripps, Brad Pinkerton and Steve Arpin to the stripe.

The finish:
Dean Mahlstedt, Kelly Shryock, Corey Dripps, Brad Pinkerton, Steve Arpin, Tommy Weder, Jr., Jason Hughes, Jeff Schluetter, Mike Hejna, Al Hejna, Steve Holzkamper, Jon Tesch, Jake Neal, Mike Schulte, Zack VanderBeek, Mark Elliott, Brad Bakken, Dennis Elliott, Brad Bakken, Dennis Elliott, Brent Bohmont, Joey Schaefer, Ken Schrader, Donovan Lodge, Chris Spieker, Gene Claxton.

Tuesday

CORNING, Iowa — Patience paid off for Kelly Shryock, as he sped to victory in the June 5 O'Reilly Auto Parts United States Modified Touring Series

event at Adams County Speedway.

The victory, worth \$2,000 to the eight-time defending O'Reilly USMTS national champ, was his seventh triumph of the season in 15 races — his first in four starts in the tough Western Region.

Shryock led the first two laps, but polesitter Jason Friesen took control on lap three and led the next 18 laps. However, Shryock edged ahead on lap 20 and paced the remainder of the event. Friesen dropped out with engine failure, and Jason Krohn came on to finish second.

Dean Mahlstedt, Mike Hejna and Zack VanderBeek rounded out the top five.

The finish:
Kelly Shryock, Jason Krohn, Dean Mahlstedt, Mike Hejna, Zack VanderBeek, Jason Hughes, Jon Tesch, Al Hejna, Scott Green, Clint Bowyer, Bruce Hanford, Dan Mueller, Tommy Weder, Jr., Steve Arpin, Steve Holzkamper, Mark Elliott, Jeremy Tibben, Russell Stewart, Donovan Lodge, Jake Neal, Chris Spieker, Cale Sponsler, Jason Friesen, Dennis Elliott.

Wednesday

OSKALOOSA, Iowa — Jason Krohn borrowed an engine from Kelly Shryock and then proceeded to beat Shryock to

the finish line Wednesday night in O'Reilly Auto Parts USMTS action at Southern Iowa Speedway.

Shryock finished second for the second time in three tries after starting 10th. Jason Hughes took third, while Al Hejna, who had led for 14 laps, held off brother Mike Hejna for fourth.

The finish:
Jason Krohn, Kelly Shryock, Jason Hughes, Al Hejna, Mike Hejna, Tony Fraise, Jon Tesch, Zack VanderBeek, Richie Gustin, Jr., Scott Green, Tommy Weder, Jr., Cale Sponsler, Steve Holzkamper, Jason Friesen, Scott Dickey, Corey Dripps, Steve Arpin, Jake Neal, Ron Ver Beek, Mike Spaulding, Donovan Lodge, Mark Elliott, Ryan Gustin, Allison Quick.

Thursday

DUBUQUE, Iowa — Ron Barker, a 47-year-old Dubuque native, successfully defended his home turf Friday, winning the 40-lap main of the O'Reilly Auto Parts USMTS's visit to Dubuque Speedway.

Barker started third and took the lead on the first lap.

Kelly Shryock, a seven-time USMTS winner this season, finished second for the third

time in four races, leading Thad Wilson, Dan Bohr and Mark Schulte to the finish.

The finish:
Ron Barker, Kelly Shryock, Thad Wilson, Dan Bohr, Mark Schulte, Timmy Current, Zack VanderBeek, Jason Hughes, Steve Holzkamper, Al Hejna, Donovan Lodge, Jason Schueller, Marty Thompson, Jon Tesch, Steve Wetter, Joey Schaefer, Corey Dripps, Mark Massey, Richie Gustin, Jr., Joshua Vinnedge, Jeff Larson, Brian Culbertson, Scott Green, Tommy Weder, Jr.

Friday

FOUNTAIN CITY, Wis. — Todd Scharkey earned the \$2,000 top prize Friday night as the O'Reilly Auto Parts United States Modified Touring Series made its inaugural visit to Tri-Oval Speedway.

Scharkey held off Mike Sorensen for the victory after taking the lead on lap six.

Mark Noble finished third, ahead of Kelly Shryock and Jason Hughes.

The finish:
Todd Scharkey, Mike Sorensen, Mark Noble, Kelly Shryock, Jason Hughes, Al Hejna, Zack VanderBeek, Bob Timm, Tommy Weder, Jr., Paul Hamernik, Jon Tesch, Jeff Rollinger, Steve Holzkamper, Mike Spaulding, Jay Poidinger, Brian Shaw, Scott Vesely, Mick Glenn, Clyde Skenadore, Ben Anderson, Corey Dripps, Kerry Ledebuhr, LeRoy Scharkey, Hank Rollinger, Bob Fort.

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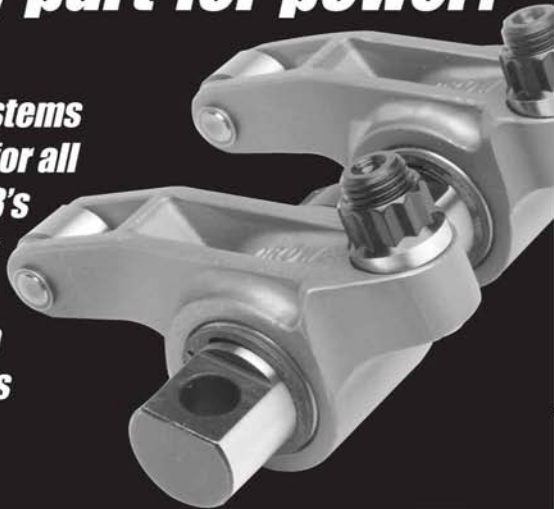
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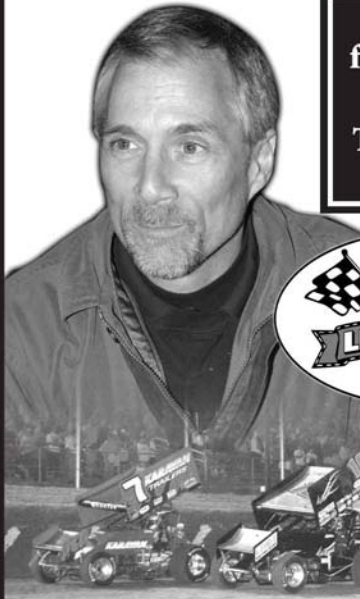
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CONTINUED FROM PAGE 2

Series can cost less than \$1 million.

“Champ Car and Indy cars are too expensive,” said Roger Bailey, executive director of the Indy Pro Series. “Once the capital expenses are out of the way and the equipment is paid for, you can run the Pro Series for \$500,000 to \$650,000 for our 16-race season. Starting from scratch where you have to buy your cars, you are looking at \$1.2-\$1.4 million. Between a little bit of family money from businesses or trust funds, along with sponsor money, they can find \$400,000-\$500,000. What they can’t find is \$4-\$5 million. Every thing else is the same. We travel to the same venues and stay in the same hotels.”

The Pro Series doubled its grids to 25 this year, offering a modest championship fund combined with significantly higher purses, \$275,000 per race (up to \$380,000 for doubleheader weekends) split by the top 18 drivers, for a season total of \$3.7 million. Costs for the Dallara chassis is \$135,000, with a leased-engine package of \$45,000, and another \$58,000 for engine rebuilds during the 16-race season.

“The Pro Series is a very good training ground for drivers that want to learn and prepare themselves properly for Indy car racing,” explained second-year Pro Series owner Eddie Cheever. “It’s a steppingstone to the Indy 500. With the whole slew of new teams and drivers this year, I think it’s going to be the best open-wheel schooled drivers in the States. It’s highly probable that a good percentage of the teams competing in the Indy Pro Series will operate at a profit because there’s such a great prize fund.”

In contrast, the Atlantic grids have swelled to 30 cars, vying for the champion’s \$2 million bonus (toward a Champ Car ride), in spite of the



TNT PHOTO

SUNNY LOCALE: The Champ Car Atlantic Series winds its way through the streets of Long Beach, Calif.

investment in the 2006 Swift chassis (\$79,000, plus a \$74,000 engine-owned package, including rebuilds). The modest purse is \$100,000 per race, totaling \$1.2 million for 12 events, with an additional \$500,000 championship fund split by teams earning points.

Support series allow drivers to assess if they have what it takes and hone their race craft. But it is also a means of developing team personnel and cultivating.

“The Atlantic series is a good frame for developing mechanics and sponsors,” said Steve Dickson of Rahal Letterman Racing, who managed Danica Patrick’s development. “Argent Mortgage is a case study of how sponsorship in racing should work. Argent started with an investment of \$750,000. Once they realized the value and became more involved by inviting their mortgage brokers to races, they wanted to move up with Danica.”

Since 1974, Champ Car’s Atlantic Series has a long history of graduating championship drivers, including

Michael Andretti, Bobby Rahal, Jacques Villeneuve, Paul Tracy and Dan Wheldon. The much younger Pro Series, which started in 2002, has produced A.J. Foyt IV, Ed Carpenter and Marco Andretti. Young drivers with F-1 aspirations usually train in Europe. But some choose the Atlantics with an eye on Champ Car, or the Pro Series to race at the Indy 500.

“It is actually very expensive for a driver to move up,” said Wheldon, who won both the 2005 Indy 500 and IndyCar championship. “Not every Pro Series champion has been able to move up. A lot of it is timing. It is very difficult for a car owner to take a risk on someone they aren’t sure about.”

Another incentive for Pro Series owners is five extra IndyCar test days. The Pro driver spends half of each testing day in the IndyCar. Andretti Green Racing benefits from the extra test days while having another team, AFS, operate its Pro Series entries. However, Target Chip Ganassi believes in keeping their Pro Series

operation in house.

“The Pro Series gives Target Chip Ganassi Racing a platform to develop drivers going towards Indianapolis,” said Mike Hull, managing director. “We’ve done our first bonus test day with Chris Festa at Milwaukee and he’s done a great job for us. The human resource is absolutely paramount and essential to our future as a racing organization. We hired new people and at the same time moved people to our Pro Series program. It’s an excellent way to find out about people.”

Many support series teams are content to remain at that level, enjoying the less serious but highly competitive family atmosphere.

“As a marginally budgeted IndyCar team which only runs the Indy 500, for a reasonable amount of money running the Pro Series, we can keep our crew employed year round,” explained Gary Sallee, co-owner of Playa Del Racing, entering Phil Giebler and Jacques Lazier. “We are only a sponsor away from running Indy cars.”

‘Kruser’ Cruises To 84th Score At Perris

Kruseman Takes Lead On Second Lap To Get Third Victory In ‘07

BY ROBERT MAYSON

PERRIS, Calif. — Despite running a limited schedule, defending series champion Cory Kruseman became the first driver this season to win three Lucas Oil USAC-CRA Sprint Car Series events.

Kruseman’s 30-lap triumph at the Perris Auto Speedway Saturday night was also the 84th West Coast victory for “The Kruser” since he began his 410-c.i. sprint-car career in 1994.

Unlike prior years, Kruseman now wears a number of hats other than a driver’s helmet since forming his own team and starting a driver-development program.

“We’re extremely happy. All of our guys have done a great job because it’s really been a growing deal building our own team,” Kruseman said. “We’ve taken on some development drivers and have been trying to teach them while we teach ourselves a few things. Our plate has been full, but it just goes to show you that if you get good parts and surround yourself with good people that you’re going to win some races.”

Kruseman took the lead from Scotty Weir on the second lap and was never headed the remaining distance on the half-mile oval.

Mike Spencer came home second, with Danny Sheridan, Blake Miller and Rickie Gaunt rounding out the top five.

Point-leader Tony Jones was seventh.

The summary:

Qualifications: 1. Rickie Gaunt, Gardner 94, 16.778; 2. Blake Miller, Gardner 93, 16.870; 3. Tony Jones, Alexander 4, 16.980; 4. Mike Spencer, Chaffin 50, 17.008; 5. R.J. Johnson, Martin 15, 17.019; 6. Cory Kruseman, Kruseman 21k, 17.029; 7. Scotty Weir, Crosso 38, 17.056; 8. Josh Ford, Ford 73, 17.103; 9. Brian Venard, Blair 12, 17.143; 10. Danny Sheridan, Kittle 18, 17.250; 11. Seth Wilson, Wilson 17, 17.265; 12. J. Hicks, Miller 66, 17.394; 13. Rip Williams, Jory 3, 17.410; 14. Jimmy Crawford, Stansberry 75, 17.496; 15. Jason York, Sertich 92, 17.498; 16. Brian Camarillo, CamLand 22c, 17.517; 17. Rodney Argo, Argo 19, 17.546; 18. David Cardey, Crosso 83, 17.586; 19. Alex Schutte, Kruseman 21x, 17.698; 20. Michael Trimble, Kruseman 21, 17.845; 21. Ryan Devitt, Forstie 35, 17.932; 22. Todd Hunsaker, Hunsaker 6, 17.934; 23. Robert Ellis, Ellis 43, 18.095; 24. Tony Everhart, Everhart 55, 18.118; 25. Tom Stansberry, Stansberry 75t, 18.195; 26. Nadine Gardner, Gardner 94g, 18.664; 27. Matt Forstie, Forstie 72, 18.891; 28. Mike Kennedy, Cherbak/Kennedy 14, 19.685; 29. Nate Ziegler, Ziegler n8, no time.

First Heat (10 laps): Johnson, Williams, Gaunt, Venard, Stansberry, Devitt, Argo.

Second Heat (10 laps): Cardey, Miller, Sheridan, Kruseman, Crawford, Hunsaker, Gardner.

Third Heat (10 laps): Jones, York, Weir, Wilson, Ellis, Schutte, Forstie.

Fourth Heat (10 laps): Hicks, Spencer, Ford, Trimble, Camarillo, Everhart, Kennedy.

Semi (12 laps): Argo, Crawford, Stansberry, Ellis, Hunsaker, Devitt, Everhart, Forstie, Kennedy, Schutte, Camarillo, Gardner.

Feature (30 laps): Kruseman, Spencer, Sheridan, Miller, Gaunt, Weir, Jones, Williams, Cardey, Ford, Johnson, Wilson, Hicks, Crawford, Trimble, Stansberry, Hunsaker, Ellis, Devitt, Argo, Venard, York.

EDWARDS:

Drivers Get Back To Their Roots At Charity Race

CONTINUED FROM PAGE 3

out the top five. Of the top five, Busch was the only driver without extensive dirt-track experience.

Former Formula One driver and Indianapolis 500 winner Juan Pablo Montoya finished 15th in his first race on dirt.

“It was surprisingly comfortable,” said Montoya. “I started getting cocky and getting the car sideways.”

Proceeds from the race benefit the Tony Stewart Foundation and the Victory Junction Gang Camp. All seats were sold, and the event was broadcast on HBO Pay-Per-View.

After racing in Dover, Del., on Monday, Stewart spent five and a half hours on a tractor Tuesday helping to work the track.

One of the biggest pleasures Stewart receives from the event are the smiles of the drivers competing.

“It is fun to get to come back and do something like this where we don’t

have pressure,” said Stewart. “We all get to walk around and talk to each other.”

Stewart admits he wants his fellow competitors to enjoy the event.

“To see Jeff (Gordon) get out of his car after the first hot-lap session with a smile on his face, it was worth the whole five and a half hours on a tractor yesterday trying to get the track ready and help out,” Stewart said.

According to Stewart, the race showcases the talents of many of the NASCAR drivers.

“These guys didn’t just show up all of a sudden,” said Stewart, who finished 22nd after he was involved in a crash. “They ran at Eldora. They ran at Monaco. They ran at other places to get to NASCAR. A night like tonight showcases why they got where they are and why they got their opportunities.”

“I’ve raced here all of my life, and I got my butt kicked tonight by guys who have only raced here two or three times.”

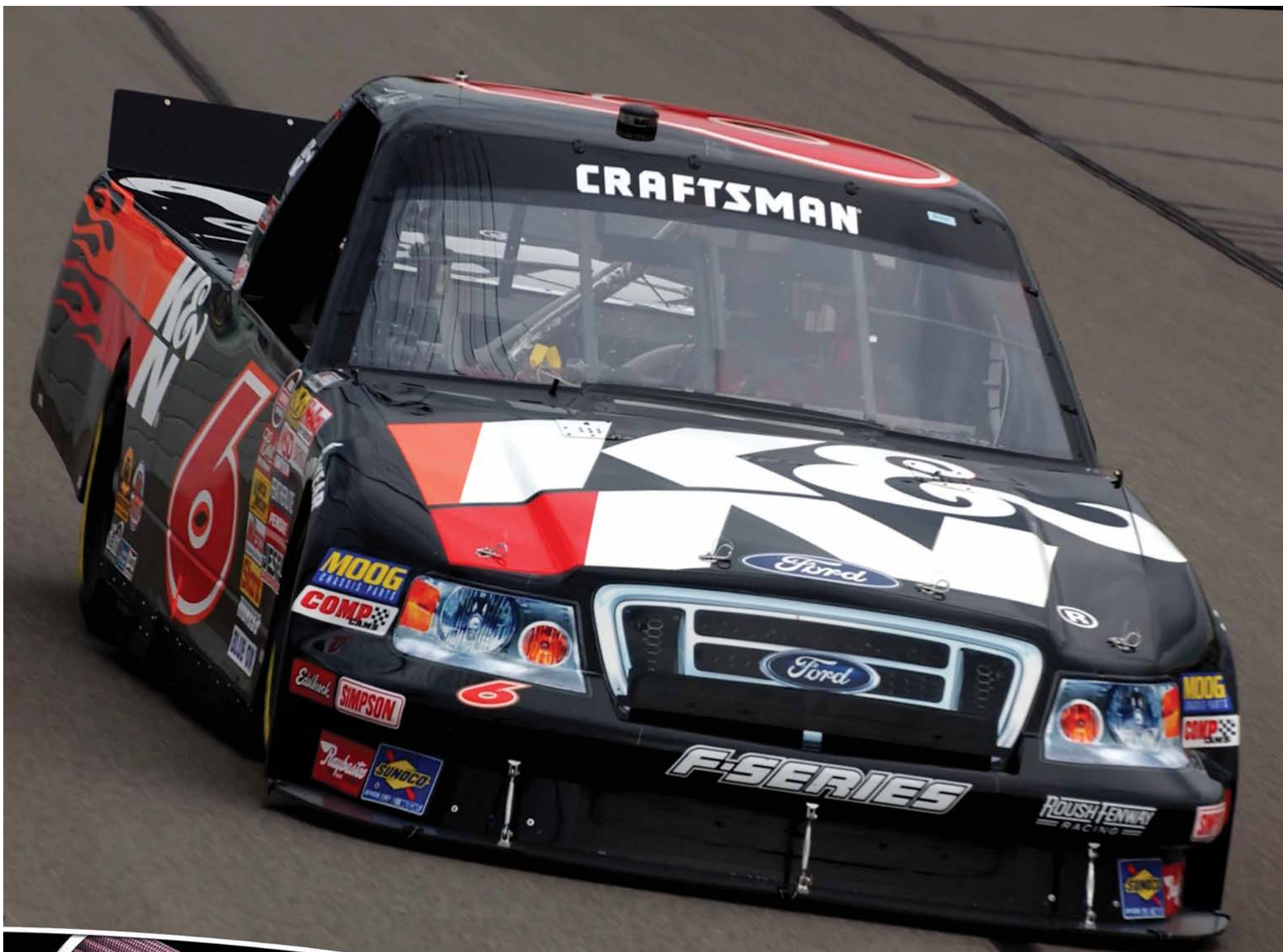
The finish:

Carl Edwards, Kyle Busch, Jeff Gordon, Ken Schrader, Clint Boyer, Kasey Kahne, Matt Kenseth, J.J. Yeley, David Reutiman, Mark Martin, Aric Almirola, Dave Blaney, Kenny Wallace, Kevin Harvick, Juan Pablo Montoya, Denny Hamlin, Red Farmer, Ryan Newman, Cruz Pedregon, Mike Wallace, Bobby Labonte, Tony Stewart, Ray Everham, Ron Capps, Elliott Sadler and Bill Elliott did not start.

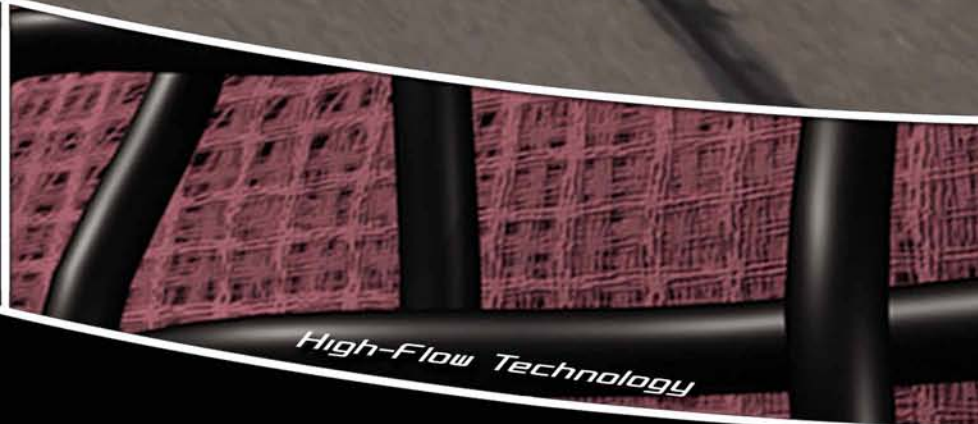


JIM MORRISON PHOTO

NEW EXPERIENCE: NASCAR Nextel Cup rookie Juan Pablo Montoya climbs out of his dirt car Wednesday at Eldora Speedway.



Vent Breathers



High-Flow Technology

K&N POSTS CONTINGENCY FOR VENT BREATHERS IN 5 CLASSES OF NASCAR



Racing
NATION
Presented By
the
CONTINGENCY CONNECTION

A weekly report of action from across America

1. Jarod Larson
2. Kyle Moffitt
3. Keith Taylor
E-Mod
1. Alan Dellinger
2. Russell Dunn
3. Scott Stiffler
Limited Sprint Car
1. Nathan Stein
2. Guy Griffin
3. Jack Whitmore
Pure Stock
1. Dan Lewis
2. Stan Woomer
3. Brian Carothers
V-8 Modified
1. Rex King
2. Del Rougeux
3. Brian Swartzlander

Fremont Speedway

- Fremont, Ohio
June 9, 2007
410 Super Sprint Car
1. Byron Reed
2. Greg Wilson
3. Lee Jacobs
Dirt Truck
1. Art Ball
2. Cory Ward
3. Art Howe, Jr.
Powder Puff
1. Tammy McGrath
2. Jenny Spittler
3. Staci Laws

Red Cedar Speedway

- Menomonee, Wis.
June 8, 2007
WISSOTA Late Model
1. Scott Gilberts
2. Kerry Hansen
3. Mike Goodremote

Tri-City Speedway

- Pontoon Beach, Ill.
June 8, 2007
C.A.R.S. Late Model
1. Nick Lyons
2. Darin Walker
3. Danny Jolly
Factory Stock
1. Ryan Eilers
2. Rob Shaw
3. David Shaw
Late Model
1. Billy Faust
2. Bryan Collins
3. Craig Smith
Modified
1. Marty Smith, Jr.
2. Tim Hancock
3. Kyle Byerline
Street Stock
1. Richie Gabriel
2. Josh Jackson
3. Andy Beavers

Anderson Speedway

- Anderson, Ind.
June 8, 2007
Midget
1. Blake Fitzpatrick
2. Tyler Cottongim
3. Cale Conley

Macon Speedway

- Macon, Ill.
June 9, 2007
UMP Late Model
Feature No. 1
1. Steve Shepard, Jr.

2. Greg Kimmons
3. Cory Daugherty
Feature No. 2
1. Steve Shepard, Jr.
2. Jayme Zidar
3. Chris Dick
Modified
1. Jim Leka
2. Kyle Logue
3. Dave Crawley, Jr.
Sportsman
1. Greg Kimmons
2. Dave Smith
3. Scott Landers
UMP Street Stock
1. Steve Ewing
2. Tyler Blankenship
UMP 4-Cylinder Hornet
1. Bruce Dulgar
2. Fred Reed, Jr.

Bloomington Speedway

- Bloomington, Ind.
June 9, 2007
Sprint Car
1. Cole Whitt
2. Kenny Carmichael
3. Dickie Gaines
Modified
1. Shelby Miles
2. Josh Eads
3. Kent Robinson
Super Stock
1. Troy Clark
2. Jeremy Hines
3. Danny Harris

Vermilion County Speedway

- Danville, Ill.
June 8, 2007
UMP Pure Stock
1. Jack Dowers
2. Wes Parsons
3. Josh Troxell
UMP Modified
1. Rob Fuqua
2. Josh Ferguson
3. Arby Burton
UMP Street Stock
1. Jim Ransom
2. Jesse Simmons
3. Jay Schluter
UMP Hornet
1. Joe Reed
2. Chris Burton
3. Kevin Gant

Central Missouri Speedway

- Warrensburg, Mo.
June 9, 2007
B-Modified
1. Brian Ziegler
2. C.J. Lyle
3. Scotty Martin
Modified
1. Terry Schulz
2. Tom Charles
3. Donnie Dannar
ULMA Late Model
1. Fred King
2. Kevin Kaiser
3. Brett Rollert
Street Stock
1. Chad Eickleberry
2. Marc Carter
3. Nathan Himes

O'Reilly Raceway Park

- Clermont, Ind.
June 9, 2007
Limited Late Model
1. Stuart Quakenbush

2. Steve Blair
3. T.J. Sneva
ARA Pro Truck
1. Steve Blair
2. Tom Miller
3. Stuart Quakenbush



Alabama
Arkansas
Louisiana
Mississippi
Texas

Birmingham Int'l Raceway

- Birmingham, Ala.
June 9, 2007
Late Model
1. Josh Hamner
2. Gary Sanford, Jr.
3. Edwin Gurley
Pro Mod
1. Bill Melvin
Sportsman
1. Roger Cain
Street Stock
1. Dennis Freeman
Mini Modified
1. Ricky Holland
Renegade
1. Charlie Melvin
Buzz
1. Roger Wood

Monticello Speedway

- Monticello, Ark.
June 9, 2007
Cruiser
1. Ronnie Adcock
2. Derrick Nichols

3. Donnie Summerford
Hobby Stock
1. Jason Craig
2. Ricky Wrinkle
3. Dustin Harris
Sport Modified
1. Andy Jones
2. Lee Curry
3. Chris Reed
Junior Limited
1. Jacob Stockstill
2. Joey Simmons
3. Seth Reed
Late Model
1. Marcus Frisch
2. Paul Davis, Sr.
3. Lance Carroll
Modified
1. Kevin McCoy
2. Jonathan Cribb
3. Scooter Scruggs
Street Stock
1. Jay O'Fallon
2. C.J. Harris
3. Robert Kirkpatrick

East Alabama Motor Speedway

- Phenix City, Ala.
June 9, 2007
Late Model
1. Ricky Culpepper
2. Larry Harrod
3. Marvin Cook
Super Street
1. Danny Stroud
2. Chad Schrimpschire
3. Steve Gaines, Jr.
Modified
1. Calvin Pike
2. Nick Biddle
3. Stacey Mashurn
Pony Stock
1. Jake Jacobs
2. Brian Price
3. Adam Rodriguez
Hobby Stock
1. Mikey Mount
2. Montana Dudley
3. Richard Stephens, Jr.

Talladega Short Track

- Talladega, Ala.
June 9, 2007
Super Late Model
1. Chris Mullinax
2. Danny Peoples
3. Dingsus Griffin
Sportsman
1. Dougie King
2. Dallas Cooper
3. Dennis Collins
IMCA Modified
1. Eric Smith
2. Carl Hickman
3. Michael Strickland
Crate Late Model
1. Logan Yates
2. Josh Taylor
3. Parrish Duncan
Thundercar
1. Steven Forsythe
2. Darrell Hamilton
3. Danny Richards
Street Stock
1. Michael Skelton
Hot Shot
1. Mason Dunaway
2. Curtis Busby
3. Corey Maye

ArkLaTex Speedway

- Vivian, La.
June 9, 2007
Modified
1. Brett Frazier
2. Chris Henigan
3. Jonathan Maxwell
Southern Stock
1. Chris Riggs
2. B.J. Moore
3. Cory Grigsby
SportMod
1. Jason Armstrong
2. Tim Eaves
3. Ronald Pilkington
Factory Stock
1. Terry Vann
2. Garry Lipscomb
3. Shawn Graham



Arizona
California
Nevada
New Mexico
Oregon
Washington

Placerville Speedway

- Placerville, Calif.
June 9, 2007
Sprint Car
1. Greg DeCaires
2. Jimmy Trulli
3. Ricky Wordergem
Pro Stock
1. Dan Brown, Jr.
2. Wayne Trimble
3. Robert Mull
Pure Stock
1. Jason Englund
2. Robert Rousch
3. Burney McClure

Irwindale Speedway

- Irwindale, Calif.
June 9, 2007
Late Model
1. Aaron Staudinger
2. Scott Jenkins
3. Mike Johnson
Super Truck
1. John Israel
2. Logan Henson
3. Pat Mintey, Jr.
Super Stock
1. Darren Cheek
2. Bryan Harrell
3. Dan Fitzgerald
Mini Stock
1. Kevin Bernhardt
2. Eric Reed
3. Brian Johnson

Marysville Raceway Park

- Marysville, Calif.
June 10, 2007
Sprint Car
1. Mike Monahan
2. Brandon Dozier
3. Tony Silvera
Mini Stock
1. Gary Halsey
2. Blane Baker
3. James Foster
Extreme Bomber
1. Zach Johnson
Dwarf Car
1. Pat Wager
2. Bryan Quilty
3. Mike Grenert
SORA Sprint Car
1. Tony Gaioan
2. Tim McLaughlin

Tucson Raceway Park

- Tucson, Ariz.
June 9, 2007
NASCAR Late Model
1. Ron Norman
2. Joe Paladenic
3. Mathew Williams
NASCAR Factory Stock
1. Tom Mikla
2. Casey Rohrer
3. Jeremy Smith
Modified
1. P.J. Megna
2. Pat Bush
3. Bill Harrington
Legends
1. Wes Fry
2. Leigh Ann Cianni
3. Suave Brachowski

Orange Show Speedway

- San Bernardino, Calif.
June 8, 2007
Legends
1. Chad Schug
2. Ryan Schug
3. Bree Brewer
Street Stock
1. Armando Rascon
2. Ronnie Salas
3. Jerry Westerfield

The Bullring at Las Vegas Motor Speedway

- Las Vegas, Nev.
June 9, 2007
Super Late Model
1. Dustin Ash
2. Taylor Barton
3. Dave Quartero
Bomber
1. Larry Dittman
2. Wade Pearson
3. Don Sargent
Charger
1. Mario Opipari
2. Darren Rollins
3. Phil Goodwin
Late Model
1. Joe Deguevera
2. Chris Bray
3. Doug Hamm
Legends
1. Jeremiah Wagner
2. Nick Parmelee
3. Dusty Davis
Thunder Roadster
1. Ed Hohman
2. Charlie Wahl
3. Matt Lutz
Bandolero Young Gun

1. Brianna Holley
2. Cheyanne Schindler
3. Kyle Spade
Bandolero Bandit
1. Dylan Kwasniewski
2. Jonathan Eakin
3. Christian Warren

Evergreen Speedway

- Monroe, Wash.
June 9, 2007
Stinger 8's
1. Jeff Repin
2. Sean Peters
3. Cody Karoshes
Bomber
1. Lex Johnson
2. Brian Cottrell
Super Figure 8
1. Ryan Gunderson

Silver Dollar Speedway

- Chico, Calif.
June 9, 2007
Sprint Car
1. Jonathan Allard
2. Johnny Gray
3. Brett Miller

Sandia Motor Speedway

- Albuquerque, N.M.
June 9, 2007
Modified
1. Charlie Wilson
2. Butch Reid
3. Lee Gonzales
Legends
1. Roland Trujillo
2. John Lyall
3. Joel Montross
Mini Stock
1. Henry Anderson
2. Nathan Steinman
3. James Stone
Slug A Bugs
1. Tony Abeyta
2. Kenneth Payne
3. Larry Reynolds, Jr.
Street Stock
1. Armando Rascon
2. Ronnie Salas
3. Jerry Westerfield



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Fulton Speedway

- Fulton, N.Y.
June 9, 2007

- Modified**
1. Alan Johnson
2. Pat Ward
3. Brett Hearn
Sportsman
1. Shawn Donath
2. John Pietrowicz
3. Sammy Reakes
Street Stock
1. Dave Mannise
2. Steve Crouse
3. Nick Rizzo
Crate Sportsman
1. Brad Godshalk
2. Sean McCarthy
3. Mike Fowler
Enduro
1. Mark Johnson
2. Jerry Herbert
3. Kelly Smith

Lebanon Valley Speedway

- West Lebanon, N.Y.
June 9, 2007
Supermodified
1. Dave Shullick, Jr.
2. Charlie Schultz
3. Stephen Gioia
Small-Block Supermodified
1. Alan Barker
2. Rob Pullen
3. Tim Barbeau
Modified
1. Brian Berger
2. J.R. Heffner
3. Jeff Trombley
Sportsman
1. K.C. Goeway
2. Neil Stratton
3. Kyle Hoffman
Pro Stock
1. Don Carlson
2. Robbie Speed
3. Kevin Arnold
Limited Pro Stock
1. Chad Jeseo
2. Justin Herron
3. Nick Hitt
Pure Stock
Feature No. 1
1. Bob Palmer
2. Jim Fachini
Feature No. 2
1. Jeff Kreuztizer
2. Ed Hatch
Feature No. 3
1. Matt Humes
2. Jesse Murphy

Bear Ridge Speedway

- Bradford, Vt.
June 10, 2007
Hornet
1. Stan Otterman
2. Robert Williams
3. Karl Sheldon
Fast Fours
1. Josh Sunn
2. Tyler Stygles
3. Wayland Childs
Modified
1. Chris Donnelly
2. Adam Pierson
3. Richie Simmons
Sportsman
1. Ryan Avery
2. Josh Harrington
3. Adam Osgood
Sportsman Modified
1. Brian Whittemore
2. Gary Siemons
3. Jeremy Huntoon

Cayuga County Fair Speedway

- Weedsport, N.Y.
June 10, 2007
Battlekarz
1. Bill Werner
2. Adam Keuer
3. Charlie Degroff
Karmageddon

1. Gina Cook
2. Julie Mulligan
3. Kaylie Schrader
Street Stock
1. Dave Mannise
2. Nick Rizzo
3. Phil Marsden
Mini-Sprint Car
1. Donald Harvey
2. Jimmy Broderick
3. Mike Kiser
Modified
Feature No. 1
1. James Spano
2. Joe Williams
Feature No. 2
1. Shawn Donath
2. Anthony Steiner

Oswego Speedway

- Oswego, N.Y.
June 9, 2007
Supermodified
1. Dave Shullick, Jr.
2. Charlie Schultz
3. Stephen Gioia
Small-Block Supermodified
1. Alan Barker
2. Rob Pullen
3. Tim Barbeau

Wyoming County Int'l Speedway

- Perry, N.Y.
June 10, 2007
Sportsman
Feature No. 1
1. Kirk Rutherford
2. Jim Pierce
Feature No. 2
1. Jim Pierce
2. Erick Rudolph
Super Stock
Feature No. 1
1. Kevin Herbert
2. Kyle Sharpe
Feature No. 2
1. Kevin Herbert
2. Kyle Sharpe
3. Otis Bradshaw
Mini Cup
1. Stan Otterman
2. Robert Williams
3. Jeff Baker

Canandaigua Speedway

- Canandaigua, N.Y.
June 9, 2007
Mod Lite
1. Dan Williams
2. Tim Devendorf
3. Jeff Baker
Purestox
1. Eric Chapman
2. Corey Hunt
3. Ryan DePuy
Street Stock
1. Andy Fisk
2. Mike Welsh
3. Scott Smith
Sportsman Modified
1. Dan Wiesner
2. Eric Giguere
3. Darryl Hilkert
DIRTcar Modified
1. Chuck Bower
2. Russ Hefti
3. Chad Homan

Oxford Plains Speedway

- Oxford, Maine
June 10, 2007
Late Model
1. Larry Donahue
2. Roger Brown
3. Doug Coombs
Strictly Stock
Feature No. 1
1. Larry Emerson
2. Tommy Tompkins
Feature No. 2
1. Tommy Tompkins
2. Mike Short
Mini Stock
1. Bill Thibeault
2. Jimmy Childs
3. Justin Karkos

Five Mile Point Speedway

- Kirkwood, N.Y.
June 9, 2007
Modified
1. Jim Crown
2. Stewart Friesen
3. Bobby Puckett
Sportsman
1. Andy Stout
2. Eric Stephens, Jr.
3. Joey Colsten
Modified
1. Mike Stolarczyk III
2. John Rohacevich
3. Gary Dence
Pure Stock
1. Charlie Gilbert
2. Harry Harvin III
3. Mike Codington
Lightning Cats
1. Gary Kinne
2. Andy Brigham
3. Bill Gregory
Late Model
1. Dave Zona
2. Bud Phillips
3. Dan Stone

Utica-Rome Speedway

- Vernon, N.Y.
June 10, 2007
358-Modified
1. Willy Decker
2. Stewart Friesen

3. Bill Shantel, Jr.
Sportsman
1. Paul Carey
2. Alan Barker
3. Jason Rodd
Pro Stock
1. Jerry Holmes
2. Bret Belden
3. Chris Mackey
Pure Stock
1. Chris Carr
2. Russ Marsden
3. Matt Ball
IMCA Modified
1. Kevan Cook
2. Lyle Smith
3. Jim Roberts

Chemung Speedrome

- Chemung, N.Y.
June 9, 2007
SST Modified
Feature No. 1
1. Tony Hanbury
2. T.J. Potrzebowski
3. Josh Phillpott
Feature No. 2
1. Tony Hanbury
2. T.J. Potrzebowski
3. J.R. Kent
Super Stock
1. Lee Sharpsteen
2. Henry Brown
3. Chad McDonald
4-Cylinder
1. Jim Chimieski
2. Jody Buckley
3. Jay Potrzebowski
Legends
1. Patrick Albor
2. Tom Mitterer II
3. David Polenz
Speedrome Junior
1. T.J. Zacharias
2. Jesse Kent
3. James Lorows
Bandolero
1. Ryan Polenz
2. Matt Evans
3. Eric Bostwick

Canandaigua Speedway

- Canandaigua, N.Y.
June 9, 2007
Mod Lite
1. Dan Williams
2. Tim Devendorf
3. Jeff Baker
Purestox
1. Eric Chapman
2. Corey Hunt
3. Ryan DePuy
Street Stock
1. Andy Fisk
2. Mike Welsh
3. Scott Smith
Sportsman Modified
1. Dan Wiesner
2. Eric Giguere
3. Darryl Hilkert
DIRTcar Modified
1. Chuck Bower
2. Russ Hefti
3. Chad Homan

Lancaster Raceway Park

- Lancaster, N.Y.
June 9, 2007
Midget
1. Bobby Holmes
2. Dave Wollaber
3. Alec McGruder
Street Stock
1. Tom Agen, Sr.
2. Jeff Madill
3. Russell Knutsen
Super Stock
1. Dave Johnson
2. Frank Batista, Jr.
3. George Roesch
Bobcat of Buffalo
1. Bob Weber
2. Ron Nurmi
Sportsman
1. Nick Cappelli
2. Billy Burd

Black Rock Speedway

- Dundee, N.Y.
June 8, 2007
Sportsman
1. Greg Hixson
2. Daryl Hilkert
3. Justin Wright
Bandit
1. Tom Austin, Jr.
2. Kreg Crooker
3. Erica Bell

Genesee Speedway

- Batavia, N.Y.
June 9, 2007
Mini Stock
1. Dan Norton
2. Ken Hixenbaugh
3. Russ Wassner
Street Stock
1. Jeb Walworth



WE THREE KINGS: Russ King (56) leads his father, Rex King (65), and his brother, Cooter King (165), during hot laps for the modified division at Pennsylvania's Tri-City Speedway.

PAUL OYLER PHOTO



A weekly report of action from across America

2. Dan Pries
3. Joey Spicola
Sportsman
1. Steve Schumacher
2. Ricky Newton
3. Don Spatorico
Pro Stock
1. Don Barnes
2. Pete Stefanski
3. Steve Lewis
360 Late Model
1. Bob Babbitt
2. Tim Kaufmann
3. Dave DuBois

- Thompson Int'l Speedway**
Thompson, Conn.
June 7, 2007
Modified
1. Kerry Malone
2. Bert Marvin
3. John Blewett
Limited Sportsman
1. Larry Barnett
2. Keith DeSanctis
3. Ernie Larose
Late Model
1. Rick Gentes
2. Mark Jenison
3. Jeff Zuidema
Pro Stock
1. Mike O'Sullivan
2. Fred Astle, Jr.
Mini Stock
1. Brad Caddick
2. Chuck Rogers
TIS Modified
1. Roger Larsen, Jr.
2. Tim Sullivan

- Oxford Plains Speedway**
Oxford, Maine
June 6, 2007
Chimney Tech
Feature No. 1
1. Jim Archer
Feature No. 2
1. Bob Ferguson
Feature No. 3
1. Richard Spaulding
Sport Truck
1. Marvin Hamilton
2. Jake Burns
Ladies
1. Patty Brannon
2. Deanna Bisbee
Renegade
1. Jamie Heath
2. Ken Marston
3. Gerard Cote



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

- Adams County Speedway**
Coming, Iowa
June 9, 2007
Hobby Stock
1. Ryan Vicker
2. Jim Tull
3. Brad Bergren
Pro Street
1. Steve Churchill
2. A.J. Miller
3. Craig Garner
Modified
1. Jesse Dennis
2. Todd Van Eaton
3. Jeremy Tibben
Late Model
Feature No. 1
1. Leon Zeitner
2. Al Zeitner
3. Paul Glendinning
Feature No. 2
1. Trent Jackson
2. Chris Spieker
3. Scott Koskovich

- Beatrice Speedway**
Beatrice, Neb.
June 9, 2007
Hobby Stock
1. Matt Fralin
2. Greg Post
3. Brian Langdale
Factory Stock
1. Gary Laflin
2. Ronda Mewes
3. Neal Mittan
Limited Modified
1. Justin Fritzon
2. Ron Karpisek
3. Mike Sherwood
Sport Compact
1. Dan Rhiley
2. Jason Miller
3. Mike Simpson
Modified
1. Johnny Saathoff
2. Jordan Grabowski
3. Clint Homan

- Huset's Speedway**
Brandon, S.D.
June 10, 2007
Outlaw Sprint Car
1. Jake Peters
2. Scott Winters
3. Dusty Zomer
Sprint Car
1. Jordan Martens
2. Casey Abbas
3. Ryan Bickett

- Dawson County Raceway**
Lexington, Neb.
June 10, 2007
Modified
1. David Murray, Jr.
2. Chad Dolan
3. Cliff Lawson
Stock Car
1. Brady Koch
2. Shawn Alberts
3. Dan Walker
Hobby Stock
1. Aaron Koch
2. Kyle Bond
3. Ethan Johnson

- Jackson County Speedway**
Maquoketa, Iowa
June 9, 2007
4-Stock
1. Brannon Bechen

2. Justin Kay
3. Ricky Kay
Hobby Stock
1. Wayne Hora
2. Dan Mohr
3. Kevin Brame
B-Modified
Feature No. 1
1. Keith Feller
2. Ben Traver
Feature No. 2
1. Brendan Driscoll
2. Ben Traver
Street Stock
Feature No. 1
1. Jon Poll
2. Andrew Chelf
Feature No. 2
1. Mike Driscoll
2. Terry Rittmer
Modified
1. Jim Willert
2. Kevin Blum
3. Jake Bowman
Late Model
1. Rob Toland
2. Terry Neal
3. Hershel Roberts

- 81 Speedway**
Park City, Kan.
June 9, 2007
Rookie Modified
1. Bill Siemers
2. Jim Peary
3. Tyler Davis
Sprint Car
1. Scott Lehman
2. Jon Freeman
3. Shane Howard
AAA Modified
1. Bill Stahl
2. Eddie Shaffer
3. Gary Nulf
Street Stock
1. Terry Stubblefield
2. Jack Lamb
3. Brian Russell
Thumper
1. Johnny Saathoff
2. Jay Purkey
3. Mike Biddle
Modified
1. Brian Franz
2. Mike Jarvis
3. Brian Powers

- Lincoln County Raceway**
North Platte, Neb.
June 9, 2007
IMCA Modified
1. David Murray, Jr.
2. Ronnie Wallace
3. Andrew Dillenburg
IMCA Stock
1. Todd Chrisman
2. John Huffman
3. Shawn Bigham
IMCA Hobby Stock
1. Derek Thiern
2. Austin Davis
3. Shane Klockman
Mini-Sprint
1. John Webster
2. Josh Sabin
3. Jeremy Herbst

- Davenport Speedway**
Davenport, Iowa
June 8, 2007
V-8 Modified
Feature No. 1
1. Thad Wilson
2. Matt Stein
3. Doug Crampton
Feature No. 2
1. Matt Stein
2. Jim Willert
3. Bob Dominacki

- Street Stock**
Feature No. 1
1. Brad Tyler
2. Josh Wilson
3. Rob Henry
Feature No. 2
1. Josh Wilson
2. Tim Koehler
3. Justin Conklin
IMCA Late Model
1. Mike Murphy, Jr.
2. Ron Gustaf
3. Mark Preston
B-Modified
1. Craig Crawford
2. Jake Waterman
3. Kevin Dickey
INEX Legends
1. Warren Ropp
2. Craig Peekenschneider
3. Keith Meyer
4-Cylinder Stock
1. Justin Kay
2. Steve Boyle
3. Chris Zrostlik

- Mid-Nebraska Speedway**
Doniphan, Neb.
June 9, 2007
Hornet
1. Jamie Bergmark
2. Matthew Ford
3. Richard Crow
Hobby Stock
1. Gal Wratten
2. Jarred Hackler
3. Joe McDole
Modified
1. Lonnie Schriener
2. Ross Afrank
3. Justin Gregg
Grand National
1. Dave Cook
2. Robby Leonard
3. Les Siebert
Wild & Wacky Cruiser
1. Joey Platt
2. James Cook
3. Mike Poland

- Bloomfield Speedway**
Bloomfield, Ind.
June 8, 2007
Hornet
1. Dale Porter
2. Andrew Hustead
3. Ryan Moore
Hobby Stock
1. Chase Mitrisin
3. Jason McDaniel
B-Mod
1. Paul Underwood
2. Andrew Schroeder
3. Cody Townsend
Stock Car
1. Ben Jones
2. George Hawkins
3. Phil McClure
Modified
1. Matt Stephenson
2. Louis Lynch
3. Mark Widmar

- Rocky Mountain Raceway**
Salt Lake City, Utah
June 9, 2007
Sprint Car
1. Greg Anderson
2. Jeff Bergener
3. Rick Pardee
Ford Focus
1. Tim Savage
2. Billy Cox
3. Jeff Kelley

- Thunderhill Speedway**
Mayetta, Kan.
June 9, 2007
Modified
1. Kevin Starnard
2. Jeremy Jacobs
3. Bill Lemieux
Stock Car
1. Matt Junio
2. Jeff Vlies
3. Pat Davister
Hobby Stock
1. Keith Kickbusch
2. Dave DeGrave
3. Eddie Anschutz
SportMod
1. Charlie Kroll
2. Joe White
3. Aaron Holliday
Street Stock
1. Jeremy Wiitala
2. John Starnard
3. Tim Czarneski
4-Cylinder
1. Tony Everard
2. Kenny Malcore

3. Jody Cornelius
Bomber
1. Joe Hegnet
2. Jesse Kroll
3. Brian Belleau

McCook Speedway
McCook, Neb.
June 8, 2007
IMCA Modified
1. David Murray, Jr.
2. Chad Dolan
3. Jay Steffens
IMCA Stock Car
1. Jason Davis
2. Todd Chrisman
3. Austin Davis
IMCA Hobby Stock
1. Justin Wagner
2. Jim Huffman
3. Austin Davis
Class Modified
1. Max Pollmann
2. Devin Allen
3. Mike Brenning
Mini Truck
1. Royal Fisher
2. Alex Silos
3. Dalton Dolan

- Junction Motor Speedway**
McCool Junction, Neb.
June 9, 2007
Late Model
1. John Bridges
2. Tom Svoboda
3. Alex Humphrey
Modified
1. Brandon Blochlinger
2. Dean Wilkinson
3. Mike Goldfuss
Street Stock
1. Bryon Boersen
2. Mel Franz
3. Jason Wilkinson
Hobby Stock
1. Brent Kassik
2. Jason Wilkinson
3. Shane Schneider
4-Cylinder Front-Wheel Drive
1. Sam Wiarda
2. Troy Hofmann
3. Chuck Wergin

- Tri-State Speedway**
Pocola, Okla.
June 9, 2007
Road Runner
1. Ray Phipps
2. Ryan Williams
3. Andrew Bohanan
Super Stock
1. Tommy Lewis
2. Jimmy Douglas, Jr.
3. Chuck Knight
Economy Modified
1. Brandon Henry
2. George Martin
3. Kendall Hargrove
Modified
1. Bill Dillard
2. Richard Robins
3. Randy Henson
Mini Stock
1. Brian White
2. Randy Norris
3. Ammie Williams
Front-Wheel Drive
1. Ronnie Palmer
2. Jack Bieker
3. Raymond Bieker

- Outlaw Motor Speedway**
Oktaha, Okla.
June 9, 2007
Modified
1. Gregg Skaggs
Economy Modified
1. Danny Womack
2. Patrick Goodnight
3. Mike Northrup
Pure Stock
1. Bobby Potts
2. Jeremy Justice
3. David Vinson
Hobby Stock
1. Justin Fulton

- Knoxville Raceway**
Knoxville, Iowa
June 9, 2007
410 Sprint Car
1. Dusty Zomer
2. Skip Jackson
3. Wayne Johnson
360 Sprint Car
1. Jake Peters
2. Josh Higday
3. David Hall

- Miller Speedway**
Miller, S.D.
June 8, 2007
WISSOTA Super Stock
1. Lorin Johnson
2. Steve Weber
3. Robert Schumacher
WISSOTA B-Modified
1. Casey Hanson
2. Kevin Bliese
3. Dale Wagner
WISSOTA Street Stock
1. Doug LaVoy
2. Brandon Myers
3. Doug Songer
UCAR
1. Steve Miller
2. Jim Danburg
3. Mike Miller

- River Cities Speedway**
Grand Forks, N.D.
June 8, 2007
Street Stock
1. Steffan Snare
2. Aaron Olson
3. Dave Wittner
Super Late Model
1. Doyle Erickson
2. Joey Pederson
3. Mike Balcaen
Midwest Modified
1. Bryan LePier
2. Dustin Strand
3. Ryan Schroeder
NOSA Outlaw Sprint Car
1. Mark Dobmeier
2. Bob Martin
3. Jason Linnell

- Adams County Speedway**
Coming, Iowa
June 5, 2007
USRA Late Model
1. Chris Spieker
2. Chris Smysler
3. Bryant Goldsmith

- Southern Iowa Speedway**
Oskaloosa, Iowa
June 6, 2007
USRA Stock Car
1. Brad Pinkerton
2. Bert McDaniel
3. Nathan Wood
USRA B-Mod
1. Brett Moffitt
2. Matt Lettow
3. Brian Underwood
USRA Hobby Stock
1. Danny Thrasher
2. Rick Landgrebe
3. Mike Shelton

- Dubuque Speedway**
Dubuque, Iowa
June 7, 2007
USRA Late Model
1. Jeremiah Hurst
2. Chris Smysler
3. Andy Eckrich

MID ATLANTIC

Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

- Tyler County Speedway**
Middlebourne, W.Va.
June 9, 2007
Late Model
1. Robbie Scott
2. Paul Wilmoth, Jr.
3. Jarod Hawkins
Modified
1. Mark Dickson
2. J.R. Nolan
3. Mike Wilson
Steel-Block Late Model

1. Jacob Hawkins
2. Gary Knollinger, Jr.
3. Joel Prosser
Mod Lite
1. Jamie Watson
2. Robert Stackpole
3. Mike Hickman

- Wall Township Speedway**
Belmar, N.J.
June 9, 2007
Sportsman
1. Elliott Wohl
2. Chas Okerson
3. Charlie Kremer III
Legends
1. Bruce Roslin
2. Mike Stull
3. Don Neuls

- Wall Township Speedway**
Belmar, N.J.
June 10, 2007
Legends
Feature No. 1
1. Joey Mattis
2. Jordan Adams
3. Travis Reisig
Feature No. 2
1. Joey Mattis
2. Jordan Adams
3. Danielle Okerson
Supermodified
1. Mike Renn
2. Wes Gilbert
3. Mike Crispo

- Susquehanna Speedway Park**
Newberrytown, Pa.
June 9, 2007
Late Model
1. Scott Richwine
2. Gene Wrightstone
3. Jake Jones
Street Stock
1. Paul Morgan
2. Craig Morgan
3. Brian Hauenstein
Young Guns
1. Joey Hoffer
2. Jenn Scott
3. Calvin Herman
Xtreme Stock Car
1. Charlie Pensinger
2. Donnie Broderick
3. Sam Rial
XSCar Rookie Rumble
1. Kevin Armstrong
2. Ricky Hippensteel, Jr.
3. Alex Updegraff
Mini Van
1. Butch Richcreek
2. Brandon Ort
3. Daryl Sipe
Classic Car
1. Bill Brown, Sr.
2. Joe Snodgrass
3. Brian Diehl

- Jennerstown Speedway**
Jennerstown, Pa.
June 9, 2007
Super Late Model
1. Jason Mignogna
2. Paul Urso
3. Robby Marhefka
Street Stock
1. Adam Kostelnik
2. Dave Tavormina
3. Bobby Young
Hobby Stock
1. Steve Long
2. Eugene Zerfoss
3. Matt Sever
Super Mini Cup
1. Ron Robbins, Jr.
2. Ken Stabley
3. Sam King

- Grandview Speedway**
Bechtelsville, Pa.
June 9, 2007
Modified
1. Tommy Sheetz, Jr.
2. Mike Gular
3. Duane Howard
Late Model
1. Mike Kellner
2. Randy Stoudt
3. Chuck Schutz

- Hesston Speedway**
Hesston, Pa.
June 9, 2007
Limited Late Model
1. Mike Atobelli, Jr.
2. Tim Smith, Jr.
3. Rance Garlock
305 Sprint

1. Andy Haus
2. Randy Kaylor
3. Nathan Gramley
Street Stock
1. Bill Henney
2. Khi Swanger
3. Dave Brown
Hobby Stock
1. Joe Dearth
2. Ryan Sager
3. Curtis Guyer

- Old Dominion Speedway**
Manassas, Va.
June 9, 2007
Late Model
Feature No. 1
1. Dustin Storm
2. Michael Hardin
Feature No. 2
1. Franklin Butler
2. Michael Hardin
3. Les Miranda
Grand Stock
1. Mark Miller
2. Greg Compton
Mini-Modified
1. Bobby Able
2. Scott Gore
Sportsman
1. Phil Kenney
2. Dave Nobles
3. Bob Harmon

- Tri-City Speedway**
Franklin, Pa.
June 10, 2007
Super Sprint Car
1. Rob Eyer
2. Rod George
3. Bob Felmlie
Big-Block Modified
1. Rex King
2. Russell King
3. Kevin Bolland
E-Mod
1. Jim Frontz
2. Al Cressley
3. Shawn Shingledecker
Pro Stock
1. Bobby Whiting
2. Doug Iorio II
3. Jason Reagle
Thundercar
1. Bill Myers
2. Charlie McMillen
3. Josh Seippel

- Allegheny County Speedway**
Cumberland, Md.
June 10, 2007
Super Late Model
1. Chris Harr
2. Jack Pencil
3. Gary Stuhler
Limited Late Model
1. Dave Troutman
2. Brian Lessley
3. Andy Fries
Hobby Stock
1. Mike Moore
2. Marcus VanMeter
3. Jason Gilliland
4-Cylinder
1. Jason Imes
2. Eric Broadwater
3. Ray Shepherd

- Ohio Valley Speedway**
Parkersburg, W.Va.
June 9, 2007
Late Model
1. Larry Bond
2. Steve Wilmoth
3. Harold Redman, Jr.
Modified
1. Pat Gillian
2. Ken Riddle
3. Anthony Huber
Street Stock
1. Tom Hendrix
2. Thomas Fordyce
3. Frankie Roush
Pure Stock
1. Tim Lauderman
2. Jeremy Misel
3. Shawn Jett
Front-Wheel Drive
1. Thomas Adkins
3. Timothy Christopher
410 Sprint Car
1. Jim Nier
2. Keith Baxter
3. Nick Nabor

- Port Royal Speedway**
Port Royal, Pa.
June 9, 2007
Sprint Car

1. Keith Kauffman
2. Lance DeWease
3. Rick Lafferty
Late Model
1. Scotty Haus
2. Tim Wilson
3. Steve Campbell
Pro Stock
1. Tim Krape
2. Jason Davis
3. Jim Palm
Powder Puff
1. Jen Powell
2. Teresa Kepner
3. Heidi Kauffman

- Selinsgrove Speedway**
Selinsgrove, Pa.
June 9, 2007
Sprint Car
1. Blane Heimbach
2. Phil Walter
3. Dave Galaman
Late Model
1. Donnie Schick
2. Brett Schadel
3. Tony Adams
Pro Stock
1. A.J. Hoffman
2. Gary Bevard
3. Troy Miller
Roadrunner
1. Dave Kamp
2. Ricky Bender
3. Tim Campbell

- New Egypt Speedway**
New Egypt, N.J.
June 9, 2007
Modified
1. Jimmy Horton
2. Ryan Godown
3. Pat Wall
Sportsman
1. Lou Farina III
2. Art Liedl
3. Marc Herman
Super Stock
1. Mick Search
2. Jason Bubeck
3. Tony Giglio
Super Late Model
1. Kenny Pettijohn
2. David Pettijohn
3. Rick Elliott
SS Sprint
1. Ken Carberry
2. Dan Biggs
3. Kevin Naggy

- Mahoning Valley Speedway**
Lehighton, Pa.
June 9, 2007
Late Model
1. Todd Stehle
2. Lorin Arthofer II
3. David Troutman
Street Stock
1. Andy Mooney
2. Chip Wanamaker
3. Bill Hunara
Pro-4 Late Model
1. Ricky Ahner, Jr.
2. Barry Christman, Jr.
3. Kevin Rex
Factory Stock
1. Randy Ahner, Sr.
2. Justin Steigerwalt
3. Doug Knauss
4-Cylinder Stock
1. Scooter Graver
2. Jon Smith
3. Dan Freundt

- Rice Lake Speedway**
Rice Lake, Wis.
June 9, 2007
WISSOTA Late Model
1. Rick Hanestad
2. Paul Brust
3. Scott Gilberts

- Penn Can Speedway**
Harleysville, Pa.
June 8, 2007
Modified
1. Mike Gular
2. Joey Grammes
3. Brian Decker
Sportsman
1. Mike Loney
2. Dwayne Robbins
3. Alex Konopka

- Williams Grove Speedway**
Mechanicsburg, Pa.
June 9, 2007

- Sportsman**
1. Frankie Herr
2. John Stoner
3. Carmen Perigo
Limited (358 c.i.) Late Model
1. Gene Knaub
2. Mike Walls
3. Jake Lettich
Street Stock
1. Kory Sites
2. Todd Snook
3. Rick Yohn
4-Cylinder Stock
1. Joe Jakubic
2. Frank Grubic
3. Henry Thomas

- Lake Erie Speedway**
Erie, Pa.
June 9, 2007
Late Model
1. Glenn Gault, Jr.
2. Mark Bliss
3. Will Thomas
Street Stock
1. Eric Hadley
2. Russ Conti
3. Terry Akery
Sportsman
1. Eric Redmond
2. Nick Nyznik
3. Josh John
Legends
1. Eric Hammill
2. Steve Sunday
3. Justin Hines
Krazy Kompact
1. Dave McAvoy
2. Angela McAvoy
3. Ricky Wright
Bandoloro
1. Nathan Carlson
2. Zac Carter
3. Brandon DeBrakeleer

- South Boston Speedway**
South Boston, Va.
June 9, 2007
Limited Sportsman
1. Bruce Anderson
2. Brian Pemberton
3. Danny Willis, Jr.
Pure Stock
1. Joey Throckmorton
2. Mark Francisco
3. Chuck Watkins
Grand Stock
1. Troy Dowdy
2. Ray Ellington, Jr.
3. Scott Hall
Legends
1. Billy Gomez
2. Chris Buscher
3. Sparky West

- Hagerstown Speedway**
Hagerstown, Md.
June 9, 2007
Late Model
1. Alan Sagi
2. Nathan Durboraw
3. Kirk Ryan

- Mercer Raceway Park**
Mercer, Pa.
June 9, 2007
358-Modified
1. Jeff Schaffer
2. Mike Stine
3. Gary Smoker
410 Sprint Car
1. Scott Bonnell
2. Rod George
3. Arnie Kent
Stock Car
1. Andy Buckley
2. Shaun Hooks
3. Bobby Whiting
Mod Lite No. 1
1. Matt Hay
2. Brian Woodhall
3. Todd Canter
Mod Lite No. 2
1. Rod Jones
2. Jeremy Adamik
3. Adam Murphy
Mini Stock
1. Lucas Sprouse
2. Pete Wearing
3. Mike Anderson, Jr.

- Georgetown Speedway**
Georgetown, Del.
June 8, 2007
Big Block
1. Wade Hendrickson
2. Billy Pouch
3. Ryan Godown
Crate Late Model
1. Jordan Watson
2. Tim Trimble



A weekly report of action from across America

3. Justin Griffith

Bridgeport Speedway

Bridgeport, N.J.
June 8, 2007
358 Small Block
1. Richie Pratt, Jr.
2. Rob Pierce
3. Eric Kormann
Limited Sprint Car
1. Jeff Mueller
2. Tim Iulig
3. Dave Brown
600cc Micro Sprint
1. Sam Casella
2. Jack Spence
3. Bill Thomas
270cc Micro Sprint
1. John Blanda
2. Jeff Hartman
3. Chris Locuson
4-Cylinder Stock Car
1. Warren Stradley
2. Ken Wallace
3. Dave Bentley, Jr.

Path Valley Speedway

Spring Run, Pa.
June 8, 2007
270 Sprint
1. Mike Dickey
2. Heath Hehny
3. Sean McAndrews
Mini Stock
1. Kevin Thomas
2. Tim Burkholder
3. Gary Newell
600 Sprint
1. Mike Dickey
2. Kevin Steele
3. Jake Murphy

The Fairgrounds at Kutztown

Kutztown, Pa.
June 5, 2007
600cc Micro Sprint
1. Ken Miller
2. Alex Bright
3. Chris Allen, Jr.
270cc Micro Sprint
1. Pat Bealer
2. Tim Buckwalter
3. Jesse Hartman
Slingshot
1. Anthony Perrego
2. Jordan Henn
3. Pete Knappenberger



Florida
Georgia
North Carolina
South Carolina
Tennessee

Citrus County Speedway

Inverness, Fla.
June 9, 2007

Modified

1. Kyle Bookmiller
2. Harold Cannon
3. John Gerstner
Sportsman
1. Richie Smith
2. Fred Tuski
3. D.J. Macklin
Mini Stock
1. Steve Griffin
2. Clint Foley
3. Mike Lawhorn
Street Stock
1. Curtis Flanagan
2. Artie Hewitt
3. Thomas Peet
Figure-8
1. Danny Hage
2. Wayne Calkins
3. Ken Crews
Pure Stock
1. John Blanda
2. Jeff Hartman
3. James Henick
Thunder Stock
1. Chad Marland
2. Jeffrey Eisenhower
3. Chad Fairbanks

Crossville Raceway

Crossville, Tenn.
June 9, 2007
Super Late Model
1. Johnny Stout
2. Brian Hendrix
3. Ruben Mayfield
Limited Late Model
1. Brandon Williams
2. Lynn Selby
3. Rick Williams
Modified
1. Steve Mullinax
2. Michael Asberry
3. Billy Palmer
Mini Stock
1. Pee Wee Howard
2. John Ross
3. Randy Goolsby
Front-Wheel Drive
1. Ricky Tinch
2. Terry Kimbrell
3. J.D. Rector
Street Stock
1. Chris Dodson
2. Chris Croinex
3. Gary Wingham

Clarksville Stormpay Speedway

Clarksville, Tenn.
June 9, 2007
Mini Mods
1. Ronnie Richardson
2. Danny Taylor
Crate Late Model
1. Camell Parker
2. Eddie Pace
Pro Street
1. Robert Brooks
2. Joseph Hamm
Late Model
1. Rusty Griffaw
2. Kevin Cole
3. Chuck Proctor
Mini Sprint Car
1. Brian Nance
2. Chris Hunter
Open Wheel Modified
1. Clayton Miller
2. David Flowers
Street Stock
1. Mike Neighbors
2. Don Everett
Pure Mini
1. Mike Rittenberry
2. Bobby Huff

East Lincoln Speedway

Stanley, N.C.
June 9, 2007
Late-Model Modified/Sportsman
1. Richie Smith
2. Jeff Mundwiler
3. Billy Bishop
Open-Wheel Modified
1. Jamie Kuntz
2. Greg Brown
3. Thomas Kinney
Micro-Sprint
1. Ben Murphy
2. Steve Cooke
3. Brian Roseman
Stock Four
1. Randy Powell
2. Adam Vandiver
3. Mark Woody
Rookie Four
1. Matthew Patterson
2. Riley Dunford
3. Jack Anderson
Renegade
1. Mickey Anderson
2. Chad Donahue
3. Tracy Tapley
Stars of Tomorrow
1. Dylan O'Daniel
2. Brett Myers
3. Charles Toler

Harris Speedway

Rutherfordton, N.C.
June 9, 2007
Crate Late Model
1. Buddy Smith
2. David Smith
3. Scott Gordon
Limited Sportsman
1. Chris Jackson
2. Robbie Head
3. Josh Hoots
Stock 8
1. Travis Robbins
2. Kelly Carson
3. Dale Chapman
Renegade
1. Jason Jolley
2. Lloyd Dean Burgess
3. Josh Ayers
Pure Stock
1. Mike Jackson
2. Steve Penson
3. William Fowler
Super Stock 4
1. Barrett Lowe
2. Tony Adair
3. Johnny Raines
Street Stock 4

1. Shannon Barnhill
2. Kyle Westmoreland
3. Sam Brown
Young Guns
1. Jason Clark
2. Justin Barber
3. Cody Usery

Orlando Speedworld

Orlando, Fla.
June 8, 2007
Junior Stocks 8-11
1. Brandon Jenault
2. Carl Kwasy
Junior Stocks
1. Dylan Curtis
2. Jason Rosarius
Strictly Stock
1. Rob Reynolds
2. Todd McCreary
3. David Leeper li
Mini Stock
1. Pedie Allison
2. Cody Blair
3. R.J. Amone
Super Stock
1. Jason Pick
2. Bobby Simcox
3. Ron McCreary
Sportsman 50
1. Dale Clouser
2. Brett Woodley
3. Pete Starr
Super Late
1. David Pollen, Jr.
2. Patrick Conrad
3. Jared Allison
Modified
1. Shain Held
2. Gary Fountain, Sr.
3. Bobby Joe Woodley
Mini Cup
1. Jason Schroader
2. Brady Marshall
3. David Kato

Orlando Speedworld

Orlando, Fla.
June 9, 2007
Legends
1. Kory Abbott
2. Chelsea Schillig
3. Jimmy Norman
Bandit
1. Dillon Basse
2. Critter Saile
3. Shawn Hooven
Pro Challenge
1. J.L. Snowden
2. Rowdy Gordon
3. David Hall
Young Gun
1. Ronnie Bassett, Jr.
2. Brandon Lynn
3. Mark Hooven
Florida Mini Cup
1. Brady Marshall
2. Justin Holt
3. Phil Beede
Classic Car
1. Simeon Spagnuolo
2. Derrick Wood
3. Andrew Gustafson
Hurricane
1. Bruce Gayton
2. Jim Erb
3. Bill Loomis
Outlaw Strictly Stock
1. Anthony Robinson
2. Bobby Jones
3. Rudy Arnold

Atlanta Motor Speedway

Hampton, Ga.
June 7, 2007
Bandit
1. Davey Matthews
2. Mason Massey

3. Evan Bell
Charger
1. Cameron Michael
2. Currie Pierce
3. Kyle Kitchens
Roadster
1. Brian Weimer
2. Dwight Pilgram
3. Ed Clark
Young Gun
1. Scott Hensley
2. Blake Eden
3. Ronnie Bassett
Outlaw
1. Darrell Banks
2. Steven Bush
3. Joey Keyser
Master
1. Jeff Haynie
2. Brian Weimer
3. Dwight Pilgram
Powersports Pro
1. Taylor Hull
2. Chris Buescher
3. Max Gresham
Semi-Pro
1. Matt Stover
2. Jeremy Mullinax
3. Zac Kittle

New Smyrna Speedway

New Smyrna Beach, Fla.
June 9, 2007
Modified
1. Kevyn Terry
2. Alan Bruns
3. Jason Garver
Late Model
1. David Gibbs
2. Chad Atkins
3. Sam Watts
Mini Stock
1. Ted Vulpius
2. Cody Blair
3. James Dixson
Sportsman
1. Philip Luizzo
2. Dale Howard
3. Mike Pletka
Strictly Stock
1. Eric Wolf
2. Brent Bruner
3. Eddie Rush
Super Stock
1. Michael Wofford
2. Billy Boggs
Truck
1. Doug Elliott
2. William Stacy
3. Dalton Zehr

Bowman Gray Stadium

Winston-Salem, N.C.
June 9, 2007
Modified
Feature No. 1
1. Tim Brown
2. Jeremy Stoltz
3. Randy Butner
Feature No. 2
1. Robert Jeffreys
2. Lee Jeffreys
3. Burt Myers
Sportsman
Feature No. 1
1. Tommy Neal
2. Robbie Brewer
3. Mike Evans
Feature No. 2
1. Jim Shoaf
2. Ronnie Barron
3. Gene Pack
Street Stock
1. Ryan Nelson
2. Joseph Brown
3. Mitchell Stimpson
Stock
1. A.J. Sanders
2. Kevin Neal
3. Michael Wells



KEVIN HORCHER PHOTO

HUNTER HUNTING: Jon Stanbrough (53) battles Hunter Schuereberg (10) during MSCS sprint-car competition at Tri-State Speedway in Indiana. Stanbrough won and Schuereberg finished third.

Stanbrough Stands On It

JACKSONVILLE, ILL. — Jon Stanbrough turned in a perfect performance Friday night in winning the Hoosier Tire Midwest Sprint Car Series show at Morgan County Speedway. Stanbrough fired off the outside of the front row in the feature lineup and led every round of the 30-lap

event. Following Stanbrough to the line were Korey Weyant, Hunter Schuereberg, Bret Tripplett and Kyle Cummins. The finish: Jon Stanbrough, Korey Weyant, Hunter Schuereberg, Bret Tripplett, Kyle Cummins, John Memmer, Tommy Rockwell, Terry Babb, Derek O'Dell, Patrick Budde, Robbie Standridge, Shane Hollingsworth, Jerry Ruble, Dale Christian, Doug Canham, Arin McIntosh, Joey Moughan, Mitch Wissmiller, Chad Branson, Alex Shanks.

Wilson Holds Off Stubborn Styres

BRIGHTON, Ontario — Rick Wilson and Glenn Styres waged war Saturday night at Brighton Speedway in Southern Ontario. The two battled for points in the title chase. But it was Wilson who came out on top as the vic-

tor, while Styres settled for second. Rounding out the top five were John Burbridge, Bob Crawford and Adam West. The finish: Rick Wilson, Glenn Styres, John Burbridge, Bob Crawford, Adam West, Jamie Collard, Brad Malloy, Mark Swain, Rob Middlemiss, Dick Mahoney, April Wilson, James Whittaker, Joel Lehman, Bob McDonald, Mike Ferrell, Derek Jonathon, Bill Baldwin, Joe Middlemiss, Warren Mahoney, Daryl Turford, Keith Dempster, Kevin Job, John Watson, Justin Martin.

Loyet Gets Another One

MILLSTADT, ILL. — Brad Loyet notched his second O'Reilly POWERi National Midget feature victory of the season on Saturday, beating out Brett Anderson to take the checkered flag at Belle-Claire Speedway. Loyet passed Anderson on lap six of the 30-lap event, pulling a slide job on Anderson on a restart to take the top spot. Running the high line the

rest of the way, Loyet managed to keep Anderson at bay as the two ran a close race right down to the wire. But Loyet hung on to become only the second two-time winner in POWERi this season. Hud Cone was third, followed by Mike Hess and Steve Knepper. The finish: Brad Loyet, Brett Anderson, Hud Cone, Mike Hess, Steve Knepper, Thomas Meseraull, Nick Knepper, Donnie Lehman, Brad Kuhn, Zach Daum, Thomas Chandler, Kenny Biro, Donnie Ray Crawford, Bubba Altig, Tim Siner, Derek King, Mike Riley, Matt Sherrell, Gary Taylor, Rich Camfield.



RICK SHERER PHOTO

FREMONT FLIERS: Byron Reed (5) chases Greg Wilson (20) at Ohio's Fremont Speedway Saturday night.

Bad Luck Catches Kaeding

BY GARY THOMAS

PETALUMA, Calif. — When Brent Kaeding's engine went sour just a few laps from the checkered flag, Jonathan Allard took control and won Saturday night's Golden State Challenge Series sprint-car feature at Petaluma Speedway.

GSC

It was Allard's third series victory and came at the expense of Kaeding, who has won seven times this season. Sean Becker finished third, with Jason Statler and Willie Croft rounding out the top five.

Sutton Tops Phillips, Field At Quincy

QUINCY, ILL. — Matt Sutton scored his first Ideal Ready Mix Sprint Invaders victory of the season June 6 at Quincy Raceway, holding off Rager Phillips during the

INVADERS

final 15 laps. Sutton inherited the lead when leader Gabe Maycock tangled with a lapped car. Phillips challenged Sutton during the closing laps but finished second. Brian Hetrick, Matt Rogerson and Chris Urish filled the top five.

The finish: Matt Sutton, Rager Phillips, Brian Hetrick, Matt Rogerson, Chris Urish, Gabe Maycock, Korey Weyant, Josh Schneiderman, Jimmy Davies, Bart Andrews, Dan Avery, Matt Harms, Jordan Goldesberry, John Schulz, Ryan Jamison, Mark Tischer, Kaley Gharst, Lance Gullo, Tim Moore, Justin Newberry.

Face-lift Set For Illiana

SCHERERVILLE, Ind. — Illiana Speedway owner/promoter Mike Mikuly has announced major improvements to the speedway for

INDUSTRY

the 2008 season. New aluminum grandstands have been purchased and will be delivered to the speedway in late July. Demolition on the old grandstands will begin on Oct. 1. Mikuly also dispelled rumors that the track was for sale. "We're here 60 years. I'd like to see it go 120," he said. "It's here to stay. It's not going anywhere." Other improvements are planned for the parking lot and pit area, and speedway officials are working to coordinate special events like concerts, fireworks displays and other activities to involve the community.

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Golobic Gets Victory In Return To Ukiah

UKIAH, Calif. — Rookie driver Shane Golobic wrestled the lead away from David Prickett on the second lap and led the rest of the way en route to his first BCRA Midget feature victory Saturday at Ukiah Speedway. Golobic held off late challenges from Paul Zimmerly

over the final laps to secure the victory, as BCRA midgets returned to Ukiah for the first time in more than a decade. Levi Roberts finished third, ahead of Prickett and Michael Binswanger, who rounded out the top five. The finish: Shane Golobic, Paul Zimmerly, Levi Roberts, David Prickett, Michael Binswanger, Ralph Cortez, Gary Dickenson, Travis Berryhill, Floyd Alvis, Justin Melton, John Sarale, Justin Grant, Bill Lindsey.

Moore Extends His Point Lead, Ashley Still Hot

Friday

BEAUMONT, Texas — Ray Moore finally captured the victory that has eluded him all season, as the O'Reilly Southern Professional racing Series late-model point-leader won his first feature of the season Friday at Motorama Speedway.

Moore has led the SUPR standings from early in the season but had yet to visit victory lane. Finally, it all came together on Friday.

Moore jumped to the front after leader Lee Davis tangled with a lapped car on lap nine, collecting the second-place car of David Breazeale.

Once out in front, Moore left the field behind to record his first victory of the season and further pad his lead in the late-model standings.

Sam Patrick was second, followed by Rob Litton, David Ashley and Allen Tippen.

The finish: Ray Moore, Sam Patrick, Rob Litton, David Ashley, Allen Tippen, Ryan Plaisance, Jason Ingalls, Marlon Wild, Eddie

Taylor, Jayson England, Mickey Troscclair, Ryan Fontenot, Howard Willis, Ronny Adams, Patrik Daniel, Devene Hillman, Lee Davis, David Breazeale, Scott Creel, Kyle Cummings.

Saturday

BAYTOWN, Texas — Defending series champion David Ashley continued his season-long hot streak, scoring his fifth O'Reilly Southern United Professional Racing Series victory of the season Saturday night at Houston Raceway Park.

Ashley started fourth in the 50-lap feature and came storming to the front of the field, chasing down polesitter David Breazeale for the lead on lap 14.

Once out in front, Ashley set a pace for the remaining laps to win over Breazeale, who came home second ahead of Ray Moore, Kyle Cummings and Robbie Stuart.

The finish: David Ashley, David Breazeale, Ray Moore, Kyle Cummings, Robbie Stuart, Ryan Plaisance, Lee Davis, Allen Tippen, Howard Willis, Chris Brown, Michael Coleman, Patrik Daniel, Richard Mills, Ronny Adams, Rob Litton, Mickey Troscclair, Scott Creel, Jason Ingalls, Devan Hillman, Sam Patrick, Eddie Taylor, Marlon Wild, Gary Rollo, Brock Williams, Ryan Fontenot, Kenny Merchant.

Cheers For Beers

LEHIGHTON, Pa. — Eric Beers dominated Saturday night's race at Mahoning Valley

Speedway, picking up the victory in the Race of Champions Dart Asphalt Modified Tour feature.

It was the second RoC victory in as many races at Mahoning Valley for Beers, who also won the series's event there in October.

Beers drove past Dave Wallace on a double-file restart on lap 13 and easily outdistanced the field from there on the quarter-mile oval.

Track point-leader Earl Paules finished second, and Kevin Graver, Jr. took third.

The finish: Eric Beers, Earl Paules, Kevin Graver, Jr., Pete Brittain, Rusty Smith, John Markovic, Scott Leshner, Don Wagner, Zane Zeiner, Glen Correll, Rod Synder, Jr., Lee Sherwood, Troy Bollinger, Phil Slater, Mike Quinn, Todd Baer, Dave Wallace, Brent Wentz, Bobby Jones, Kevin Brown, Chip Santee, Brian DeFebo, Daren Scherer, Matt Hirschman, John Bennett, Matt Clemens.

Kaplan Triumphant, Sprints Back On Track After 30 Years

ROSEVILLE, Calif. — USAC Western Sprint Car Series point-leader Ryan Kaplan dominated Friday night's 50-lap event at All American Speedway.

The event, which was co-sanctioned by the California Asphalt Sprint Ass'n, marked the return of sprint-car racing to the track for the first time in more than 30 years.

Laura Hayes led the first 12 laps before Jo Jo Helberg took

control on lap 13. But Helberg couldn't hold off the hard-charging Kaplan, who took the lead on lap 27.

Kaplan raced away from the pack during the remaining tours of the third-mile asphalt oval, with Helberg finishing second. Hayes, Shauna Hogg and Tanner Swanson rounded out the top five.

The finish: Ryan Kaplan, Jo Jo Helberg, Laura Hayes, Shauna Hogg, Tanner Swanson, Jimmy Silis, Jim Kaiser, Brian Geiszler, Eric Humphries, Greg Anderson, Richard Bailey, Alan Harney, Scott Clough, Nick Rescino, Jr., Jessica Helberg, Garrett Peterson.

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COMPLETE MIDGET OPERATION FOR SALE: Turn-key, best equipment money can buy, no junk, all spares, wheels, tires, etc. Will not separate motors from cars. Sold as race ready cars. (1) Spike car new in July 2005 along with Esslinger motor, eight feature wins, one win at 4-Crown at Eldora; rest with Badger, POWRI, driven by Danny Stratton fourth place at Chili Bowl with Jon Stanbrough. Also driven by Cory Kruseman. Motor has four races since freshened. 18 races on this car. Race ready for \$39,000. (1) Spike car 2006, new for Belleville Nationals. (1) Esslinger motor also new for Belleville Nationals, finished second both nights, seventh at Eldora with Danny Stratton, then driven by Brad Kuhn at Christchurch - first place and a second. Five races old. Race ready car for \$45,000. (1) 2007 Spike car with a 2007 Esslinger built for Chili Bowl and raced at Manzy in February. Two races old. \$48,000 for race ready car. 2004 Unit-ed 44' gooseneck trailer, 6' overhang, excellent condition. 2005 Chevy crew cab Duramax 2500HD, 42,000 miles, excellent condition. \$45,000 for the pair. There is no junk in this sale. It's all first class equipment!! Total package for \$177,000. Complete, everything that I own!! Cars, truck, trailer, spares, etc. Package deal on everything to put you in victory lane. Charge batteries and go racing!! \$160,000 FIRM. Hans Lein (608) 423-4012. Cell (608) 289-9880. Home (608) 884-6743.

Stock Cars 8



2006 CHEVY Hopkins chassis, body, new glass CV master cylinders, fuel cell, LaJoie seat, Willwood brakes, rolling car rear end, gauges, new radiator, new crush panels, steering column. Asking \$11,500. Ask for Jason at (704) 560-0946.



FREE SHIPPING to all race teams! Clean the rubber from your car. Simply WoW will clean without damaging. Clean shop floor, tools and hauler. 5 gallon Simply WoW Cleaner/Degreaser Concentrate. Will make up to 150 gallons of ready-to-use cleaner. Now you can see why racers are sticking with Simply WoW. 4323 Commerce Cir., Idaho Falls, ID 83401. (877) 529-4114.

Go-Karts 12



24-HOUR Team Karting Race - Florida January 2008. Karts provided. No special license required. Other 2007 races and schools in Connecticut, Florida, New Jersey, North Carolina. Ages 8-85. www.EnduranceKarting.com.

Legends Cars 13

TURN KEY LEGEND CAR OPERATION FOR SALE. All first class equipment; 1940 Ford Coupe w/1250 sealed motor with only four races. Spare (complete with carbs) fresh rebuilt 1200 HSR engine with all extras. Car stripped down to bare frame last winter. Jeff Jordan rebuilt and checked out entire frame. Car reassembled last winter and is ready to go racing. Car not raced this year. Tachometer w/memory, oil pressure and oil temperature gauges, on board fire system, Transponder, Simpson 5 point harness. 3.42, 3.58, 3.73, 3.90 and 4.10 gears, Ole Dawg tires on new rims with only three races, good set of spare tires and rims included. Set up equipment: Rebo scales, Longacre digital caster / camber gauge w/ Accu-level, ride height gauge, 600 Racing wheel base gauge. 2001 8-1/2' x 20' Continental cargo car hauler. Lots of new spare parts and all set up equipment goes with package deal. Everything in excellent condition. Car \$8,000. Spare rebuilt HSR motor \$4,500. Trailer \$2,500. Complete package \$15,000, includes all spares, gears and set up equipment. Jeff Burton (330) 678-7086, cell (330) 283-7564.

Vintage/Classics 14



1948 KURTIS KK2000 Indy car driven by Sam Hanks, Neil Carter, Eddie Sachs, Bill Holland. Ready for vintage races. Info at <http://stores.ebay.com/Investment-Toys>. Or call (727) 865-9186.

WANTED TO BUY: 1965 to mid '70s sprint car or dirt champ car. (765) 964-6526.

Parts/Engines 15

'04 ESSLINGER motor complete. 12 races since rebuilt in '05. All titanium, the best from Esslinger. Complete with three headers, complete MSD ignition, two spare drive yokes, spare injection, two air filters. All Mike at (303) 287-0807 or (720) 951-2096.

WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

GAERTE 12 midget motor. One race since fresh. Complete includes new Water-man fuel pump. \$6,000. Call (920) 723-2033 or e-mail rehartmann@charter.net for pics.

Parts/Engines 15

ARIAS 166 cu. in. midget engine. Entry level engine just freshened and dynoed by Fontana. \$6,500. (310) 538-2505.

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

THREE ED PINK Mopar midget motors. Electronic ignition with harness. All motors three shows or less since fresh. \$17,500 each. Call Chris or Andy at BeachBoysMotorsports (937) 325-2637.

Tools 16

LARGE PIT BOX. Tool box incorporated with box. Holds two large air bottles, and rolls freely. Pictures available. \$2,500. Call Austin (316) 461-2238. awh40@hotmail.com.

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our website for information and special prices. (305) 215-2202.

Trucks/Haulers 17



1989 HIGHTECH 48' race transporter. Carries three cars. Two up and one down. Plenty of storage. 48 x 24 awning with sides. 20 kw gen, with compressor; wall unit A/C in lounge. Air plumbed, with outside lights. Lista cabinets. Truck is a red Kenworth T2000 with auto shift. Contact Lou@LGMotorsports.com. (972) 429-1963.



2001 48' FEATHERLITE and 2000 Volvo. Trailer has lift, lounge, air-ride, rubber floor, sat. TV and more. Truck has 500 Det, auto-shift, booth, sink, fridge, etc. \$149,000 for both. Call (605) 366-6700.



1998 FREIGHTLINER, two-axle, Detroit diesel 400hp, 10-speed, gooseneck hitch, cruise, tilt, power windows & locks and air ride. \$29,500. Call Bret. (916) 870-8069.

Trucks/Haulers 17



1999 ROADMASTER toterhome on Kenworth truck; 89,000 miles; CAT diesel; automatic; 7,000 diesel gen; sleeps five, two bunks, dinette that makes a bed & sofa bed. Complete bathroom w/shower, fridge & micro. Satellite TV & stereo, traveling internet; new tires. \$85,000. (660) 826-2647.



2007 FEATHERLITE stacker 24 ft. trailer. Holds two full size cars. Loaded with hydraulic lift, cabinets, all aluminum construction, much more. \$56,995. Financing available, trades accepted. 1690 Ashley Way, Colton, CA 92324. (909) 514-4500.



2001 CUSTOM INTERIOR Renegade 16' toterhome with Slide. 435 CAT 10-speed Eaton automatic. 55,000 miles, four car 48' Silverstar set up for vintage racing. Generator on truck and trailer. Too much to list. \$145,000 o.b.o. JKeraceteam@msn.com. Call Tony (513) 324-0419.



2005 WILD SIDE stacker loaded with cabinets & options. Hydraulic lift gate & Freightliner FL112 toter. Low mileage CAT. 380/430hp, air-ride, Kubota 12K generator. Satellite, TV, VCR, kitchen, bath rm/shower. Loaded. \$140,000 takes both. (559) 906-6715. midget 88@sbcglobal.net.

EXISS MACH 10 all aluminum trailer, enclosed 40 foot gooseneck. Used very little. With internal wench installed. Lights in and out. \$18,000. Please call Austin at (316) 461-2238. awh40@hotmail.com.

Trucks/Haulers 17



2007 GOLDRUSH 47'II ID#1467. Loaded, never used. 2006 custom F-650 hauler. Must see photos at goldrush-trailers.com. Call Mark (949) 230-4920.

2007 PACE 48' sprint-car stacker. Loaded. Jack's. (940) 733-1044. (940) 767-7241.



2007 SHOW HAULER 32' Motorcoach on Volvo twin screw chassis. Loaded with options! Many other motorhomes and toterhomes available. Also stacker and lift gate trailers. Nation wide delivery! Financing! Visit our web site at www.WRIGHTWAYTRAILERS.com. (319) 393-4544. Hiawatha, Iowa. 100 miles east of the Iowa Speedway.



53FT RACE hauler with lift gate, 51x22 ft. enclosed canopy, Genset, air comp, built in cab, much much more. Asking \$85,000. (814) 598-1778.

NEW 2007 28' United, cabinets, aluminum interior, 110V electric. Jack's (940) 733-1044.

53' S&S two-car trailer with lift gate and living quarters. Diesel generator, air compressor, parts washer and shock racks. \$85,000. (319) 627-2615 or (319) 331-3817.

Safety Equipment 19

USED NASCAR FIRESUITS. Race Image sells gently used firesuits from leading NASCAR teams. Top brands like Simpson, Sparco and Impact. Save HUGE money vs. new. Visit our website, www.raceimage.com or call (704) 660-9440. Mooresville, NC.

Collectibles 20

VINTAGE SPRINTS: GMP 1/18 scale. Whole set of 10 with boxes, \$1400, plus shipping. (707) 255-8976 or rhodes577@sbcglobal.net.



WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also seriously seeking Cox, Thimble, Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

WWW.VANDARACING.COM: You won't believe this web site! For all your racing collectible needs - check us out! Owned by racers! Toll free (877) 856-2674.

NSSN RACING MARKETPLACE CLASSIFIEDS

Collectibles 20

WWW.DIRTTRACKRACECARS.COM. Sprint car, modified and stock car diecast and model kits. Over 50,000 cars in stock to choose from. Retail and wholesale. Go to our website or ask for a list. Email: dirtrack@ncn.net. VISA / MC. Phone (712) 362-8038, fax (712) 362-8578. Dirtrack Racecars Inc., 408 2nd Ave. N, Estherville, IA 51334.

www.racediecast.com: Old & new diecast. All types of race cars. Over 7,000 cars in stock to choose from. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing Inc., 251 Ella Street, Eunice, LA 70535.

Books/Magazines 22

Great Racing Stories

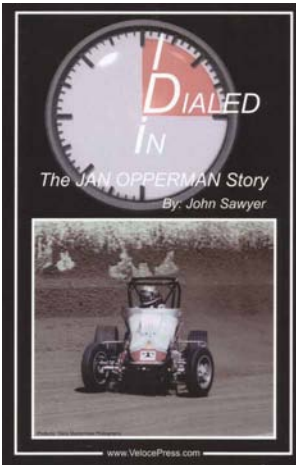
*Smokey Yunick
Fireball Roberts
Don Oldfield*

SmokeyYunick.com

The Classified Advertising Department will be CLOSED Wed., July 4 & Thurs., July 5.

ALL materials for the July 11 issue MUST be in the office by 9am EST Friday, July 6. If any part of the order is missing, the ad will not run until the July 18 issue.

Books/Magazines 22



DIALED IN: The Jan Opperman Story. Back in print! Order direct from the publisher. (210) 979-6098.

2-FOR-1
~~TUESDAYS~~
EVERYDAY

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For more information:
866.455.8042 or
www.nationalspeedsportnews.com

Videos/Photos 23



2006 THUNDER IN THE PENNSYLVANIA MOUNTAINS - 2 DVD SET. Four hours of narrated highlights from over 300 open-cockpit racing events. Points handicapping allows stars like Rahmer, Hodnett and Dewease to put on a show. Winged sprints that pass! 120 different winners, over 500 flips. \$40 to Lynn Schaffer Productions, 659 Lynes Road, Dillsburg, PA 17019.

Tickets 24

KINGS-ROYAL - 7/13 & 7/14. Two great gen. admission & res. seat tickets; covered G/S; Section B-5 seats 1 & 2. Great seats - \$150. (908) 526-3759.

SIX BRICKYARD 400 TICKETS. Penthouse, Stand A, top row. Face value \$80 each. (612) 723-3362 or (763) 571-1575.

Positions Available 25

VINTAGE RACE / RESTORATION SHOP in Sonoma, CA is seeking exp'd race/restoration mechanics & a highly skilled fabricator. Aside from ground-up restoration projects, we will be campaigning over 20 vintage race cars (Cobras, Corvettes, GT 350, etc.). Call Eric at (707) 938-5707.

Rides Available 27

STANBROUGH-HOYER RACING. Jon Stanbrough and Chris Hoyer have 35+ years experience at Midwest dirt tracks. Let SHR tutor and develop your driver or give a veteran a solid chance at victory. Contact Jon or Chris at (317) 852-4964 shop or (765) 242-4219 cell. \$1,800 per night local show-\$25,000 for nine nights of Indiana Sprint Week.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

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Real Estate 32

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. Reduced! \$199,000. Formerly used by corporate race executives. (866) 213-6585 x2229. (386) 672-4224. (386) 441-4440.

LAKE FRONT home on 2.74 acres! 4BR/3.2BTHS lovely estate w/3,200 sq. ft., dock, 6,000 sq. ft., ht/cooled "RACE SHOP" w/multi-levels, full bath, office, working garage, showroom, storage. Fabulous property! \$795,000. Hickory, NC. Prudential Real Estate. 110 North Center Street, Hickory, NC 28601. (800) 968-3069 x266.

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.

MOORESVILLE, CONCORD, CHARLOTTE RACE shops and industrial buildings. Buying, selling or leasing call Paul Aiken, Sperry Van Ness (704) 622-5347.

ONE WEEK deluxe lodging at The Fairfield resort for eight. Race week, July 1-8 for the Daytona Pepsi 400. \$1,500. (618) 843-2541.

Real Estate 32



PERFECT & MIDWEST: 30x42 STEEL framed, heated, A/C, carpeted pole barn with 300amp service and alarm. 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.

RACETRACK: Michigan 3/8-mile high-banked asphalt track. 2007 season in full swing. (517) 204-6694.

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.

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 (704) 455-8045 or via email at lizm@national-speedsportnews.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.

NATIONAL SPEED SPORT NEWS - CLASSIFIED AD MARKETPLACE

ATTENTION ADVERTISERS: Thousands of readers turn to our classifieds each week. As an added bonus, we will place your ad on-line at www.nationalspeedsportnews.com absolutely FREE. Placing your ad on-line helps sell your goods and services even faster by reaching readers 24 hours a day, 7 days a week. In addition, our exclusive classified ad email-notification feature has produced stunning results in record time. What are you waiting for?

DEADLINE: THURSDAY - 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.
Ads not received in time will run in the following issue.

To place a classified ad, follow these 5 simple steps:

STEP 1 - CIRCLE THE CATEGORY that best describes your item. If you do not choose a category, your ad will be classified "miscellaneous."

- | | | | | |
|-----------------------|--------------------------|----------------------|-------------------------|----------------------------|
| 1. Indy Cars | 8. Stock Cars | 15. Parts/Engines | 22. Books/Magazines | 29. Services |
| 2. Champ Cars | 9. Formula Cars | 16. Tools | 23. Videos/Photos | 30. Trade Shows |
| 3. Sprint Cars | 10. Sports Cars | 17. Trucks/Haulers | 24. Tickets | 31. Auctions |
| 4. Mini/Micro Sprints | 11. Dragsters | 18. RVs/Campers | 25. Positions Available | 32. Real Estate |
| 5. Midgates | 12. Go-Karts | 19. Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
| 7. Modifieds | 14. Vintage/Classic Cars | 21. Apparel | 28. Rides Wanted | 35. Miscellaneous |

STEP 2 - WRITE your ad below. **ADD** the number of words. TYPE OR PRINT CLEARLY. NSSN is not responsible for errors caused by illegible copy or uncategorized items.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____

Card No. _____

Exp. Date _____ Signature _____

Use additional paper if needed ... **TOTAL NUMBER OF WORDS:** _____

SPECIAL CLASSIFIED OFFER!
Place a classified ad for at least one week and get one week FREE! *Call for details.*

STEP 3 - MAKE YOUR AD STAND OUT. (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

PHOTOS*	SYMBOLS - to be placed above first line of ad.
Black & white photo \$10 per week <input type="checkbox"/>	Row of Flags <input type="checkbox"/> \$5 per week <input type="checkbox"/>
Color photo \$15 per week <input type="checkbox"/>	Row of Stars ☆☆☆ \$5 per week <input type="checkbox"/>
*\$180 maximum photo fee for consecutive ad run.	Row of Check Marks ✓✓ \$5 per week <input type="checkbox"/>
BORDERS - to be placed around the ad.	No Ad Enhancements <input type="checkbox"/>
Shadow Box - <input type="checkbox"/> \$7 per week <input type="checkbox"/>	
Plain Box - <input type="checkbox"/> \$6 per week <input type="checkbox"/>	Ad Enhancements total : \$ _____

STEP 4 - TOTAL YOUR COST HERE.

Total words _____ x \$.70 \$ _____

Total cost for ad enhancements + \$ _____

Price for one week = \$ _____

Multiply by number of weeks to run ad* x _____

TOTAL AD COST \$ _____

*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

**70¢ per word
\$10 minimum
per week!**

STEP 5 - PAYMENT. MUST ACCOMPANY ORDER!
NO REFUNDS.

NAME: _____

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Security Code* _____

*Last 3 digits on back of Visa, MC, Discover • 4 digits on front of AmEx

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OUT WITH THE OLD, IN WITH THE NEW!

Use the NSSN Classifieds to sell your old race cars and racing parts...and shop for new!

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NSSN THE FINAL LAP



GRAND AM PHOTO

KICKED BACK: Spectators kick back and watch the Grand Am Rolex Series at Watkins Glen Int'l Saturday.



OWEN RICHARDS PHOTO

INSIDE LOOK: IRL driver Helio Castroneves gets a close-up view of Mike Skinner's NASCAR Craftsman Truck Series machine Friday at Texas Motor Speedway.



ALAN MARLER/HHP PHOTO

MARS MEN: Robert Yates Racing teammates David Gilliland (left) and Ricky Rudd talk in the garage at Pocono Raceway in Long Pond, Pa.



PETE CLARK PHOTO

JUNE SHOWERS: Champ Car driver Sebastien Bourdais navigates the road course at Portland Int'l Raceway during the rain.



ROBERT SELL PHOTO

FLYING HIGH: A.J. Anderson slips by as Dickie Gaines (4b) and Brandon Petty (26) tangle while battling for the lead Saturday at Lawrenceburg Speedway.

ECONOMAKI: Three Daytona Vintage Groups Work Together

CONTINUED FROM PAGE 4

only eight tracks that today run weekly 410" sprint-car shows and consequently is considering less costly 360" sprint-car programs and/or special events only to possibly replace his weekly shows. Let's hope the nearby new Iowa Speedway proves helpful.

Cooperation at last. For many years three competing vintage race-car groups headquartered in the Daytona Beach area have been dueling. Now comes a collective announcement by the Auto Racing Legends, the Living Legends of Auto Racing and Motor Racing Heritage clubs that they are joining hands, or should I say wheels, for a July 5th "The Legends Come to Main Street" gathering at 316 Main St., site of the late Bill France's original garage, for

ARGABRIGHT: Tri-State Speedway Is Masterfully Promoted

CONTINUED FROM PAGE 4

media members, we kind of assume they're all a permanent fixture at the moment. They aren't, of course; just look around at some of the disheartening developments in our sport in recent years, where great tracks or great series now seem to be circling the drain.

The lesson is that we need to appreciate the positive things that are all around us. The fact that this track has hosted racing for 50 years, and has done so with a genuine eye toward excellence, is worth noting.

a car show and autograph session to kick off Summer Speed Weeks in Daytona. ARL president **Norman Madsen**, LLOAR prexy **Ray Fox** and MRH headman **Tim Sullivan** have extended invitations to all to attend. Call (386) 760-9587 for details.

Next year's Chili Bowl may be more than a series of indoor midget races. A plan is afoot to move the annual National Midget Hall of Fame banquet to Tulsa as part of the annual Chili Bowl activities.

A recent *Automotive News* story on the highest-salaried U.S. auto executives shows **Roger Penske**, chairman of the United Auto Group dealer organization, ranking third with an annual salary of more than \$15 million! This reflects only his UAG pay and does not include his auto race winnings.

Now that High Definition TV has arrived at NASCAR, the number of on-site TV tractor-trailers required to get a live HD telecast on the air has jumped to 30, reports **Lou Borrelli**, CEO of Pittsburgh-based NEP Broadcasting, this country's largest remote services provider. No wonder

Even though they are supposed to be celebrating their golden anniversary, Tom and Loris Helfrich — along with son Blake and daughter Melanie — and their staff didn't take the night off. They're all busy running the show, selling the food, answering the questions and trying to make sure the customers get what they're looking for.

From where we sit, it looks easy. That's the mark of a master, when someone can make it look seamless, like a well-oiled machine. The fact is, Helfrich carries a hard knot in his stomach throughout the entire night, worrying about every detail and sweating through any complications until the last person has gone home, hopefully happy.

A golden anniversary is a great time to look back and reflect, enjoying the good memories and laughing

infield parking places are so hard to find these days.

The June 23-24 Red Baron auction in Atlanta is offering the No. 62 ME Ford that appeared in the film "Talladega Nights." Want to know more? Call (404) 252-3770.

It is always nice to hear from old-timers. Former Chicagoan **Chuck Stark**, who was involved in Midwestern stock-car racing in the mid-1960s and now lives in Riviera Beach, Fla., lets ye ed know he is a part owner of a Hooters Pro Cup Taurus. Just can't stay away.

All the fuss over where **Dale Earnhardt, Jr.** is headed has boosted sales of his souvenir merchandise 15 percent since his May 10 bye-bye DEI announcement.

Former Nextel Cup driver **Geoffrey Bodine** recently paid a 10-day visit to U.S. troops serving in the Middle East. His host was the Navy aboard 13 ships. He said he even got to steer an aircraft carrier for a few minutes. Bodine won the Daytona 500 in 1986.

about the many bumps in the road. Sitting here in these wooden grandstands, it reminds me that we're actually quite lucky, because Tri-State is one of many excellent race tracks that continue to thrill us, to entertain us, to encourage us and to give us enthusiasm and hope for the next generation.

Soon that old sun has faded clear from view, and the bright lights have come on over the track. Loud, colorful race cars roar around the oval, sliding and clawing. Kids lean forward in their seats, eyes wide. Adults munch popcorn and sip cold drinks, while buds flit around the brilliant lights above them.

It's a beautiful summer night and a beautiful anniversary. Fifty years of excitement, right here on good ole Highway 41.

FORUM:

Fans Examine Dangers Of Their Favorite Sport

CONTINUED FROM PAGE 4

Let the NASCAR drivers stick to NASCAR. They make more than enough money as it is.

*Doug Ferguson
Deltona, Fla.*

Clayton Right?

Reading John Clayton's column on Indy gave me an idea to really put attention back on the Indianapolis 500: Not only move it to Memorial Day Monday, but also light up the speedway and move it to a night race.

This frees up all the NASCAR drivers that would like to run the race, and, at the same time, it gives it a captive audience on TV as most people will be home, getting ready to go back to work Tuesday morning.

Can you imagine the Indy 500 at night? One word — Wow!

*Mike Bray
Coppell, Texas*

Correcting History

In response to the "A Lesson In History" column in your May 30, 2007 edition ("Part 1: El Centro Tragedy Began With A Cloud Of Dust"):

There has never been a race track in El Centro, Calif. The track commonly referred to as the track in El Centro is, in fact, located in Imperial, Calif., on the county fairgrounds. The cities are less than five miles apart. The name of the track now is Imperial Valley Speedway, and I believe it has always carried the name Imperial somewhere in the title. It has certainly never been named El Centro.

Once lived in Imperial County and would be happy to furnish you with the name of a local racing historian who might fill you in on the history of the track.

I noticed that the name of the piece included the words, "Part 1." I hope Part 2 is more accurate.

*Lee Elder
Oxnard, Calif.*

Column Sparks Memories

Marty Little's very well-done column about Frank Riddle reminded me of one of my favorite memories of the Little 500 at Anderson, Ind.

While I was an official with ASA, I used to go to Anderson for that race, and Rex Robbins would invariably put me to work, usually handing me a radio and telling me to get my red, yellow and black flags and work the inside of the backstretch.

I can't remember the exact year, but on one occasion, I heard the radio call to, "Go yellow, go yellow!" And I stepped out onto the backstretch waving the proper flag.

Out of the second turn comes Riddle, and from the cowl back his car was nothing but a ball of fire. I immediately stepped back into the infield and came back with the flag again.

Robbins was on the radio right away, "Potts, why didn't you show the yellow to that first car?"

I had a quick reply: "I figured he knew about it, Rex."

*John Potts
London, Ky.*

Dangers Are Real

Chris Kelly's theory (May 23 *NSSN*) and argument into declining attendance at Indy 500 qualifications is indeed simple: It simply reveals his ignorance of basic physics and disregard of the protracted struggle between the IRL and Champ Car. I have heard Tom Carnegie exclaim, "It's a new track record" many times since my first visit in 1966. The lack of that proclamation in recent years is not the reason I now stay home on Pole Day. Consolidation between the warring parties would be a good place to start if you want fans in the seats for qualifications.

The dangers of "driving too fast" are real, not "perceived," which is why sanctioning bodies around the world spend so much time and effort trying to limit race-car speeds. While modern race cars are profoundly safer than the machines of 50 years ago, the laws of physics are inescapable, and speed is a prime factor on the end result. If Mr. Kelly managed to get a ride in the Sinden Racing two-seater at Bump-Day speeds, I think he would see the, "weak knees of the early 21st century" he refers to.

*Brad Mehlinger
Derby, Kan.*

1957 Indianapolis 500 Was One Special Event

INDIANAPOLIS

The Indianapolis 500 Mile Race of 50 years ago offered more than a new glass and metal scoring tower to replace the wooden pagoda.

Another feature that drew considerable attention in 1957 was the so-called "Sidewinder" race car constructed by George Salih. The car's primary attraction was its Offy engine that was only 18 degrees from being horizontal. The driver assignment went to Sam Hanks, a soft-spoken and personable Californian who had been on the Indy scene since 1940. Sam had participated in 11 Indy 500s.

Sam's extraordinary racing talents took on many forms; for example, several weeks after the 1954 Indy race, the Chrysler Corporation dedicated a new proving-grounds track in Michigan. As part of the daylong program, "four of the nation's top drivers" engaged in a special invitational match. The quartet had placed first through fourth in that year's 500. The drivers were Bill Vukovich, Jimmy

Bryan, Jack McGrath and Troy Ruttman. McGrath posted the fastest time, 179.386 miles per hour over the 4.7-mile oval. Several weeks later, Hanks traveled the course with a Chrysler V-8 and posted a 182.554 mph lap, an American closed-track record.

Following the 1956 season, Hanks, 42, considered retiring, but he was intrigued by the Sidewinder and decided to stick around one more year.

The yellow No. 9 Belond Exhaust System Special started the race 13th, yet the number certainly was not veiled by superstition. The 13th-place grid start resulted from qualifying on the second weekend. At that, only five drivers registered faster times.

In the race, with the combination of driver skills and the car's low center of gravity, Hanks had superior cornering speeds, even with an 83-gallon fuel tank. By lap 20, Hanks was second behind Paul Russo's Novi. Russo's car had more straightaway power, yet Hanks's Sidewinder was

OLD TIMER'S PIT STOP



GEORGE PETERS

able to work the corners in a smoother fashion.

Hanks roared into the lead, led 136 laps and beat Jim Rathmann to the checkered flag by 21 seconds. His 135.601-mph average broke Vukovich's existing record by nearly five miles per hour.

In the first USAC stock-car race a month after the 500, Hanks won a 300-mile contest at Trenton, N.J. The following year, Hanks, who had retired from championship-type racing there a year earlier, returned to Indy as Director of Competition.

Hanks had moved up the ladder

rapidly, as he began driving midgets in 1936. Championships became commonplace, for in 1937 he drove the Danny Hogan Offy to 19 victories and the Pacific Coast Championship. Living in Alhambra, Calif., Hanks was dubbed the "Alhambra Assassin."

By 1939, Hanks was serving as his own owner, mechanic and driver. Much of his success was achieved at the famous Gilmore Stadium in Hollywood. Further, he was one of the few drivers who traveled the country competing in nightly midget shows.

During that year, he competed in the World Championship Midget Auto Races at Chicago's Soldier Field. It was a strictly by invitation affair. The invitees consisted of many of the top midget drivers in the land. He finished third in the standings over the four nights of competition behind Ronney Householder and Duke Nalon.

Hanks continued his midget activities up to World War II. During the global conflict as a Second

Lieutenant, he served in the Army Air Force. While stationed at Wright-Patterson in Dayton, Ohio, he met a young secretary named Alice, who he married shortly thereafter.

He continued his midget activities with a great deal of success after the War as the midgets were popular, thus providing excellent payoffs for some drivers as the Doodlebugs were drawing extraordinary crowds. Along the way, he won the AAA Midget Championship in 1949 and the 1953 national championship.

By the early 1950s, Sam made the decision to devote his racing activities solely to the Champ Car trail and the Indy 500.

Hanks's compassion for others was without bounds, and if he wasn't occupied at the track, you might look for him in a gin rummy game or bench racing or being in conversation about another passion — aviation, while savoring one of his Cleopatra Top Quality thin cigars.

Without question, Sam was a terrific individual who had a perpetual smile. He passed away in June, 1994.

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