

ALL MAJOR SERIES
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SINCE 1934



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Audi Stops Peugeot At Le Mans



24 HOURS OF LE MANS

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AUDI MOTORSPORT PHOTO

JUNE 18, 2008

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Vol. LXXVI, No. 24

\$3



RUNNING ON EMPTY

Earnhardt Sputters To Michigan Victory

SPRINT CUP

PAGES 3, 26-27

JONATHAN DANIELS/GETTY IMAGES PHOTO

AMPED UP: Dale Earnhardt, Jr. celebrates his victory with his crew Sunday at Michigan Int'l Speedway. It was Earnhardt's first victory in 76 races.

Former NASCAR Official Claims Harrassment

NASCAR

PAGE 3





ALMS PHOTO

CLOCKWORK: The Audi R10 of Allan McNish, Tom Kristensen and Rinaldo Capello captured the 76th running of the 24 Hours of Le Man.

Audi R10 Upstages Return Of Peugeot

By **BILL OURSLER**
NSSN CORRESPONDENT

LE MANS, FRANCE — The late Steve McQueen would have been proud. The movie actor and sometimes race driver dramatized the annual Le Mans 24 Hour endurance classic in his 1971 fictional movie of the same name.

LE MANS

This past week in the 76th running of the Sarthe event, the movie script was on display again, only this time it wasn't fiction and the players weren't Porsche or Ferrari, but Audi and Peugeot. In the end, it was the Audi R10 wheeled by Allan McNish, Tom Kristensen and Rinaldo Capello that ended the twice-around-the-clock grind in victory lane.

Yet, after that it was hard to tell the real storyline from its Hollywood counterpart of so many years ago. The 2008 Le Mans race had been touted as a major showdown between the turbocharged diesels from the two manufacturers, with the Peugeot 908 contingent trying to wrest away the stranglehold Audi has had on the 24 Hour since 2000, initially with the gasoline R8 V-8, and for the previous two editions, its subsequent boosted R10 diesel.

In 2007, the 908 struck fear into its rival in its Le Mans debut, displaying a speed that the R10 brigade couldn't

necessarily match.

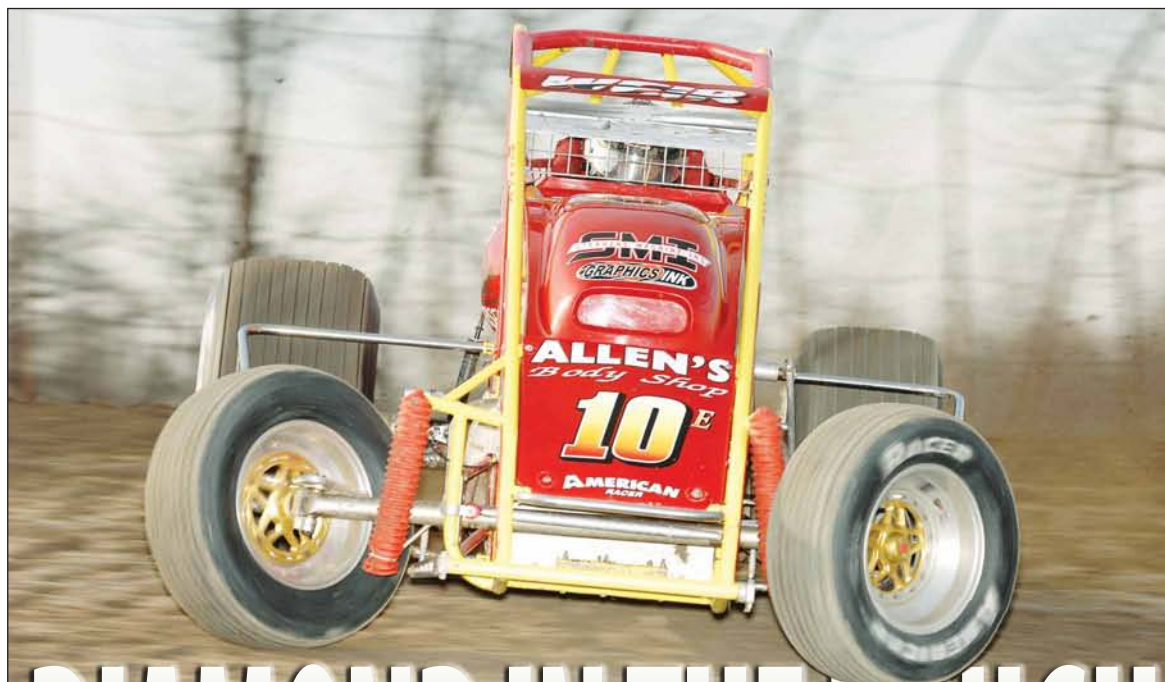
However, with that speed came fragility, and in the end, Peugeot was forced to accept second place overall and defeat as overheating and other mechanical issues derailed its march to victory. During this past winter, Peugeot worked to make its cars as reliable as possible while increasing their speed against that of the R10 design. The result has been a string of victories in the European-based Le Mans Series and the experts' pick as the favorite to win Le Mans.

That bet seemed sure after qualifying, following Stephane Sarrazin's pole time of 3:18.513, nearly six seconds better than the Audi of Capello, Kristensen and McNish, the best placed of the R10s at 3:24.105.

Ultimately, all three of the 908s wound up in front of their three R10 counterparts on the grid. With that as a basis, there weren't many putting their money down on the Audis. As far as the majority was concerned, the race would be a French coronation.

Here this weekend, the Peugeot camp had taken care of everything except the weather, and thus, watched the prize they so desperately sought slip away yet again. In this case, it was the very thing that made them so fast when compared to their opposition that did them in: their suspen-

AUDI: CONTINUED ON PAGE 44



DIAMOND IN THE ROUGH

Edison Racing's Sprinter Has Become A Coveted Ride

In a sport dominated by big-money teams with breathtaking corporate sponsorship on the sides of transporters and the race cars, one team has risen from humble beginnings to present itself as a contender on any dirt track in the Midwest.

Using local sponsorship and an incredible eye for talent both in the pits and behind the wheel, Monte Edison and the Edison Motorsports team have become a force to be reckoned with since its inception in 1995.

By **BRETT BOWMAN**

INSIDE LOOK

Edison, retired from Delco Electronics in 2001, was a long-time crew member for Kent Evans. In 1995, Evans opted to purchase Kokomo Speedway from the Lipkey family, which, by doing so, put his sprint-car operation on the auction block.

Having found a love for the sport, Edison decided to give sprint-car ownership a try. Now 66 victories later, the ride is among the most coveted in Indiana racing circles.

"I just lost my mind," chuckled Edison of his decision to buy the team. "But really, we've

just had so much fun since we bought the team and I think that is part of why we've been successful over the years."

With veteran Gary Fisher behind the wheel in the team's first season, they finished third in the point battle at Kokomo Speedway. What was to come later pleasantly surprised the soft-spoken Edison.

"In the beginning, we put the team together just to run at Kokomo and Gas City," said Edison. "But, in time we kind of branched out and tried some of the local USAC dirt stuff at other tracks as well."

Beginning in 1996 when second-generation driver Mike Mann took control of the car, the victories and track titles began to come in bunches.

With Mann, the team captured three-straight track champ-



DAVID E. HEITHAUS PHOTOS

SUCCESSFUL SPRINTERS: Shane Cottle celebrates after taking a USAC sprint-car race at Gas City I-69 Speedway in April 2006. (Top) Scotty Weir at Gas City.

DIAMOND: CONTINUED ON PAGE 44

NSSN RACING LINE

The Week In Motorsports
For June 18, 2008

Neat-o: Neat Holds Off Feger To Claim Opening Night Honors

CALVERT CITY, Ky. — In a battle of drivers looking for their first UMP DIRTcar Summernationals victory, polesitter Brad Neat won the 2008 series opener at Kentucky Lake Motor Speedway Thursday night following a stirring late-race duel with fellow front-row starter Jason Feger.

SUMMERNATIONALS
PAGE 11

Rookie Lofton Has Record Day En Route To First Victory

BROOKLYN, Mich. — One thing you can say about Justin Lofton, who won the ARCA RE/MAX Series Racing For Wildlife 200 Saturday at Michigan Int'l Speedway, is he learns quickly. The 22-year-old rookie recorded his first top-10 finish, his first victory and his first leading lap in the same race.

ARCA RE/MAX
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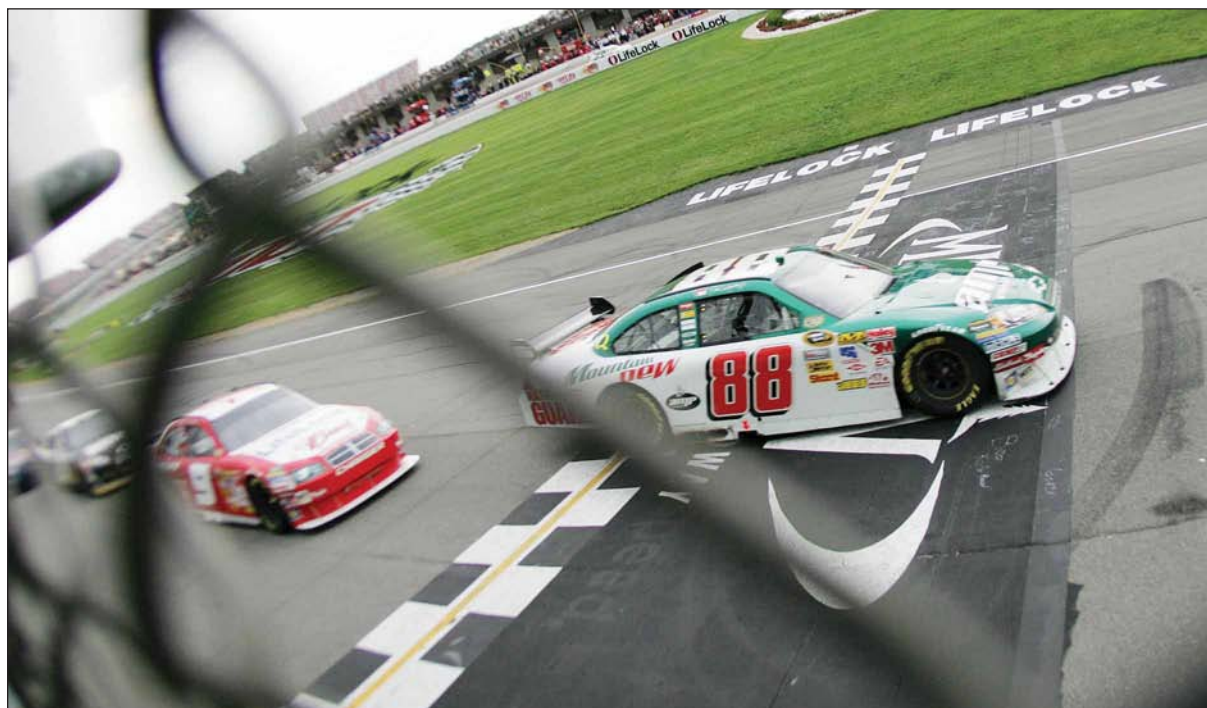


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FEATHER FOOTIN'

Ex-NASCAR Official Alleges Discrimination In Lawsuit



HHP/ALAN MARLER PHOTO

BREAKING THROUGH: Dale Earnhardt, Jr. (88) leads Kasey Kahne and Matt Kenseth across the finish line to win Sunday's LifeLock 400 at Michigan Int'l Speedway.

Earnhardt Has Just Enough To End Winless Drought

By **RON LEMASTERS, Sr.**
NSSLN CORRESPONDENT

BROOKLYN, Mich. — "It don't get no sweeter than this."

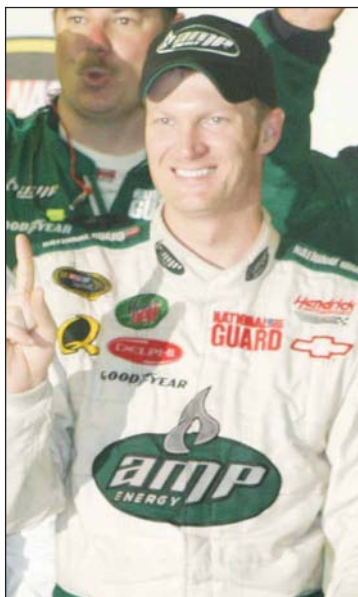
Words Dale Earnhardt, Jr. had waited 76 races to say became a huge statement Sunday at Michigan Int'l Speedway — a split instant after the fuel tank on the No. 88 National Guard Chevrolet ran dry.

It came after an agonizing final few laps made even worse so by Sam Hornish, Jr.'s spin that put the race into green-white-checker overtime.

Concerned that he didn't have enough fuel for the 200 laps, Earnhardt nursed and saved every drop of fuel possible by coasting and running on the bottom of the track.

The moves paid off as Earnhardt held off Kasey Kahne and Matt Kenseth to end a victory drought of two years and 76 races.

It was Earnhardt's first Cup victory at MIS and Chevrolet's first at MIS since 2001.



DALE EARNHARDT, JR.

For much of the race, it was a battle among the likes of Kyle Busch, Jimmie Johnson, Brian Vickers, Carl Edwards

and Kenseth.

The time of caution periods created the usual fuel-mileage consternation that set up the final-lap histrionics. Earnhardt, running 10th with 15 laps to go, moved to the top spot as cars ahead of him went to pit road for fuel and tires.

Earnhardt inherited the lead on lap 196 and was still there when Hornish spun off turn four.

From there to the end, neither Earnhardt nor crew chief Tony Eury, Jr. knew whether the fuel would last to the finish.

"We came in on that last stop (on lap 154) and knew we were six laps short (on fuel)," Earnhardt said. "So I saved six laps (of fuel). I have to hand it to Tony, Jr. for being a risk-taker. Normally, we wouldn't trade the top five for the chance to win, but we did the right thing today."

For Eury, it was a no-brainer after the last stop.

"I told Dale if we kept going and were a lap short, we'd finish 25th," Eury said.

EARNHARDT: CONTINUED ON PAGE 26

Former Inspector Cites Racial, Sexual Discrimination, Wrongful Termination

HARRISBURG, N.C. — A former employee of NASCAR is suing the sanctioning body for \$225 million, alleging racial and sexual discrimination among other charges, while NASCAR Chairman Brian France maintains none of the incidents cited in the suit were reported.

NASCAR

Mauricia Grant, a black technical inspector in the NASCAR Nationwide Series from Jan. 2005 through Oct. 2007 when she was fired, filed suit June 9 in U.S. District Court for the Southern District of New York. The suit lists multiple incidents of alleged sexual harassment and racial discrimination as well as wrongful termination.

Seventeen NASCAR officials, including Grant's superior NASCAR Nationwide Series Director Joe Balash, are named in the suit.

Grant claims she was told she worked on "colored-people time" and was routinely harassed by a fellow official who made Ku Klux Klan references.

Among the many occurrences cited in the suit, she alleges that Balash asked Grant: "Does your workout include an urban obstacle course with a flat-screen TV on your back?"

As well, the suit claims Grant was forced to work outside in the sun more frequently than white officials because her supervisors believed she couldn't be sunburned because of her skin color.

The suit claims Grant reported the many instances of harassment to her supervisor, but NASCAR Chairman Brian France, who said NASCAR will investigate the charges, said the company has no record of any reports.

"The fact that it went on as she stated, Ms. Grant, for many months, but never bothered to tell anyone at management what was going on, which is what our policy says, is very disappointing," France said June 10. "We would have liked, if those types of things were in fact going on, we would have loved to have done an investigation and a review of such an allegation. We'll still do that because now she has

France: Investigation Into Claims Ongoing

BROOKLYN, Mich. — On Saturday at Michigan Int'l Speedway, NASCAR Chairman Brian France discussed NASCAR's investigation into the allegations made by former official Mauricia Grant, who filed suit against the sanctioning body last week, alleging racial and sexual discrimination.

The early stages of the investigation led to the suspension of two NASCAR Nationwide Series officials.

"We haven't completed our investigation. It's ongoing," France said. "Obviously, we found violations in our policy. I wouldn't jump to conclusions that all the allegations that were made over many months that the plaintiff has made against us are accurate. I'd be very cautious even if we take action on any official in this investigation. We might discover something entirely different that had nothing to do with the claim and this lawsuit, but still is a violation of our policy. That would get you in trouble with us. They were very detailed. We're bringing in everyone we can find to give us the information of what is going on, so we can be very clear in our findings."

France continues to maintain the sanctioning body knew nothing of the allegations prior to the suit being filed.

"We found out Tuesday via filing of the lawsuit. By Thursday, we were in full investigative mode. We didn't wait a week," he said. "And some of these claims go back two years or longer. Here again, it would be very, very disappointing that was not brought to our attention if these claims actually happened, that they would have been brought to our attention right when they happened so we could have investigated right then and taken any action we needed, and it just didn't happen. She chose to make this about money and about a lawsuit and we'll deal with that. That's the nature of the court system."

— Bruce Martin contributed to this report.

made these claims."

France insisted NASCAR was unaware of the charges until the suit was filed.

"Our policy is such that it's very clear — we talk to employees all the time about making sure that their work environment is a good one," he said. "If it's not, if there's any problems, they have a very clear path to get it solved. But she didn't

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OPINIONS

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CLAYTON: A little outside inspiration makes it go. **PAGE 4**

LONDON: Remembering the original Fast Freddie. **PAGE 5**

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EXCLUSIVE

Buckler Hopes Winery's Formula For Success Transfers To Trucks

A trio of wine samples sat on Kevin Buckler's desk, an overnight arrival from Buckler's Adobe Road Winery in California's Sonoma Valley. FedEx, it seems, even delivers evidence of just how much NASCAR has changed since its early years. Junior Johnson ran moonshine through the hills of North Carolina back then.

TASTE OF RACING
PAGE 22

WINNER'S LIST

Series	Winner	Where	Page
USAC Sprints	Darren Hagan	Winchester, Ind.	6
USAC Sprints	Tracy Hines	Rossburg, Ohio	6
KONI GT	Maxwell/Foster	Bowmanville, Ontario	20
KONI ST	Holtom/Curran	Bowmanville, Ontario	20
Craftsman Trucks	Erik Darnell	Brooklyn, Mich.	28
WoO Sprints	Craig Dollansky	Brandon, S.D.	32
WoO Sprints	Craig Dollansky	Eagle, Neb.	32
WoO Sprints	Donny Schatz	Sedalia, Mo.	33

THE FINISH

"Obviously, I was getting in one of the best cars out there that has won seven races. I have to win races. It's not even an option."

JOEY LOGANO
NATIONWIDE SERIES, PAGE 30



► PUBLIC FORUM

Let your voice be heard

More On Dave And Danica

Dave Argabright's May 28 column is chauvinistic and several other things besides. Only in his mind did Danica Patrick intend to slap Ryan Briscoe. (Of course, if Danica was a man, his word would have been punch, not slap.) What she most probably intended was to give Briscoe the dressing down he richly deserved.

Like several of my male racing friends, Mr. Argabright clearly suffers from Daniphobia — horror that a woman might actually compete on equal terms with men in this most he-man of sports, and shock that she might not always comport herself as a perfect lady.

Bruce Hoff
Winnetka, Ill.

Great ARDC Experience

I recently attended my first ARDC race at New Egypt Speedway. Wow! What great racing.

I strongly urge anyone who hasn't seen this group run recently to go. I can assure you that you are missing some of the best racing going. These guys (and a lady) are doing it right — without wings.

I can't wait until I get to see them again.
Wayne DeWald
Arlington, Texas

Not Schindler's List?

In response to Dave Argabright's June 4 column about the greatest midget driver in the 75-year history of the sport: I would offer the name of Bill Schindler, which apparently Mr. Argabright is unfamiliar with since he didn't mention it in his list of all-time greats.

Rich Henry
Prescott, Ariz.

More Midget Names

Jack Turner, Leroy Warriner and Gene

FORUM: CONTINUED ON PAGE 45



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 Hudspeth Rd., P.O. Box 1210, Harrisburg, NC 28075. E-mail to publicforum@nationalspeedsportnews.com.



A Problem Seeking An Answer

Races From Yesterday Now Sought By Fans

MIDLAND PARK, N.J.

Feeling the pulse of today's race fan, we'd say the interest in and appeal of NASCAR's Car of Tomorrow is fading, and being replaced by a desire for "Races of Yesteryear." More than a few fans say today's NASCAR Sprint Cup races lack appeal and competition. This from those who avidly follow the stock-car sport. They blame drivers inability to handle the new Car of Tomorrow. A recent meeting between NASCAR and contestants on driver complaints on the car produced no report on its outcome. One attendee said the essence of the meeting was, "Shut up and race." What to do? And how to do it? These are the questions seeking meaningful answers.

A kick in the butt for those TV directors on Speed who go to great lengths to create interesting and informative report pages during races, showing positions, car number, type car, etc., and then take down the page long before the data can be fully read — left to right, top to bottom. Fortunately, the Le Mans TV director avoided this. Hard-core fans watching races

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

often have a particular interest in a certain car or driver, and when the standings page appears with its wealth of data, it is then taken down long before the data can be absorbed. The same goes for the periodic standings offered during NASCAR races. Let me suggest the TV director read aloud the standings shown to him before taking down the page. We'll be watching TNT closely to see if it has a better understanding of viewer desires than Speed.

Congratulations to Scandinavian standout **Tom Kristensen** for his eighth overall twice-around-the-clock triumph at Le Mans. And bravo to his speedy co-drivers: gray-haired **Rinaldo Capello** of Italy, and the diminutive Limey **Allan McNish**, for wheeling their Audi roadster to victory over the Peugeot coupes in the 24-hour diesel duel. It was Le Mans win number-eight for Audi in the past nine outings on the French circuit. Class wins went to Porsche (in LMP-2); Aston-Martin (GT-1); and Ferrari (GT-2).

The recent unification of competing Indy Car sanctioning bodies resulted in \$1.2 million being raised for Champ Car creditors by the recent auction of its assets in Indianapolis. That money has been turned over to the U.S. bankruptcy court for distribution to creditors of Champ Car, which was in bankruptcy prior to the reunion. The auction, held at Champ Car's head-



GARY GOTSCHALL PHOTO

STILL AROUND: Offenhauser-powered midgets like this 1947 Kurtis Kraft are still around. This one is driven by Lenora McMurry in West Coast Vintage Racers competition.

quarters on the northwest side of Indianapolis, drew a large crowd, said observers. In addition to office and field equipment, pace cars and trucks were included in items offered at auction.

For years, USAC has stood alone in the U.S. world of auto-race sanctioning: no longer. This coming weekend's Knoxville Midget Nationals at Iowa's Knoxville Raceway was a combined USAC, Badger and Southern Midget Racing Series event, paying \$1,650 to win on Friday night and \$3,350 to Saturday night's winner.

Want to finance your race tickets? That's what Homestead-Miami Speedway is proposing for its Nov. 14-16 Ford Championship weekend, offering front-stretch tickets until July 1 for 50-percent down with the balance due no later than Sept. 1.

With indications that NASCAR is against issuing a Sprint Cup date to Kentucky Speedway, recently optioned by Speedway Motorsports headman **Bruton Smith**, one wonders if he will back out of that purchase, which is supposed to close in the third

ECONOMAKI: CONTINUED ON PAGE 45

A Beer And An Attitude Change

HARRISBURG, N.C.

Nicholas Short needed a beer, and no one could blame him. It would be difficult to deny anyone who had just watched a full load of dreams and hard work literally go up in flames a little time to wallow in self-pity.

And that was just what Short was preparing to do as he cracked open a Heineken and collapsed in front of his TV, soon after a hauler fire that occurred on the way back from the 12 Hours of Sebring, where driver Brian Kubinski had performed well in the fledgling team's Speed World Challenge GT Corvette CR6.

Now, the Corvette was a charred mix of metal, melted rubber and plastic. Short said he had been assured the hauler he had leased was insured so that its contents would be covered in the case of such an accident, but Nationwide was not on his side on that one. The hauler was covered, but its contents were not. Through the smoke, everything seemed like a lost cause.

The loss not only threatened the future of the race team, but of Short's Competition Race Parts, all of which operates out of a small shop down the road from Lowe's Motor Speedway that

ALL THE MARBLES



JOHN CLAYTON

offers engineering services courtesy of Short — a 25-year racing pro, fabrication, parts and most everything racing. It's a small shop with five employees, including Short. The race team doesn't have a major sponsor or a bunch of factory support.

And one fiery, backhand from fate left Short with a beer in one hand and grasping at straws with the other. Then, the TV came on and Short found his straw, but it wasn't one that anyone could have expected. He had landed on a program about St. Jude's Children's Hospital, which specializes in the treatment of terminally ill children, and perspective returned.

He was a little ashamed.

Short decided the team would race again this season and, instead of begging for a hand up from friends and business partners, Short would offer a hand, pledging all winnings from the remainder of the season to St. Jude's and Concord, N.C.'s Wings of Eagles Ranch, which offers equestrian programs for special-needs children and adults. The team will also raise money for both organizations while at the track, setting up a

CLAYTON: CONTINUED ON PAGE 45

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The
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Chicagoland Midget Madness

CHICAGO

United States Auto Club midget racing returned to the area recently with events at Illiana Motor Speedway in Schererville, Ind., and at Rockford (Ill.) Speedway.

On May 28, three divisions of USAC midgets visited Illiana with Regional, Ford Focus and Kenyon classes seeing action. The event was also to be the debut of USAC's new Regional Pavement Sprint Car Series, but only three cars showed for the scheduled inaugural event, which forced officials to cancel the division's races.

Auston Harris, along with Brian Olson and Dillon Welch, were feature winners during Illiana's Open Wheel Extravaganza. Harris was the winner of the 30-lap Ford Focus Midget Car Series main event, which was held on Illiana's quarter-mile paved oval. Harris, a 17-year-old Hayward, Calif., resident, became the first African-American to win a feature race in the history of the USAC organization, which has sanctioned thousands of races since its inception in 1956.

"It's an amazing opportunity to get to drive for Bob East," said Harris after his victory and only second time in a midget. "My guys couldn't have given me a better car. They worked on it all night. It was probably the best race of my career."

"It's a big honor," added Harris about being the first African-American winner in the annals of USAC. "It's kind of hard to say what it feels like right now about being the first African-American to win."

Olson was the winner of the USAC Regional Midget Car Series main event, co-sanctioned by the United Midget Auto Ass'n, holding off the challenges of Bobby East throughout the 30-lap event on Illiana's half-mile paved oval. Welch was awarded first place for the USAC Kenyon Midget Car Series 30 lapper on the Illiana quarter after apparent winner, 13-year-old Dalton Armstrong was disqualified follow-

CHICAGO CHIPS



STAN KALWASINSKI

ing a post-race technical inspection.

Don Kenyon is slated to present another USAC program at Illiana Aug. 6. Looking through the record books, Tony Bettenhausen won the first USAC midget feature held at Illiana with the Tinley Park Express, winning a 50 lapper on the then-dirt Illiana oval on Sept. 4, 1957.

Built for midget racing and holding its first event in 1948, the high-banked Rockford speed plant saw USAC midget racing return on May 18 with Olson, the Washington-state racer, winning the 50-lap USAC Mopar National Championship feature race. It was Olson's first "national" USAC win.

Olson guided his Esslinger Ford-powered Beast chassis midget to the victory. A fabricator at Beast, Olson has won a number of "regional" midget headlines during his career, including the UMARA-sanctioned Illinois State Midget Championship race at Grundy County Speedway in Morris in 2006. The paved Grundy oval was the scene of a hard crash for Olson last year, with Olson suffering a broken arm.

The quarter-mile paved Rockford oval hosted a USAC midget event for the first time since 1979 when Rich Vogler, an Illinois native, nailed down a USAC midget win on Aug. 29 of that year.

The latest Rockford USAC contest was part of promoter Dan Thiel's Midget Maynia Tour which also included stops at the LaCrosse Fairgrounds Speedway (West Salem, Wis.) May 16 and at Wisconsin's Slinger Super Speedway May 17. Dave Darland won at LaCrosse, while California's Bradley Galedrige scored at Slinger.

Thiel's four-race USAC midget tour was scheduled to wrap up with the seventh annual Mid-State Equipment Sue Thiel Memorial May 30 at Dodge County Fairgrounds in Beaver Dam, Wis., but the event was weathered out.

This & That From The Racing World

HARRISBURG, N.C.

Many moons ago, one of the first races we covered for *National Speed Sport News* was an ARCA RE/MAX Series event at Pocono Raceway. It was won by Bob Keselowski.

A journeyman veteran, who drove cars prepared by his brother Ron, Keselowski was an ARCA kingpin in the 1980s and early '90s.

Racing often on a smaller budget than the competition, Bob Keselowski won 24 ARCA events and 26 poles. He was the series champion in 1989.

During the final years of his racing career, he competed in the NASCAR Craftsman Truck Series and won once in that series.

Now, his sons are racing. Both Brian and Brad Keselowski had struggled, racing with underfunded teams until Brad landed with Dale Earnhardt, Jr.'s NASCAR Nationwide Series team last year. He's been a contender all year, and earned his first series victory at Nashville (Tenn.) Superspeedway.

With his parents, Bob and Kay on hand, Brad brought another highlight to one of racing's great families.

■ It was interesting watching Kyle Petty and Wally Dallenbach drive Petty Driving Experience cars alongside each other while explaining the intricacies of Pocono Raceway during the TNT coverage of the Sprint Cup event there. But, we couldn't help but wonder if Petty got claustrophobic being so close to another car.

But despite his speed on the track, Petty is the best analyst — by far — working NASCAR racing today.

■ Isn't it interesting that so many nations voting on Max Mosley's fate as president of the Federation Internationale de l'Automobile, found nothing wrong with his behavior, yet FIA officials sanctioning the Canadian Grand Prix said it would investigate the accident by

FROM THE DESK



MIKE KERCHNER

which Lewis Hamilton rear-ended defending champion Kimi Raikkonen. It's OK to frolic with prostitutes on videotape, but stupidity on the race track is strictly prohibited. Let's hope FIA is never involved in NASCAR races.

■ And why, oh why, is there a stop light at the end of pit lane in Formula One

events. Looks like they are asking for trouble to me. Was Hamilton going too fast for the conditions, yes, but did he intentionally hit Raikkonen? To me it appeared to be a driver who made a mistake attempting to avoid pending doom and Raikkonen was a victim of circumstances.

■ It has been unfortunate that the last two IndyCar Series events have ended under the yellow flag, but it is certainly not time for a knee-jerk reaction that will lead to another crazy green-white-checked finish rule.

While we do agree the fans should see a race end under the green flag, it seems nearly every NASCAR race ends in a green-white-checked shootout. Yellow flags and restarts just lead to more crashing.

And overall, the IRL has had very few yellow flag finishes through its history. Yellow flag finishes are just part of racing. Nobody complains when a race is called early because of rain. Can't control that either.

■ Since the weather has gotten hot, so has two-time defending World of Outlaws champion Donny Schatz. Schatz started off the season a little slow, but had a streak of five victories in six races and had regained the series point lead from Jason Meyers, who has for the most part managed to keep pace with Schatz in the standings.

Craig Dollansky won consecutive races this past weekend, and looks poised to make it a three-horse race for the championship.

But, there's still a long way to go.

Freddie Stutz Was The Original 'Fast Freddie'

VALLEY STREAM, N.Y.

Just a bit more than 50 years ago, Freeport Stadium opened its doors for the 1958 season. Even though I was only 13, I already was a six-year veteran fan. Freeport's agonizingly long seven-month off season had finally ended. My family and I took our familiar seats near starter Myke Collins.

The pits were full of non-Fords and novices ready for the first night of racing. With the first belch from promoter/announcer Duke Donaldson on the P.A., the season kicked off with the first non-Ford heat.

The 12 lapper was won by Freddie Stutz in his Hudson coupe. Fred always had to be different.

Now, it's 50 years later. Freeport is gone. All of its officials and many of the drivers have passed on. I'm the only one left in my family. The last

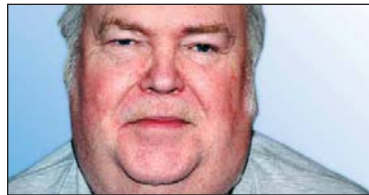
thing I would have thought of that night was the guy who won that first heat, would drive his last race, 50 years hence.

Freddie Stutz was never a star at Freeport. He did win some features and in 1961 set the modified 12-lap heat record. Things soon changed. A host of stock-car drivers began racing three-quarter midgets. Fred was one of them, driving Maxie Cohen's sometimes-cranky Triumph. They were a good team. Maxie never smiled and Freddie always was cheerful.

Indoor racing was big then. In 1963, Freddie "bearcatted" his way to the opener at Island Garden. It was the first race I covered for this paper.

Freddy continued to race TQs for years. They had a neat little tenth-mile track in Pine Brook, N.J. Freddie was a long-time favorite

RACING JOURNAL



GARY LONDON

there. Then the roof fell in. Pine Brook shut down and the ATQMRA nearly folded. There was nowhere to race.

Freddie decided to pull up stakes and retired to Florida. He didn't stay idle too long. Fred got the good news that Charlotte Motorsport Park, near Orlando, featured TQs. Some transplanted northerners like Jack Duffy

were racing there. Fred got himself a TQ and raced there every week. It was a four-hour tow each way.

I discovered via Christmas cards that Fred lived just a couple of miles from my brother. I paid him a visit one year. I expected a somewhat older version of Freddie. He had hardly changed a bit. With his high energy, he gave me a grand tour of his place and beamingly showed off his race car.

He jokingly said he had so many major organs removed, he had few parts left. This didn't stop him. He raced every week. Every year he'd give me a progress report.

A few years ago, with no nearby track to practice on, Fred took his TQ to the streets. He had a crash and broke his neck. What would most guys in their 70s do after a wreck like that? Well, Freddie rebuilt the car

and raced again.

Last month, while running hot laps, his throttle jammed and Fred hit the wall hard. It was a bad one. His many injuries required surgery. Unfortunately, he went into a coma and the doctors told his son, Jay, he'd never recover. Jay had to make the ultimate tough decision.

We all say we love racing, but compared to Fred Stutz, we are all pretenders. Fred was 79 years old and wherever he is, he's either joking or bragging about probably being the oldest to die in a race car.

Like anybody who ever knew him, I'll miss him a lot.

RIP, my friend. His wife and family can be reached at 11906 Cedarfield Dr., Riverview, Fla. 33569.

E-mail to Racewri771@AOL.com. Mr. Rahmer may be "Fast Freddie," but I knew the first one!

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GORDON GILL PHOTO

BIG WINNER: Tracy Hines posted his second-straight USAC National Sprint Car Series victory Saturday at Ohio's Eldora Speedway.

Hewitt's Advice Propels Hines To Eldora Triumph

By JIM MORRISON

ROSSBURG, Ohio — It's been nearly a clean sweep for Tracy Hines at Eldora Speedway this season as the New Castle, Ind., driver won the 30-lap USAC Border Wars National Sprint Car Series feature Saturday night, leading the entire distance for his second victory at the half-mile dirt oval this season.

"Jack Hewitt helped me tonight," Hines said.

When Hines began his racing career, Hewitt advised him not to drive his car through dips in the racing surface by going around them.

"That's what I did," said Hines.

Though holes worked out in the racing surface, Hines said it was still his type of track since he could run next to the outside wall. Still, he had challengers throughout the race.

"I thought, 'Man, they just keep coming and keep coming,'" said Hines. "I saw Jesse (Hockett) slide me once. I had to kinda get elbows up to try to get away from him."

Hines won with the owner of Eldora Speedway and his race team — Tony Stewart — watching. He credited the hard work of his crew, noting they worked overtime since Hines was caught up in a crash at Winchester Speedway on Thursday night that destroyed a car.

Hines started on the pole, something that worked to his benefit in multiple ways. It allowed him to control the start and the many restarts and, more importantly, to be in front of a multi-car accident on lap four that sent four cars flipping through turn one. The cars of Dave Darland, Brady Short, Darren Hagen and Mike Brecht were eliminated for the evening.

No one was seriously injured, but Short was transported to the hospital in Coldwater, Ohio, for observation.

Hines varied his technique for each restart, keeping his opponents guessing on when he would start the race. On one, he jumped on the throttle midway through the third and fourth turns and on another he brought the field almost to the front straight before standing on the gas.

Hockett closed up on Hines late in the feature, but the leader found the horsepower necessary to pull away in the final laps. Hockett finished second. Chad Boat, Damion Gardner and Daron Clayton rounded out the top five.

With an eighth-place finish at Eldora and a second at Winchester Thursday, Cole Whitt won the USAC Border Wars championship. The 16-year-old also leads the USAC standings.

The summary:

Qualifications: 1. Levi Jones, Stewart 20, 15.552; 2. Chris Windom, Triple Crown 1h, 15.583; 3. Hunter Schuereberg, Walker/Guiducci 11, 15.624; 4. Brady Short, Short 36, 15.640; 5. Brad Sweet, Kahne 9, 15.654; 6. Tracy Hines, Stewart 21, 15.688; 7. Dave Darland, Pace 44, 15.698; 8. Chad Boat, Boat 30, 15.748; 9. Brady Bacon, Kahne 99, 15.788; 10. Damion Gardner, Leffler 71, 15.794; 11. Jesse Hockett, VKCC 75, 15.796; 12. Sammy Imel, Imel 35, 15.821; 13. Neil Shepherd, Shepherd 4n, 15.864; 14. Daron Clayton, R & B 10, 15.921; 15. Thomas Meseraull, R & B 10t, 15.999; 16. Robert Ballou, MPHG 81, 16.010; 17. Darren Hagen, Kunz 67, 16.025; 18. Mike Brecht, SC 9x, 16.026; 19. Brad Kuhn, 2B Racing 2b, 16.073; 20. Steve Ott, Ott 0t, 16.093; 21. Cole Whitt, Kunz 67k, 16.122; 22. Shane Cottle, Contos 4, 16.191; 23. Matt Goodnight, Goodnight 39, 16.595; 24. Dustin Morgan, M & M 93, 16.646; 25. Josh Spencer, Batchelor 66, 16.670; 26. Blake Fitzpatrick, Fitzpatrick 10f, 16.798; 27. Kevin Studley, Studley 57, 17.501; 28. Kevin Thomas, Jr., Thomas 9k, 18.973; 29. Jerry Coons, Jr., Dynamics 69, no time; 30. Aaron Mosley, Mosley 27, no time.

First Heat (8 laps): Whitt, Hagen, Coons, Sweet, Jones, Bacon, Spencer, Shepherd.

Second Heat (8 laps): Cottle, Brecht, Gardner, Hines, Windom, Fitzpatrick, Clayton.

Third Heat (8 laps): Kuhn, Schuereberg, Darland, Meseraull, Hockett, Goodnight, Studley.

Fourth Heat (8 laps): Ballou, Boat, Imel, Short, Ott, Morgan, Thomas.

Semi (10 laps): Windom, Jones, Clayton, Bacon, Ott, Hockett, Shepherd, Fitzpatrick, Spencer, Goodnight, Studley, Thomas.

Feature (30 laps): Hines, Hockett, Boat, Gardner, Clayton, Cottle, Jones, Whitt, Bacon, Windom, Kuhn, Ott, Meseraull, Imel, Ballou, Coons, Sweet, Short, Darland, Hagen, Brecht, Schuereberg.



JOHN MAHONEY PHOTO

ON A ROLL: The Keith Kunz sprint-car team won its fourth-straight USAC National Sprint Car Series feature at Indiana's Winchester Speedway Thursday. Here, teammates Darren Hagen (67) and Cole Whitt fight for the lead.

Hagen, Kunz Rule Winchester

By JIM MORRISON

WINCHESTER, Ind. — Darren Hagen remained perfect at Winchester Speedway this year, passing teammate Cole Whitt with a slide job on a restart and pulling away to win the 30-night USAC SPRINTS Thursday Night Thunder feature at the half-mile asphalt oval.

"I had faith in it (the car) to stick on that slide job," said Hagen, who has won both USAC National Sprint Car Series events at Winchester this season. "It was a little crazy, but my teammate gave me enough room."

Hagen praised his teammate. "He is a heck of a race-car driver," said Hagen. "...I have learned stuff from him this year already and he has learned stuff from me. We drive a lot alike. We are on the gas. We try to get it done. It is a great opportunity to be his teammate."

Hagen, who chased the USAC points championships the last couple of years, told his crew when the season began he wanted to only chase victories.

"If we win a championship, we win a championship," said Hagen. "Right now, I just want to win races and have that feeling of winning more and

more."

Whatever the case, Hagen has Winchester Speedway figured out. Part of that help came from NASCAR driver Ryan Newman, himself a good racer on the high banks. When Hagen first moved to the Midwest, he sought Newman's advice.

"He told me to drive it up the hill, turn it and drive it back down the hill," said Hagen. "If you do that, you will be fine. If you don't do that, you will be hanging on your whole life."

Part of Hagen's race strategy was to lay back and let others wear out their tires and equipment. When the race was halted for an accident and only nine laps remained, he decided it was time to make his move.

Whitt inherited the lead after USAC officials did not allow early leader Brian Gerster to restart following a red flag for an accident because he had oil leaking from his car's rear end.

Whitt conceded he may have added a little to his tire-wear problem battling to pass Gerster, but noted also his car was loose throughout the race.

"I think that may have wore it out a little bit," said Whitt. "But as soon as it started getting loose, it just started getting worse and worse each lap. We were happy to hang on for second. Anything we can do to bring the team

home one-two."

It was also the fourth-straight victory for the Kunz Motorsports team at Winchester.

The race was halted on the 22nd lap when Jacob Wilson and Tracy Hines got together on the frontstretch as they battled for fourth, causing Hines to flip his Tony Stewart Racing entry upside-down. He slid through the first turn with sparks flying and came to rest at the bottom of the track. The accident eliminated several cars, including Hines, Wilson, Damion Gardner, Dakota Armstrong, Aaron Pierce and Brady Bacon.

Toby Alfrey won the 20-lap KOIL Thunder Roadster feature.

The summary:

Qualifications: 1. Chris Windom, Kunz 67x, 14.233; 2. Tracy Hines, Stewart 21, 14.257; 3. Brad Sweet, Kahne 9, 14.291; 4. Darren Hagen, Kunz 67, 14.313; 5. Cole Whitt, Kunz 67k, 14.354; 6. Brian Gerster, Davis/Gerster 27, 14.472; 7. Jerry Coons, Jr., Dynamics 69, 14.495; 8. Brady Bacon, Kahne 99, 14.522; 9. Dakota Armstrong, C & A 7a, 14.559; 10. Jacob Wilson, Wilson 07, 14.575; 11. Dave Darland, Pace 44, 14.604; 12. Levi Jones, Stewart 20, 14.656; 13. Jesse Hockett, VKCC 75, 14.665; 14. Chad Boat, Boat 30, 14.680; 15. Bobby Santos III, Santos 98s, 14.840; 16. Brian Tyler, Ram 50m, 14.879; 17. Aaron Pierce, Pierce 26, 14.884; 18. Eric Gordon, Bowman 51, 14.895; 19. Mike Murgotio, Murgotio 80, 14.904; 20. Damion Gardner, Leffler 71, 14.951; 21. Shane Cottle, Contos 4, 15.029; 22. Rex Norris III, Norris 63, 15.863.

First Heat (10 laps): Coons, Windom, Wilson, Murgotio, Hagen, Tyler, Hockett, Norris.

Second Heat (10 laps): Darland, Pierce, Boat, Whitt, Bacon, Hines, Gardner.

Third Heat (10 laps): Gerster, Jones, Santos, Cottle, Sweet, Armstrong, Gordon.

Feature (30 laps): Hagen, Whitt, Coons, Darland, Jones, Gordon, Sweet, Murgotio, Santos, Cottle, Windom, Hockett, Gerster, Hines, Wilson, Bacon, Armstrong, Pierce, Gardner, Norris, Boat, Tyler.

Winters Comes To Cedar Lake

Friday

NEW RICHMOND, Wis. — Scott Winters had to hold off a charging Brooke Tatnell as the Bumper to Bumper IRA Outlaw Sprint Series came calling for night one of the Masters at Cedar Lake Speedway.

It was Winters's first 410 sprint-car victory at the three-eighths oval and came as Tatnell charged from his 10th-starting spot up to second. Tatnell closed on Winters as he diced through lapped traffic, but was unable to gain enough ground to get to the bumper of Winters.

Jerry Richert, Jr., who set a quick time of 11.555 seconds during qualifying, finished third. Davey Heskin was

fourth ahead of Bill Balog.

Scotty Bierterz was uninjured after being involved in an incident during the third heat of the night. After hopping the right-rear tire of Leigh Thomas entering turn one, Bierterz was launched skyward in a series of flips, exiting the track and landing upright on the road leading to the track scales.

The finish:

Scott Winters, Brooke Tatnell, Jerry Richert, Jr., Davey Heskin, Bill Balog, Scotty Neitzel, Steve Meyer, John Sennett, Travis Whitney, Kurt Davis, Brian Kristan, Mike Reinke, John Haeni, Donny Goeden, Gary Dewall, Leigh Thomas, Ryan Irwin, Scott Uttech, Dave Uttech, Billy Hafemann, Jason Johnson, Andy Hunt.

Saturday

NEW RICHMOND, Wis. — Scott Winters completed the sweep Saturday of the Masters at Cedar

Lake Speedway as the Bumper to Bumper IRA Sprint Series 30-lap feature was finished just ahead of rainstorms moving into the area.

A late red flag set up a five-lap dash to the finish with Winters, holding off Travis Whitney, who settled for the runner-up spot. John Haeni was third and Mike Reinke finished fourth.

Jerry Richert, Jr. completed the top five after leading the early portion of the race.

Winters got by Richert on lap 13 and led the final 17 laps to become the second driver to sweep the feature events at the Masters. Whitney pulled off the same feat in 2007.

The finish:

Scott Winters, Travis Whitney, John Haeni, Mike Reinke, Jerry Richert, Jr., Scotty Neitzel, Billy Balog, Steve Meyer, Brooke Tatnell, Donny Goeden, Brian Kristan, John Sennett.

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ARCA PHOTO

THREE WIDE: Eventual ARCA RE/MAX Series winner Justin Lofton (20) charges under Scott Speed (2) and Ricky Stenhouse, Jr. (99) Saturday at Michigan Int'l Speedway.

Lofton Proves A Quick Study

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

BROOKLYN, Mich. — One thing you can say about Justin Lofton, who won the ARCA RE/MAX Series Racing For Wildlife 200 Saturday at Michigan Int'l Speedway is he learns quickly.

The 22-year old rookie from Westmoreland, Calif., recorded his first top 10 finish, his first victory and his first leading lap in the same race, besting series point-leader Ricky Stenhouse, Jr. by 1.85 seconds.

"I came into this series a young driver from California," Lofton said. "I knew that I had the talent to be successful (with ARCA), but I came in a little too aggressive and trying too hard. The last couple of weeks I just relaxed, spent some off time to myself and regrouped. I came into this a lot more relaxed and just let the race come to me."

Lofton, who started on the front row

next to pole winner Scott Speed, chased the leaders for 89 laps before finally moving to the front. Once there, he held off Stenhouse and nine-time ARCA champion Frank Kimmel for the victory.

"I had Eddie Sharp as my crew chief the last two weeks," Lofton said. "Eddie is the best crew chief and car owner in the ARCA RE/MAX Series. This was an emotional win for us."

Prior to his MIS victory, Lofton had four finishes of 20th or worse, and his best was a 12th-place finish at Kansas. Stenhouse, a three-time winner in 2008, has an eye on the ARCA Series title.

"I started out the year just trying to finish laps and getting as much experience as I could," Stenhouse said. "We've been doing that and it has put us up front. Every time we run every lap, it's going to put us up front. If we can stick to our game plan, run every lap, we can get up front. We want to get more wins, but we're definitely looking at the big picture, winning

the championship, now that we're in a position to do it."

The 21-year-old driver from Olive Branch, Mo., has seven top-seven finishes in nine races this year and they have propelled him to the point lead.

The race was a rare morning event. Postponed from Friday afternoon by rain, the race saw the green flag at 8:39 a.m. Saturday.

The finish:

Showing driver, car, laps completed: 1. Justin Lofton, Dodge, 100; 2. Ricky Stenhouse, Jr., Ford, 100; 3. Frank Kimmel, Ford, 100; 4. Scott Speed, Toyota, 100; 5. Brian Scott, Chevrolet, 100; 6. Patrick Sheltra, Dodge, 100; 7. Ken Butler III, Toyota, 100; 8. Jesse Smith, Dodge, 100; 9. Dexter Bean, Chevrolet, 100; 10. A.J. Henriksen, Ford, 100; 11. Robb Brent, Chevrolet, 100; 12. Matt Carter, Ford, 100; 13. John Wes Townley, Ford, 100; 14. Bryan Refner, Chevrolet, 100; 15. Gabi DiCarolin, Toyota, 100; 16. Chris Wimmer, Dodge, 100; 17. Bobby Gerhart, Chevrolet, 100; 18. Tayler Malsam, Dodge, 100; 19. Sean Caisse, Toyota, 99; 20. Michael Phelps, Dodge, 99; 21. Bryan Silas, Ford, 99; 22. Michael Simko, Ford, 98; 23. Tom Hessert III, Ford, 98; 24. Alli Owens, Chevrolet, 97; 25. Terry Jones, Dodge, 96; 26. Ryan Fischer, Chevrolet, 96; 27. Donny Kelley, Chevrolet, 95; 28. Larry Hollenbeck, Chevrolet, 94; 29. Matt Hawkins, Dodge, 93; 30. Brad Smith, Ford, 93; 31. Billy Leslie, Ford, 92; 32. James Hylton, Dodge, 92; 33. Darrell Basham, Chevrolet, 91; 34. Mike Harmon, Chevrolet, Chevrolet, 84; 35. Tim Mitchell, Ford, Ford, 84; 36. Todd Hansen, Chevrolet, 84; 37. Justin Allgaier, Chevrolet, 77; 38. Brian Kaltreider, Ford, 39; 39. Norm Benning, Chevrolet, 28; 40. Greg SeEVERS, Chevrolet, 41. John Graham, Ford, 1.

Mars Rules Opening Night, But Rain Stops Masters Go

NEW RICHMOND, Wis. — Jimmy Mars won the first night of The Masters Friday night at Cedar Lake Speedway.

Working through heavy lapped traffic at times, Mars drove his newly designed car anywhere he steered it during the World Dirt Racing League

event.

"I can't thank my brother enough," Mars said. "This new car is awesome. I wasn't really worried, even driving through traffic. I could put it anywhere. I don't want to get to overconfident (about the win), but we feel good about tomorrow night. The car was great."

Mars battled Eric Pember and Chad Simpson hard for the lead as the race started. The trio pulled away from the

field while going two and three wide at times. Pember was leading when his right rear tire hopped over the cushion, and that allowed Mars the chance to clear him and pull away on lap 22.

Brian Harris quietly ran the bottom on the track, moving from 18th to fourth by lap 26. He then made his way to second, but could not challenge Mars for the lead.

Brady Smith, Matt Miller and Pember rounded out the top five.

Rain came prior to Saturday night's feature, forcing the finale to be postponed until Aug. 1.

The finish:

Jimmy Mars, Brian Harris, Brady Smith, Matt Miller, Eric Pember, Rick Hanestad, Ashley Anderson, John Kaanta, Justin Fegers, Nick Anvelink, Marshall Fegers, Chad Simpson, Chris Simpson, Denny Eckrich, Frank Heckenast, Jr., Andrew McKay, Tim Isenberg, Curt Martin, Mike Nutzmann, Dave Eckrich, Adam Hensel, Pete Parker, Mark Burgtorf, Kerry Hansen.

Theetge Flies

VALLEE-JONCTION, Quebec — Donald Theetge won a caution-filled ACT Castrol Series event at Autodrome Chaudiere Saturday night.

Theetge started seventh in the 26-car field and took the lead from Daniel Descoste on lap seven, then survived 17 caution periods and a race-long duel with Yvon Bedard for the victory.

Bedard and Theetge traded the lead six times before the checkered flag waved. Karl Allard finished third after a tight, fender-banging finish with Jean-Francois Dery, Patrick Laperle and Alexandre Gingras. Dery and Laperle completed the top five.

The finish:

Donald Theetge, Yvon Bedard, Karl Allard, Jean-Francois Dery, Patrick Laperle, Patrick Hamel, Stephane Lecours, Claude Lederc, Dany Ouellet, Stephane Durand, Alexandre Gingras, Stephane Descoste, Kevin Roberge, Spencer MacPherson, Martin Lacombe, Eric St-Gelais, Steven Boissonneault, Daniel Descoste, Jacques Poulin, Justin Holtom, Marc-Andre Cliche, Jonathan Desbiens, Claude Lepage, Renaud Blais, Remi Lebreux, Bub Hudon.



JOE SECKA/JMS PRO PHOTO

SURPRISED WINNER: Even Derek Kale was surprised when he took the checkered flag Saturday night at Mansfield (Ohio) Motorsports Park.

Jeff Agnew's Trouble Lifts Kale To 1st Victory

MANSFIELD, Ohio — After building leads of more than two seconds in the final 100 laps, Jeff Agnew's No. 73n Team 7 Ford sputtered on the final lap, allowing Derek Kale to sneak by

in turn four and pick up his first Hooters Pro Cup victory in the Greased Lightning 250 at Mansfield Motorsports Park Saturday night.

The way the race ended perplexed both the Agnew and the beneficiary of his troubles.

"I don't know how we could run out of fuel," said a disheartened Agnew. "We're going to check it and see if it was a pick up problem. I'm tickled to death about how this old car ran, but I hate it for our guys. They work so hard. We were 50 feet away from winning this race. What can you say about something like that?"

Kale was nearly speechless, too.

"When he slowed up, I thought I had miscounted the laps in my head and that the race was over," said Kale, driver of the No. 22n Heritage Equipment Ford. "Then they came over the radio and said, 'Go, go, go!' When we came off (turn) four, I knew we had it. I'm kind of speechless right now, but I came to the line hollering on the radio to my guys. They all did a great job, and we stayed in the right position to win the race."

For most of the night, that position was inside the top five for Kale. The 2006 Miller Lite Rookie of the Year

qualified sixth in the 32-car field and moved to the point on lap 111. Although he was on older tires than many of the cars behind, Kale settled into second after Agnew took the lead on lap 153.

Mark McFarland, driver of the No. 81s Sears Auto Center Chevrolet, pressured Kale all the way to the finish line, but came up a car length short of taking his second win in as many races. Gary St. Amant, driver of the No. 7n Jegs.com/Speedco Chevrolet, was the last of the leaders to take tires and charged back to finish third.

Benny Gordon, driver of the No. 66n Samuel Metals Ford, rallied from two unscheduled pit stops to take fourth, maintaining his lead in the Sears Auto Center Northern Division standings. Sam Fullone completed the top five in the No. 48n Fullone Trucking Chevrolet.

The finish:

Showing driver, car, laps completed, money won: 1. Derek Kale, Ford, 250, \$11,400; 2. Mark McFarland, Chevrolet, 250, \$6,000; 3. Gary St. Amant, Chevrolet, 250, \$6,500; 4. Benny Gordon, Ford, 250, \$6,200; 5. Sam Fullone, Chevrolet, 250, \$3,400; 6. Jeff Agnew, Ford, 250, \$3,300; 7. Tim Baine, Jr., Ford, 250, \$2,600; 8. Ray Love, Jr., Chevrolet, 250, \$2,400; 9. Mikey Kile, Chevrolet, 250, \$4,100; 10. Joey Coulter, Ford, 250, \$2,200; 11. Allen Purkisher, Ford, 249, \$2,100; 12. Mike Hampton, Ford, 249, \$2,700; 13. A.J. Frank, Chevrolet, 247, \$1,900; 14. Joe Harrison, Jr., Chevrolet, 239, \$2,300; 15. Tim Kerr, Ford, 228, \$1,700; 16. Ronnie Souders, Chevrolet, 227, \$1,600; 17. Jay Fogleman, Ford, 203, \$3,000; 18. Michael Kidd, Chevrolet, 202, \$1,600; 19. Travis Miller, Chevrolet, 168, \$1,600; 20. Mike Held, Chevrolet, 156, \$1,600; 21. Scott Leach, Chevrolet, 123, \$1,400; 22. Matt Merrell, Chevrolet, 120, \$1,400; 23. Brett Butler, Ford, 107, \$1,400; 24. Tyler Young, Chevrolet, 94, \$1,800; 25. Brandon Ward, Ford, 88, \$2,400; 26. Derrick Kelley, Ford, 75, \$1,200; 27. Danny Jackson, Chevrolet, 73, \$1,600; 28. Lonnie Rush, Jr., Chevrolet, 60, \$1,200; 29. Vince Fanello, Chevrolet, 51, \$1,200; 30. Danny Abold, Chevrolet, 41, \$1,200; 31. Tom Hessert, Chevrolet, 39, \$1,200; 32. Dwayne Tatman, Chevrolet, 34, \$1,200.

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Dale Jarrett with his Curb/
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Dale Earnhardt with his Curb Records
Winston Cup Championship Car



Alex Barron - Beck/Curb/
Agajanian Indy Car
Entered in 2008 Indianapolis 500
2007 - Top 15 Indianapolis 500



Joey Saldana - 12 Victories
2007 Runner-up World of
Outlaws Championship



Brad Coleman
2008 Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



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HANK WILLIAMS JR.



NATALIE GRANT



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PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	2,213
2. Jeff Burton	2,181
3. Dale Earnhardt, Jr.	2,129
4. Carl Edwards	2,007
5. Jimmie Johnson	1,959
6. Denny Hamlin	1,926
7. Kasey Kahne	1,889
8. Greg Biffle	1,884
9. Jeff Gordon	1,876
10. Kevin Harvick	1,817
11. Tony Stewart	1,774
12. Clint Bowyer	1,764
13. David Ragan	1,754
14. Matt Kenseth	1,750
15. Martin Truex, Jr.	1,670
16. Brian Vickers	1,667
17. Ryan Newman	1,641
18. Travis Kvapil	1,579
19. Kurt Busch	1,537
20. Bobby Labonte	1,525

Nationwide

1. Clint Bowyer	2,336
2. Brad Keselowski	2,166
3. David Reutimann	2,161
4. Carl Edwards	2,111
5. Kyle Busch	2,093
6. David Ragan	2,041
7. Mike Bliss	2,041
8. Mike Wallace	1,944
9. David Stremme	1,916
10. Jason Leffler	1,834

Craftsman Truck

1. Johnny Benson	1,422
2. Todd Bodine	1,407
3. Ron Hornaday, Jr.	1,401
4. Matt Crafton	1,375
5. Rick Crawford	1,361
6. Mike Skinner	1,349
7. Chad McCumbee	1,314
8. Jack Sprague	1,304
9. Terry Cook	1,303
10. Erik Darnell	1,270

IndyCar Series

1. Scott Dixon	284
2. Helio Castroneves	249
3. Dan Wheldon	217
4. Tony Kanaan	204
5. Ryan Briscoe	169
6. Danica Patrick	164
7. Hideki Mutoh	159
8. Marco Andretti	154
9. Ed Carpenter	154
10. Oriol Servia	150

Indy Lights

1. Richard Antinucci	193
2. Dillon Battistini	192
3. J.R. Hildebrand	178
4. Raphael Matos	162
5. Arie Luyendyk, Jr.	143
6. Jeff Simmons	135
7. Bobby Wilson	132
7. Ana Beatriz	132

Formula One

1. Robert Kubica	42
2. Lewis Hamilton	38
3. Felipe Massa	38
4. Kimi Raikkonen	35
5. Nick Heidfeld	28
6. Heikki Kovalainen	15
7. Mark Webber	15
8. Jarno Trulli	12
9. Fernando Alonso	9
10. Nico Rosberg	8

WoO Sprints

1. Donny Schatz	2,914
2. Jason Meyers	2,871
3. Craig Dollansky	2,820
4. Joey Saldana	2,775
5. Jac Haudenschild	2,647
6. Steve Kinser	2,641
7. Kerry Madsen	2,612
8. Chad Kamenah	2,529
9. Shane Stewart	2,520
10. Terry McCarl	2,504

WoO Late Models

1. Steve Francis	1,593
1. Darrell Lanigan	1,593
3. Josh Richards	1,575
4. Chub Frank	1,573
5. Shannon Babb	1,559
6. Rick Eckert	1,553
7. Shane Clanton	1,495
8. Clint Smith	1,487
9. Tim Fuller	1,423
10. John Blankenship	1,381

National Midget Driver Of The Year

1. Dave Darland	593
2. Bobby East	528
3. Tracy Hines	448
4. Jerry Coons, Jr.	429
5. Kody Swanson	391
6. Brad Loyet	326
7. Mike Hess	282
8. Cole Whitt	274
9. Brian Olson	259
10. Brady Bacon	256

NHRA Top Fuel

1. Tony Schumacher	897
2. Antron Brown	707
3. Larry Dixon	705
4. Hillary Will	620
5. Rod Fuller	594
6. Cory McClenathan	559
7. Brandon Bernstein	512
8. Doug Kalitta	451
9. Doug Herbert	448
10. David Grubnic	445

NHRA Funny Car

1. Tim Wilkerson	695
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2. Ashley Force	638
3. Cruz Pedregon	562
4. John Force	553
5. Tony Pedregon	547
6. Robert Hight	537
7. Gary Densham	478
8. Ron Capps	470
9. Mike Neff	425
10. Bob Tasca	406

NHRA Pro Stock

1. Kurt Johnson	735
2. Jeg Coughlin	699
3. Jason Line	665
4. Greg Anderson	648
5. Mike Edwards	529
6. Allen Johnson	525
7. V. Gaines	524
8. Ron Krisher	499
9. Greg Stanfield	488
10. Warren Johnson	465

NHRA Pro Motorcycle

1. Andrew Hines	482
2. Matt Smith	384
3. Chip Ellis	361
4. Matt Guidera	328
5. Chris Rivas	309
6. Angelle Sampey	305
7. Eddie Krawiec	273
8. Craig Treble	238
9. Karen Stoffer	207
10. Hector Arana	202

NASCAR West

1. Mike David	831
2. Eric Holmes	796
3. Jeff Barkshire	733
4. Austin Cameron	723
5. Moses Smith	716
6. Jason Bowles	715
7. Jim Inglebright	699
8. Mike Gallegos	680
9. Jason Patison	680
10. Jeff Jefferson	662

Northern Pro Cup

1. Benny Gordon	430
2. Derek Kale	417
3. Brian Olson	370
3. Jeff Agnew	370
5. Gary St. Amant	364
6. Ray Love, Jr.	360
7. Brandon Ward	346
8. Jay Fogleman	342
9. Tim Baine, Jr.	335
10. Mike Hampton	329

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	2,015
2. Scott Speed	1,920
3. Matt Carter	1,890
4. Frank Kimmel	1,845
5. John Wes Townley	1,725
6. Justin Allgaier	1,680
7. Patrick Sheltra	1,675

8. Tom Hessert III	1,670
9. Tayler Malsam	1,660
10. Ken Butler III	1,640

USAC National Sprint

1. Cole Whitt	523
2. Levi Jones	504
3. Jerry Coons, Jr.	463
4. Tracy Hines	437
5. Brady Bacon	436
6. Darren Hagen	426
7. Dave Darland	413
8. Shane Cottle	382
9. Damion Gardner	372
10. Brad Sweet	364

Badger Midget

1. Jerry Coons, Jr.	624
2. Mike Hess	617
3. Brandon Waelti	546
4. Davey Ray	518
5. Scott Hatton	493
6. Aaron Fiscus	490
7. Chad DeSelle	427
8. David Gough	408
9. Joe Wipperfurth	399
10. Nick Lundgreen	389

POWRi National Midget

1. Zach Daum	700
2. Mike Hess	620
3. Daniel Robinson	470
3. Tyler Robbins	470
5. Nick Knepper	460
6. Derek King	455
7. Brett Anderson	360
8. Bubba Altig	350
9. Tim Siner	310
10. Chad McDaniel	280

Lucas Oil ESS

1. Steve Poirier	511
2. Lance Yonge	484
3. Justin Barger	461
4. Alain Bergeron	460
5. Michael Parent	391
6. Tim Kelly	389
7. Tommy Wickham	388
8. Jeff Cook	359
9. Lee Ladouceur	291
10. Anthony Cain	250

Lucas Oil LM

1. Steve Casebolt	2,970
2. Earl Pearson, Jr.	2,965
3. Justin Rattliff	2,735
4. Bart Hartman	2,720
5. Dan Schlieper	2,555
6. Billy Drake	2,545
7. Scott James	2,375
8. Terry Casey	2,325

USAC-CRA Sprint

1. Mike Spencer	692
2. Cory Kruseman	639
3. Blake Miller	630
4. Danny Sheridan	624
5. Garrett Hansen	585
6. Tyler Brown	484
7. Tony Jones	411
8. Josh Ford	366
9. Levi Jones	350
10. David Cardey	339

ASCS Rocky Mtn.

1. Chad Corken	860
2. Derrick Ortega	852
3. Bob Schaeffer	814
4. Patrick Bourke	805
5. Colt Treharn	790
6. Greg Schaefer	778
7. Jeremy McCune	766
8. Jake Ossenfort	738
9. Danielle Ossenfort	685
10. Dustin Hall	680

ASCS Rebel

1. Kenny Adams	726
2. Matt Tiffany	680
2. Bryn Gohn	680
4. Samantha Taylor	666
5. Red Stauffer	658
6. Gavin Thomas	516
7. Michael Miller	432
8. Danny Martin, Jr.	420
9. Matt Linder	416
10. Frank Beck III	384

ASCS Sooner

1. Brian McClelland	1,327
2. Kolt Walker	1,274
3. Gary Taylor	1,218
4. Joe Wood, Jr.	1,194
5. Matt Covington	1,140
6. Michael Brown	1,065
7. Justin Melton	1,030
8. Eric Baldaccini	975
9. Sherman Davis	943
10. Sheldon Barksdale	756

ASCS Sprints on Dirt

1. Ben Rutan	614
2. Brett Mann	602
3. Dain Naida	586
4. Tim Norman	569
5. Gregg Dalman	563
6. Ryan Grubaugh	532
7. Joe Bares	518
8. Gary Fast	453
9. Aaron Shaffer	447
10. John Gall	396

USAC W. Midget

1. Scott Pierovich	274
2. Nic Faas	273

3. Robby Josett	266
4. Josh Ford	218
5. C.J. Sarna	213
6. Ernie Bartley III	189
7. Shannon McQueen	181
8. Joey Fabozzi	167
9. Paul Zimmerly	153
10. Chris Rahe	140

BoB Super LM

1. Victor Lee	1,923
2. Tyrel Todd	1,625
3. David Webb	1,506
4. Tim Tungate	1,486
5. Zach Carney	1,399
6. Eric Wells	1,376
7. Mike Jewell	1,315
8. Larry Gray	1,263
9. Arnie Fields	1,144
10. Chris Combs	1,100

USCS Mid-South

1. Tim Crawley	1,352
2. Marshall Skinner	1,338
3. Terry Gray	1,332
4. Don Young	1,194
5. Ronny Howard	1,152
6. Lee Sowell	1,120
7. Derek Hagar, Jr.	1,077
8. Anthony Nicholson	1,049
9. Greg Merritt	986
10. Raymond Stull	941

SCCA Speed

1. Pierre Kleinubing	611
2. Kuno Wittmer	585
3. Peter Cunningham	572
4. Chip Herr	505
5. Charles Espenlaub	461
6. Seth Thomas	443
7. Jason Saini	430
8. James Clay	364
9. Michael Galati	362
10. Charlie Putman	329

CRA Super Series

1. Scott Hantz	411
2. Rick Turner	368

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



LEIF TILLOTSON PHOTO

EARLY EXIT: Street-stock driver Scott Maynard stares down his smoking car after a flare-up under the hood at Thunder Road Int'l Speedbowl in Barre, Vt.

▶ DOING IT FOR CHARITY

Racing Against Cancer and America's Motorsports Authority, *National Speed Sport News*, are partnering this summer to raise funds for the American Cancer Society.

RAC raises money for the ACS as well as David's House, a residence for cancer patient's families in Dartmouth, N.H., and the Tomorrow Fund, which provides financial and emotional support for children who have cancer in Providence, R.I.

National Speed Sport News, through its Grass Roots Tour, will collect money for RAC, while auctioning off special racing memorabilia such as autographed helmets and collector's items. The auctions will be administered by www.GoMotorBids.com, which has helped *National Speed Sport News* raise money for charity in the past.

"Last year we raised funds for the Championship Auto Racing Auxiliary, and this year we are targeting Racing Against Cancer and it's our way of giving back and keeping our involvement in our industry," said *NSSN* Publisher Corinne Economaki.

▶ BOOK OF THE WEEK

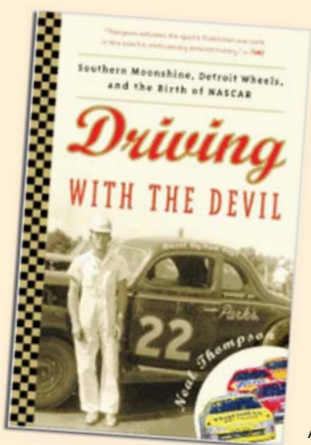
Driving With The Devil: Southern Moonshine, Detroit Wheels And The Birth Of NASCAR

By Neal Thompson

"Driving with the Devil" uncovers for the first time the true story behind NASCAR's distant, moonshine-fueled origins and paints a rich portrait of the colorful men who created it.

The 432-page book, which was originally released in 2006, is now available in paperback.

\$14.95 paperback. Published by Crown Publishing. Available from www.crownpublishing.com.



▶ BY THE NUMBERS

20

top-10 finishes by two-time defending series champion Donny Schatz in 20 WoO events



▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"The voice of concern came from IndyCar owner Chip Ganassi — and his guy won the race. But as Scott Dixon cruised home at 60 miles per hour, leading the remaining field Saturday night at Texas Motor Speedway to a parade-lap finish under caution, Ganassi said maybe the IndyCar Series might try a green-white-checkers finish so fans wouldn't begin filing toward the gates long before the victor gets to the winner's circle."

— John Clayton, June 11 blog

■ Look for Bruce Martin's daily updates from this weekend's IndyCar Series event at Iowa Speedway.

Rahmer, Eash & Smith Stop All Stars

BY TODD HEINTZELMAN

MECHANICSBURG, Pa. — Fred Rahmer cruised to an easy victory Friday night in the 30-lap All Star Circuit of Champions feature at Williams Grove Speedway.

Rahmer started second, beat All Star point-leader and five-time Grove champion Lance Dewease into the first turn, and set sail from the field for his second Grove victory of the season and 76th of his career. Between Rahmer and Dewease, they own 143 wins and 12 track championships at the Grove.

Rahmer was to traffic by lap seven and switched from the outside groove to the bottom of the speedway in order to lap cars. Rahmer had a close call in the second turn with Mark Smith on lap 13 as the two nearly got together.

Fast Freddie had a straightaway lead on Dewease and sixth-starter Cody Darrah at the halfway point of the feature and was never challenged during the non-stop event.

"I've raced forever, but I've never had a car set-up like this, chassis-wise," said Rahmer. "I'd still rather win from 12th, but against the All Stars and for \$5,000, it's nice to win from the front row, too."

Darrah, who recently graduated high school, got under Dewease exiting turn two with two laps remaining to finish second, while Dewease hung on for third.

Defending track champion Todd Shaffer passed two cars in the final 10 laps to finish fourth. Keith Kauffman was fifth.

The finish:

Fred Rahmer, Cody Darrah, Lance Dewease, Todd Shaffer, Keith Kauffman, Stevie Smith, Jeff Shepard, Sean Michael, Brian Monteith, Brian Leppo, Dale Blaney, Don Kreitz, Jr., Brian Ellenberger, Alan Krimes, Alan Cole, Mark Smith, Greg Hodnett, Pat Cannon, Chad Layton, Jimmy Siegel, Paul McMahan, Ryan Bohilke, Niki Young, Cory Haas.

Saturday

BY BRYAN AUTULLO

HANOVER, Pa. — Rain just as the gates were to open delayed Saturday night's All Star Circuit of Champions sprint-car race at Lincoln Speedway, but just before 1:30 a.m., Cris Eash was standing in victory lane.

"Man that was awesome," said Eash following his \$5,000 victory. "There towards the end of the race, I lost my brakes. But luckily I was running the top and I didn't need a lot of brakes up there."

Ortega And Bourke Conquer Rocky Runs

Friday

ROCK SPRINGS, Wyo. — Friday the 13th was no problem for Derrik Ortega, as he wired the field to capture his first

ASCS ROCKY

American Sprint Car Series triumph in the 25-lap ASCS Rocky Mountain Region feature at Sweetwater Speedway.

Starting from the pole, the 17 year old outgunned fellow front-row-starter Jeremy McCune at the green flag and led throughout aboard the Ortega Racing Wesmar-powered Hodges Automotive/Ortega's



JULIA JOHNSON PHOTO

ON THE GAS: Fred Rahmer rockets around Williams Grove Speedway en route to winning Friday's All Star Circuit of Champions feature.

Fred Rahmer took the early lead, but a yellow flag when Cory Haas and Paul McMahan tangled brought a restart and Greg Wilson jumped into the lead, pacing the first 17 laps of the three-eighths-mile oval.

Near the mid point in the event, Wilson began to have handling problems and Rahmer took the lead on lap 17. His lead was short lived, however, as Eash raced past him one lap later.

From there, Eash held off Rahmer for the victory, with Brian Monteith taking third. Doug Esh and Chad Layton rounded out the top five.

The finish:

Cris Eash, Fred Rahmer, Brian Monteith, Doug Esh, Chad Layton, Brian Leppo, Stevie Smith, Greg Wilson, Greg Hodnett, Jim Siegel, Aaron Ott, Lance Dewease, Cody Darrah, Josh Wells, Randy Hannagan, Dale Blaney, Michael Carber, Alan Krimes, Scott Geesey, Brandon Martin, Big Block Weaver, Cory Haas, Craig Keel, Paul McMahan.

Sunday

BY TODD HEINTZELMAN

CLEARFIELD, Pa. — Mark Smith rebounded from a mid-race miscue to win the 30-lap All Star Circuit of Champions feature Sunday night at the Central PA Speedway.

Smith started on the pole, but second-place starter Paul McMahan shot into the lead at the start. One lap was completed before the red flag waved for a first-turn flip by Jimmy Seiger. McMahan, driving Rick Ferkel's No.

0, led until a lap-four restart when Smith dove under him to take the lead.

Smith had built a comfortable lead and was trying to lap Rod George a little over half way through the feature when he got a little too high in the first corner and got over the ledge of the speedway. He got back onto the track, but fell to third.

McMahan was leading Greg Hodnett and Smith when he broke and brought out the caution with 10 laps to go. Hodnett held Smith off on the restart, but a yellow flag for All Star point-leader Lance Dewease allowed Smith one more chance. He dove under Hodnett in the first turn to reclaim the lead.

Smith earned his second-career All Star feature in his self-made Mach 1 Chassis, NRG Controls North sprinter. Hodnett, 12th-starter Dale Blaney, Randy Hannagan and Stevie Smith completed the top five.

"I couldn't see where the ledge was and I kept getting higher and higher, and I went a little too far," said Smith. McMahan set a new track record in time trials with a lap of 13.698 seconds.

The finish:

Mark Smith, Greg Hodnett, Dale Blaney, Randy Hannagan, Stevie Smith, Brian Ellenberger, Lance Dewease, Brandon Martin, Lee Stark, Rod George, Greg Wilson, Mike Erdley, Ryan Myers, Paul McMahan, Alan Cole, Mike Denner, Fred Rahmer, Jimmy Seiger.

Appliance Service No. 35 Maxim.

Chad Corken finished second, ahead of Joe McCarthy, Bob Schaeffer and Patrick Bourke.

The finish:

Derrik Ortega, Chad Corken, Joe McCarthy, Bob Schaeffer, Patrick Bourke, Jeremy McCune, Willy Hernandez, Greg Schaefer, Colt Treharn, Dustin Hall, Scott Milan, Michelle Dodge, Justin Wolf Medlock, Zach Merritt, Mark Sweet, Jake Ossenfort, Billy Bingham, Mike Posey, Don Stoutner.

Saturday

ROCK SPRINGS, Wyo. — Former American Sprint Car Series Rocky Mountain Region champion Patrick Bourke snared his first victory of the season by topping Saturday night's 30-

lap event at Sweetwater Speedway.

Starting from the pole, Bourke outgunned Greg Schaefer for the point and led all the way aboard the Dewberry-powered Pro Shocks/Bell Racing No. 27 FabTech-chassis for his fifth-career series triumph.

Nineteen-year-old Chad Corken pressured Bourke over the final rounds before settling for second. Bob Schaeffer, Jeremy McCune and Willy Hernandez filled the top five.

The finish:

Patrick Bourke, Chad Corken, Bob Schaeffer, Jeremy McCune, Willy Hernandez, Dustin Hall, Danielle Ossenfort, Michelle Dodge, Derrik Ortega, Jake Ossenfort, Scott Milan, Mark Sweet, Justin Wolf Medlock, Billy Bingham, Mike Posey, Colt Treharn, Zach Merritt, Greg Schaefer, Joe McCarthy, Don Stoutner.

Three Summer Nationals Winners

Thursday

CALVERT CITY, Ky. — In a battle of drivers looking for their first UMP DIRTcar Summer Nationals victory, polesitter Brad Neat won the 2008 series opener at Kentucky Lake Motor Speedway Thursday night following a

stirring late-race duel with fellow front-row starter Jason Feger.

Feger led most of the way, but was denied a chance to regain the lead from Neat with three laps remaining when he had a left-rear tire go flat under caution.

Neat, whose recent big-event attempts have ended with disappointing wrecks, earned \$7,500 for the 30-lap victory. Will Vaught rallied from ninth to finish second, while Brian Shirley, Billy Moyer and reigning Summer Nationals champion Dennis Erb, Jr. rounded out the top five.

On the final restart, Vaught gave Neat all he had in trying to win the race into turn one, but Neat edged away for the victory at the three-eighths-mile oval.

The finish:

Brad Neat, Will Vaught, Brian Shirley, Billy Moyer, Dennis Erb, Jr., Jeep VanWormer, Jeff Walston, Kevin Cole, Dewayne Keifer, Kevin Claycomb, John Gill, Billy James, Randy Sellars, Kevin Weaver, Jason Feger, Darren Miller, Terry English, Steve Sheppard, Jr., Ryan Dauber, Jason Riggs, Wes Steidinger.

Friday

BROWNSTOWN, Ind. — Friday's UMP Summer Nationals event was rained out and rescheduled for July 11.

Saturday

BOSWELL, Ind. — Wes Steidinger is coming of age.

The rising 25-year-old star from Fairbury, Ill., scored the richest win of his career on Saturday night, earning \$10,000 for capturing the 40-lap UMP DIRTcar Summer Nationals feature at Kamp Motor Speedway.

After stamping himself as a pre-race favorite with a dominating heat-race victory, Steidinger started from the pole position and out-raced Billy Moyer for the lead at the initial green flag. He set the pace from flag to flag, holding off Mike Mataragas over the final circuits to reach victory lane in his family-owned No.

11.

Steidinger, who last year finished second in the UMP DIRTcar super-late-model national standings and third in the Summer Nationals chase, registered his second career win on the grueling month-long tour. His first checkered flag came in the 2007 series finale — the non-point Herald & Review 100 at Macon (Ill.) Speedway.

A Summer Nationals regular for the second time in his young career, Steidinger came back strong after engine problems sidelined him in the tour's Thursday-night opener at Kentucky Lake Motor Speedway.

Mataragas challenged Steidinger several times in the closing laps, but settled for runner-up money. It was the best Summer Nationals finish of his career. Brian Birkhofer finished third by a scant margin over Moyer, and defending Summer Nationals champion Dennis Erb, Jr., ran a steady race to place fifth.

The finish:

Wes Steidinger, Mike Mataragas, Brian Birkhofer, Billy Moyer, Dennis Erb, Jr., Brian Shirley, Eric Smith, Jordan Bland, Jeep VanWormer, Jason Feger, Don O'Neal, Darren Miller, Dewayne Keifer, Steve Barnett, Dan Walden, Kevin Weaver, Kevin Claycomb, Tim Lance, Will Vaught, Tim McCreddie, Steve Sheppard, Jr.

Sunday

HAUBSTADT, Ind. — Dennis Erb, Jr. pulled off a dramatic last-lap pass of Randy Korte to capture Sunday night's 40-lap UMP DIRTcar Summer Nationals feature at Tri-State Speedway.

Erb, the defending Summer Nationals champion, earned \$6,000 for his first victory of the 2008 Summer Nationals.

After losing the top spot to the ninth-starting Erb for laps 33-34, Korte regained command and appeared primed for a return to victory lane. But he lost momentum while lapping Patrick Sheltra in turn two on the final lap, allowing Erb to sneak underneath and assume command in his Rayburn No. 28e.

Korte, who returned to the cockpit one week ago after being sidelined since suffering a back injury in a February accident during Florida Speedweeks, nearly emerged triumphant in Tri-State's Summer Nationals show for the second-consecutive season. He started second and led all

but three laps of the feature.

Korte had to settle for second place in his familiar No. 00. Brian Shirley advanced from the 13th starting spot to place third with six-time Summer Nationals champ Billy Moyer taking fourth after starting from the pole position, and 2004 Summer Nationals titlist Don O'Neal finished fifth.

Erb's victory was the eighth of his career in Summer Nationals action. It also moved him into the tour's points lead after three events.

The finish:

Dennis Erb, Jr., Randy Korte, Brian Shirley, Billy Moyer, Don O'Neal, Jeep VanWormer, Wes Steidinger, Kevin Claycomb, Rodney Melvin, Michael Kloos, Will Vaught, Jason Feger, Kevin Weaver, Patrick Sheltra, Derek Fisher, Dewayne Keifer, Jordan Bland, Billy Faust, Chad Zobrist, Kevin Cole, Steve Sheppard, Jr.



GARY GASPER PHOTO

TOP DOG: Wes Steidinger claimed his first UMP Summer Nationals late-model triumph Saturday night at Kamp Motor Speedway in Indiana.

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Rookie Climbs Rocky Mountain

CHEYENNE, Wyo. — After a year's absence, the Rocky Mountain Midget Racing Ass'n returned Saturday to Big

Country Speedway, and rookie driver Brent Rees celebrated the return by winning his second-straight feature event.

After early leader Justin Mallo found himself a little

loose in turn one, he spun after making contact with Rees. Rees took the lead on the ensuing restart and never looked back over the remaining 17 laps.

Mallo finished second ahead of Tony Rossi in third. Scott Fennell and Mike Heberling completed the top five.

The finish:

Brent Rees, Justin Mallo, Tony Rossi, Scott Fennell, Mike Heberling, Cory Mallo, Keith Rauch, Matt Klamm (DNS).

What's making news in motorsports

POWER RANKINGS

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

Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series

Dixon is coming off a victory at Texas and has two wins and a second in his last three starts, including his Indy 500 triumph. The IndyCar Series heads to Iowa this weekend. Dixon, who is surging toward his first IRL championship, won the pole there a year ago, finishing 10th.

NO. 1



STEVE SNOODY/IRL PHOTO

REST OF THE BEST

2. Kyle Busch

Nos. 18/32/51 Toyota, NASCAR Sprint Cup, Nationwide, Truck Series

Another weekend of triple duty did little to help Busch's cause. He finished seventh in trucks, 13th in Sprint Cup and 30th in the NNS.

3. Donny Schatz

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

Schatz picked up his WoO-best sixth victory of the season over the weekend to go with runner-up and fourth-place finishes.

4. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am

The Rolex Grand Am Series heads to Mid-Ohio Sports Car Course, where the DP leaders will seek their fifth victory of the year.

5. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA

Schumacher had a week off to enjoy his fourth victory of the season, but action resumes this week at Englishtown, N.J.

6. Scott Bloomquist

No. 0 Bloomquist Late Model, Dirt Late Models

Bloomquist followed up his fifth Dream victory with a pair of top-five finishes in Lucas Oil Late Model events.

7. Kasey Kahne

No. 9 GEM Dodge, NASCAR Sprint Cup

The resurgent Kahne came home second at Michigan, a runner-up finish that followed a Pocono 500 victory and a May sweep of Charlotte.

8. Robert Kubica

No. 4 BMW, Formula One

The BMW Sauber driver says consistency will be the key for his surprising run atop the World Driving Championship standings to continue.

9. No. 20 NASCAR Nationwide Team

No. 20 Toyota Camry, NASCAR Nationwide Series

Rookie sensation Joey Logano became the fourth different driver to carry the Dave Rogers-led No. 20 to victory lane this season.

10. Craig Dollansky

No. 2 Maxim Sprint Car, World of Outlaws

With two-consecutive victories, Dollansky served notice he is still in the race for the World of Outlaws championship.

Honorable Mention

Tom Kristensen picked up his eighth-career victory in the 24 Hours of Le Mans endurance classic in France. He teamed with Allan McNish and Rinaldo Capello.

Last Week

Donny Schatz moved up one spot to No. 3, trading places with the Pruett/Rojas duo. Craig Dollansky jumped into the top 10, bumping fellow WoO competitor Jason Meyers from the countdown.

ARCA To Make Canadian Invasion

Will Race North Of The Border For First Time In 16 Years

NELLES CORNERS, Ontario — The ARCA RE/MAX Series will head to Canada for the first time since 1992 with its Cayuga ARCA RE/MAX 250 June 29 at Cayuga Motor Speedway.

In addition, the ARCA Lincoln Welders Truck Series will accompany the ARCA RE/MAX Series to the track June 28 for a 50-lap event. The 56-year-old-tour has only appeared in Canada eight times since its inception in 1967.

For more information, visit www.cayugamotorspeedway.com.

IMSA Adds Race At Waterford Speedbowl

OSWEGO, N.Y. — Jennerstown (Pa.) Speedway announced that due to financial concerns, it would no longer host the IMSA event scheduled for July 5.

However, due to the success of the IMSA season opener May 24 at Waterford Speedbowl, the series has added a second date at the track slated for Aug. 16.

The new date at Waterford Speedbowl will offer drivers a two-race weekend following the Ollie Silva Classic at Lee USA Speedway in New Hampshire. The IMSA still plans on holding an event at Jennerstown in 2009.

ORP Offers Special Ticket Package

INDIANAPOLIS — O'Reilly Raceway Park created the Three Night Super Saver and the Kroger 200 Inclusive, two new ticket offers created to save fans money for the upcoming 2008 Kroger SpeedFest July 24-26.

Kicking off July 24 with the Toyota Challenge Racing Classic USAC Midget race and the J.D. Byrider 100 for the Silver Crown series, the weekend will host the NASCAR Craftsman Truck Series on Friday and the NASCAR Nationwide Series on Saturday. The Three Night Super Saver offers all three nights of general admission for \$76 per person, while the Kroger 200 Inclusive includes a reserved grandstand seat to Saturday's race and an all-you-can-eat food coupon, excluding alcohol, for \$59.

More Midgets, Mufflers Slated For Knoxville

KNOXVILLE, Iowa — The entry list has grown for this week's seventh-annual Pepsi USAC Knoxville Midget Nationals, which is set for Friday and Saturday at Knoxville Raceway, with more of the nation's top midget drivers entering the fray.

Knoxville Raceway Director of Racing Ralph Capitani also announced that mufflers will be mandatory on the midget cars this year, but specific brands and models of those mufflers will be open.

Darren Hagen, Brady Bacon, Mike



ARCA PHOTO

ARCA, EH?: The ARCA RE/MAX Series, above at Iowa Speedway in April, heads to Canada for the first time since 1992 when it visits Cayuga Motor Speedway.

Hess, Brad Kuhn, Ricky Stenhouse, Jr., Brad Sweet and Kevin Swindell are among the entries announced last week for the event, which is sanctioned by USAC, BMARA, POWri and the Southern Midget Racing Series.

NHRA Awards Ceremony Set For Nov. 17 In L.A.

GLENDORA, Calif. — The 2008 NHRA POWERade Drag Racing Series Awards Ceremony will be held Nov. 17 at the Hilton Los Angeles/Universal City.

The NHRA POWERade Drag Racing Series Awards Ceremony will feature a pre-event cocktail reception at 5 p.m., a formal sit-down banquet at 6 p.m., and an after party. The voice of NHRA, veter-

an announcer Bob Frey, will serve as emcee. The Lucas Oil Drag Racing Drag Racing Series awards presentation and party will take place prior to the night's festivities at the nearby Sheraton Universal Hotel, which is within walking distance to the Hilton Los Angeles/Universal City.

East Alabama To Host Helton Memorial Race

ATLANTA — East Alabama Motor Speedway will host the inaugural O'Reilly United Sprint Car Series Randy Helton Memorial Race on Saturday.

The race is named in honor of Helton, a regular driver with the USCS for the past decade who died March 30 at the age of

47. Prior to his career as a driver, Helton was also the crew chief for several seasons for USCS Founder and President Pete Walton. Commemorative trophies and plaques are among the special awards slated for the memorial race.

Also scheduled for Saturday at East Alabama Motor Speedway, which is located seven miles west of Phenix City, Ala., on U.S. 80 West, is the Randy Scott Memory Dash. Scott, who died in April at the age of 60, retired four years ago to help his son, Jeremy. Jeremy Scott will be competing in the event.

Injured Wolfe Out Indefinitely After Crash

CONCORD, N.C. — Advance Auto Parts World of Outlaws Sprint Car Series rookie Lucas Wolfe will be out indefinitely after sustaining a fractured T-4 vertebrae in his back during a June 8 crash at Tri-City Speedway in Illinois.

Wolfe returned home June 10 to Mechanicsburg, Pa., where he is awaiting another doctor's visit to receive further prognosis and an estimated time of recovery.

"I'm hoping this is brief and I can get back out there soon," he said.

The Allebach Racing team for which he drives has also returned to Pennsylvania and will not return to action until Wolfe is healed and ready to race again.

Valvoline Challenge Winner To Get Mustang

LEXINGTON, Ky. — Valvoline will offer up a 2008 Roush Mustang GT-V customized by the legendary R.J. de Vera to the winner of the Valvoline Challenge Dec. 20.

By logging on to www.valvolinechallenge.com, contestants who correctly complete the Valvoline motor oil quiz will be asked to send in a picture of their current car and an explanation of why they should win the customized Mustang.

NUTS AND BOLTS



Entry forms for the fourth-annual **Vivieros Insurance Modified Madness** event at Seekonk (Mass.) Speedway are available now at www.seekonkspeedway.com. The event is set for July 16 and will be run for a purse exceeding \$31,000. NEMA midgets and midget lites are also on the race schedule. . . **James River Grounds Management** has signed on as title sponsor of the USAC Silver Crown Series race scheduled for June 28 at Richmond (Va.) Int'l Raceway. The James River Grounds Management 100 will be held prior to the SunTrust Indy Challenge IndyCar Series race on June 28. . . **Pankl Group** has acquired Carrillo and its subsidiary CP Pistons, uniting the two motorsports conrod suppliers. . . The **Hoosier Tire Midwest Sprint Car Series** event at Morgan County Speedway in Jacksonville, Ill., originally scheduled June 6, will not be rescheduled. . . Severe weather in Iowa, which included flooding and tornados forced the **USMTS** to cancel all three events scheduled there last week. . . The P-13 stock car driven by Tommy Wilson with great success in the 1950s has joined the "Syracuse Mile" exhibit of the **Saratoga (N.Y.) Automobile Museum**. The P-13 joins the No. 60 of Cliff Kotary and the Enterprise Machine Shop championship car once drive by Jim Hurtubise. . . The **O'Reilly NCRA** late-model series has rescheduled two rain dates from Memorial Day weekend. The seventh-annual Alphabet Soup at I-80 Raceway Park in Greenwood, Neb., has been rescheduled for July 2, and the race at Heartland Park in Topeka, Kan., is set for Aug. 3. . . Friday night's **UMP DIRTcar Summernationals** event at Brownstown (Ind.) Speedway has been rescheduled for July 11 due to rain. . . **AAA Hoosier Insurance** has signed on as presenting sponsor of the NASCAR Craftsman Truck Series July 25 race at O'Reilly Raceway Park in Indianapolis. The race will now be called the Power Stroke Diesel 200, presented by AAA Hoosier Insurance.

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•• Lincoln Speedway ••

9th Annual Kevin Gobrecht Memorial

410 Sprints – 30 Laps – \$7,000 to Win!

4/10-mile high banked clay oval • Located just north of Hanover, PA
(717) 624-2755 • www.lincolnspeedway.com

SUNDAY, JUNE 29TH • 7:00 PM

•• Bedford Speedway ••

410 Sprints – 30 laps – \$5,000 To Win!

(Rain Date: Monday, June 30)

1/2-mile Clay Oval • Located on Route 30 Bedford, PA
(814) 623-0500 • www.bedfordsspeedway.com

TUESDAY, JULY 1ST • 7:30 PM

•• Grandview Speedway ••

Thunder on the Hill Racing Series

410 Sprints – 35 Laps – \$5,000 to Win!

Plus 358 Modifieds

1/3-mile high banked clay oval • Route 100 Bechtelsville, PA
(610) 754-7688 • www.thunderonthehillracingseries.com

WEDNESDAY, JULY 2ND • 7:30 PM

•• Hagerstown Speedway ••

410 Sprints – 30 Laps – \$5,000 to Win!

Plus EMMR Exhibition Show

1/2-mile clay oval • Located 6 miles west of Hagerstown, MD
(301) 582-0640 • www.hagerstownsspeedway.com

THURSDAY, JULY 3RD • 7:30 PM

•• Port Royal Speedway ••

410 Sprints – 30 Laps – \$5,000 to Win!

1/2-mile clay oval • 50 miles north of Harrisburg, PA
(717) 527-2303 • www.portroyalsspeedway.com

FRIDAY, JULY 4TH • 7:45 PM

•• Hagerstown Speedway ••

Mitch Smith Memorial

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Plus A Giant Firworks Display

1/2-mile clay oval • Mechanicsburg, PA
(717) 697-5000 • www.williamsgrrove.com

SATURDAY, JULY 5TH • 7:00 PM

•• Port Royal Speedway ••

410 Sprints – 30 Laps – \$7,000 to Win!

Plus Pro-Stocks

1/2-mile clay oval • 50 miles north of Harrisburg, PA
(717) 527-2303 • www.portroyalsspeedway.com

SUNDAY, JULY 6TH • 7:00 PM

•• Selinsgrove Speedway ••

Jan Opperman Memorial

410 Sprints – \$5,000 to Win!

1/2-mile clay oval • Selinsgrove, PA
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SN Series (far left)

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Designed for, but is not limited to, Modifieds, Late Models and Sprint Cars.

SZ Series (center)

46mm (1.81") diameter steel, sealed monotube gas pressure shock. Plated for durability and rapid heat dissipation and converts to coilover applications. Custom valving is available for an additional fee.

Designed for, but is not limited to, Modifieds and Late Models.

SG Series (left)

Lightweight 36mm (1.42") diameter sealed steel body featuring low rod pressure. Converts to coilover applications.

Designed for, but is not limited to, Stock Cars, IMCA/UMP Modifieds, Midgets, Mini-Sprints, Modified Lites and Dwarf Cars.

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| BRANDON MAGGARD * | KEVIN CROWHURST * | BUB PATRICK | MIKE BOWMAN |
| BRETT HEARN * | KEVIN SATHER * | CHAD THRASH | MIKE BRUNO |
| BRIAN SWARTZLANDER * | PAUL STONE * | CHARLIE SCHULTZ | MIKE LONAS |
| BUZZY RUEITAMAN * | PETE BICKNELL * | CHELSEA SCHILLIG | MIKE WELCH |
| CHRIS BRAGG * | PETE STEFANSKI * | CHRIS RAABE | NICK BRUCE |
| CHRIS SNYDER * | RANDY HAVLICK * | CHUCK DELP | NICK HARRICK |
| CLAYTON MILLER * | RAY WALSH * | CLAY WALKER | P.J. CONGER |
| COLT CHEEVER * | REESE COFFEE * | CRAIG GARDNER | PATRICK THOMAS |
| CORY POPE * | RICKY ALVARADO * | DALE CASEWELL | PAUL WHITE |
| DAVE MANNISE * | ROGER CROUSE * | DAN CARLSON | PETE STEFANSKI |
| DAVE MASS * | SAM REAKES * | DAN WEINER | RANDY SANDERS |
| DAVID MURRY * | SCOTT HOGAN * | DANNY PEOPLES | RANDY SPACEK |
| DEAN HOFFMAN * | TIM JOHNSON * | DAVID SLEWIAK | RICK RICHNER |
| ELLIOT DESPAIN * | TODD HENDERSON * | DEVIN GILPIN | ROB KNAPP |
| ERIC MAGGARD * | AARON WILSON * | DON RONCA | ROBB PRATT |
| GARY TOMKINS * | ANDY TIERMAN | EDDIE MARTIN | ROD PETERSON |
| J.J. LEMOINE * | BILLY CLARK JR | GEORGE FOLEY | RUSS DICKERSON |
| JASON HUGHES * | BILLY SMITH | GERALD WHITE JR. | RYAN RUST |
| | BRANDON FARQUHAR | GREG SEXTON | SCOTT LAWRENCE |
| | BRANDON HAGAN | J. D. LARGENT | SHANE JABLONKA |
| | | JASON NOLL | SHAUGHN MCCORMICK |
| | | JASON PARKHURST | SHAWN NOLAND |
| | | JASON YEAGER | SHAWN STRONG |
| | | JAY NOTEBOOM | SKIP PANNELL |
| | | JEFF STEVENSON | STEWART FRIZEN |
| | | JOEY JENSON | STUBBY PANGRAZIO |
| | | JOHN FERRIER | TANNER SWANSON |
| | | JOHN PIETROWICZ | TERRY HORAK |
| | | JUSTIN HAERS | TOM JUHL |
| | | JUSTIN WRIGHT | TYLER FRYE |
| | | KEN SCHRADER | ZACH GIBSON |
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RICK SCHWALLIE PHOTO

SHANE'S WORLD: Shane Clanton (25) races inside Steve Casebolt Thursday night at Duck River Speedway in Shelbyville, Tenn. Clanton went on to win the Lucas Oil Late Model Dirt Series event.

3 Nights, 3 Lucas Winners

Clanton, Schlieper, Madden All End Up In Victory Lane

Thursday

SHELBYVILLE, Tenn. — One week after finishing third in the dirt-late-model Dream at Eldora Speedway, Shane Clanton came to Duck River Speedway and ran away with the Lucas Oil Late Model Dirt Series event, becoming the 13th different

LUCAS LM

winner in 18 events this season. Clanton grabbed the lead on lap three and was never threatened despite four caution flags, which bunched the field for the restarts. Clanton quickly distinguished himself as the car to beat, pulling away on every restart.

Steve Casebolt edged Scott Bloomquist for the runner-up spot with 13th-place starter Justin Rattliff finishing fourth, followed by Freddy Smith.

"I can't thank Ronnie Dobbins enough, and my crew is just tremendous. We worked until midnight last night putting a new Custom motor in the car. This Rocket Chassis has been real good the last few weeks. The track was phenomenal tonight," said Clanton, who banked \$7,000 for winning the 40-lap event. "I first raced here back in '97 and won that time, so it's great to be back here."

Casebolt regained the point lead with his second-place finish.

The finish:

Shane Clanton, Steve Casebolt, Scott Bloomquist, Justin Rattliff, Freddy Smith, Bart Hartman, Billy Drake, Ray Cook, Dustin Neat, Randy Weaver, Brandon Kinzer, Wayne Chinn, Jay Brinkley, David Earl Gentry, Jimmy Tucker, Tyler Landers, John Mason, Terry Casey, Jerry Owens, Jason Fitzgerald, Anthony Burroughs, Scott James, Earl Pearson, Jr., Shon Flanary, Daniel Miller.

Friday

CHATSWORTH, Ga. — Dan Schlieper was one of the last cars to arrive at North Georgia Speedway for Friday night's Lucas Oil Late Model Dirt Series event, but at the end of the night he was standing in victory lane.

Schlieper arrived late after his tow rig broke down en route to Duck River Speedway the previous night, forcing him to miss that event.

However, when they arrived, Schlieper and crew chief Jason Palubicki had a near-perfect race car. "Man I can't believe we were that good. The car was just fantastic," Schlieper said. "After all we've been through, to come here and win just makes it all worth it."

"There was an electronic shifter on top of the transmission in the truck that went bad and we were stranded in Mt. Vernon, Ill., yesterday and they had to overnight the part from Memphis, so we couldn't race last night."

Schlieper's second-career victory in the series was worth \$10,000 for the team, which utilized a Russ Scheffler-built Wild, Inc. Chassis. The winner started outside the front row and led all 50 laps.

Clint Smith outdueled Duck River winner Shane Clanton to finish second. Dream winner Scott Bloomquist and Ray Cook rounded out the top five.

The finish:

Dan Schlieper, Clint Smith, Shane Clanton, Scott Bloomquist, Ray Cook, Jimmy Owens, Billy Drake, Joe Armes, Justin Rattliff, Freddy Smith, Steve Casebolt, Earl Pearson, Jr., Bart Hartman, Rick Rogers, Brandon Kinzer, Gary McPherson, Scott James, Tommy Kerr, Vic Hill, Skip Arp, Randy Burrows, Chris Madden, Jake Knowles, Billy Ogle, Jr.

Saturday

EASTABOGA, Ala. — They call Talladega Short Track "The Hornet's Nest" and for good reason.

Driving the Bloomquist No. 44, Chris Madden raced to his first-career Lucas Oil Late Model Dirt Series victory in a hotly contested feature race Saturday night, becoming the 15th different winner in 20 Lucas Oil Late Model races this season.

Madden took the lead on lap 13 and fended off several challengers for the top spot as he took home the \$10,000 prize. Madden passed Randy Weaver for the point on lap 13 and was forced to hold off a fierce challenge from Shane Clanton for the bulk of the race.

Clanton had one final chance at Madden thanks to the race's final restart with eight laps remaining. Clanton went to the high side for the final restart, but slipped off the turn four embankment with five laps to go, a move that not only cost Clanton a shot at the victory but also two spots in the running order.

Ray Cook finished second with Madden pulling away. Clanton passed Weaver to make up one of those lost spots and finished third. Weaver settled for fourth ahead of Madden's teammate, Jimmy Owens.

Madden dedicated the victory to his wife, whose father recently died, just a few weeks before Father's Day

The finish:

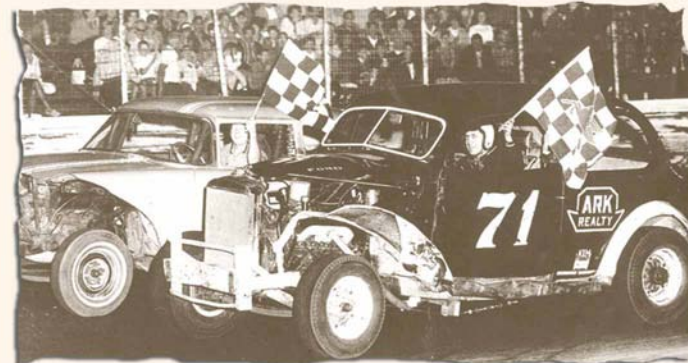
Chris Madden, Ray Cook, Shane Clanton, Randy Weaver, Jimmy Owens, Earl Pearson Jr., Billy Drake, Tony Knowles, Danny Peoples, Terry Smith, Clint Smith, Brandon Kinzer, Wayne Chinn, Tim Busha, Scott James, Steve Casebolt, Vic Hill, Ronnie Johnson, Freddy Smith, Bart Hartman, John Mason, Dan Schlieper, Ross Martin, Justin Rattliff, Terry Casey.

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A look back at the formative years of racing



MARTY HIMES COLLECTION PHOTO

OLD BESS: Bruno Brackey (71) was a frequent winner at Long Island's Freeport Stadium.

The Merry Mailman Made A Killing Driving 'Old Bess'

By GARY LONDON

Bruno Brackey was a legend in Long Island stock-car racing. Known as "The Merry Mailman," Brackey won tons of races with savvy and great driving.

In 1956, Freeport Stadium promoter Jake Kedenburg decided to add a third division, stock sedans, to give his drivers more work. Freeport ran three nights a week. Sedans shared Tuesdays and Fridays with the modifieds.

Brackey built a decidedly ugly '37 Ford sedan for the new class. He won the first five features of the season and the track title. In 1957, he set a new Freeport standard, winning eight races in a row with the black car with a whitewashed No. 71 called "Old Bess."

He was champion in 1958-59-60 with the car. In 1961, it started to show its age and Eddie Brunnhoelzl won the point title that year. In the season's penultimate race, a bad crash saw ole No. 71 tore up when it was hit by young driver Manny DeSane. Brackey patched it up and won the season finale.

DeSane felt bad that he wrecked his idol's prize car, so he gifted Brackey with a showroom-looking '37 Ford sedan. Brackey spent that winter building the new car. The original black paint was so good that he didn't even have to repaint it, and black was his signature color. No new parts went on the car: Old parts lying in his garage were used.

The new car debuted, and that June, Brackey turned in one of his grittiest driving jobs. In six years, only three times had a driver won both the modified and sedan features the same night. Brackey did it both times.

On this night, he won his sedan heat and swept the modified portion of the program in Johnny Hertle's No. 50. Before he stepped into the sedan for the feature, he asked if anyone had ever clean swept both divisions in one night. Brackey was told that it had never been done. This gave him an extra incentive.

Taking the lead quickly, Brackey soon had his biggest rival, Les Ley, right behind him. On the sixth lap, the hood on Brackey's sedan flew open. For the last 19 laps, the tough little Brackey kept his flathead ahead of Ley's T-Bird powered '55 Ford with Ley banging him all the way.

Brackey also ran the car at Weissglass Speedway. In 1964, he realized winning with a Flathead wasn't possible and dumped a 312 Ford in it. He won 14 features that year.

He continued to campaign the car and win with it for many years. In 1974, Freeport went under the NASCAR banner and the old sedan was finally outclassed.

The car is still intact and race ready if there was a race suitable for it. It's a museum piece — 46 years after being a gift, the No. 71 holds a respected place in stock-car history.

Wells Strikes With Late Pass For Bluegrass Glory

BARDSTOWN, Ky. — Eric Wells's final-turn, last-lap pass of Jason Keltner delivered the first O'Reilly Battle of the Bluegrass DirtCar Series victory and a \$3,000 payday for Wells during Saturday's seventh-

BOB LM

annual June Jam at Bluegrass Speedway.

Wells also became the 50th different winner in series history aboard the No. 18 Rocket. The runner-up finish was Keltner's best showing of the season.

David Webb was in the show posi-

tion for the second-consecutive week, ahead of Tim Tungate in fourth and Johnny Wheeler in fifth place.

The finish:

Eric Wells, Jason Keltner, David Webb, Tim Tungate, Johnny Wheeler, Victor Lee, Mike Jewell, Rocky Hodges, Tyrel Todd, Aaron Hutton, Jesse Lay, Cody Mahoney, Scotty Earl, Zach Carney, Whitney McQueary, Arnie Fields, Larry Gray, Bryant Woodcock, Derek Fisher, Rob Starkey, Royce McGowan, Brad Neat, Dustin Neat, Chris Combs.

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Through The LENS

A visual tour through the history of motorsports

BUCK BAKER

▶ Buck Baker died in 2002 at age 83. Prior to his death, the South Carolina native's life was fully devoted to stock-car racing. Baker ran his first race in 1939 and was one of NASCAR's founding drivers in 1949. He went on to score 46 victories in NASCAR's senior circuit (now Sprint Cup) and won the championship in 1956 and 1957.

Later, Baker's two sons, Buddy and Randy, raced in NASCAR, with Buddy also becoming a frequent winner.

Born Elzie Wylie Baker, Sr., Baker made 682 NASCAR starts, with 372 top-10 finishes and 45 poles. He later created the Buck Baker Driving School, which helped train numerous drivers, including Jeff Gordon. He was named to NASCAR's 50 Greatest Drivers list in 1998 and was inducted into the Motorsports Hall of Fame of America the same year.

Featured here (clockwise from top left): Racing Bob Wilborn (06) at Watkins Glen Int'l in 1964; In 1981; With son Buddy in 1976; In victory lane at Daytona Int'l Speedway in 1971 with wife, Susan (left); Getting service in 1964 at Bristol Int'l Speedway from Maurice (left) and Lee Petty; At the track; At Darlington Raceway in 1976; The two time champion.

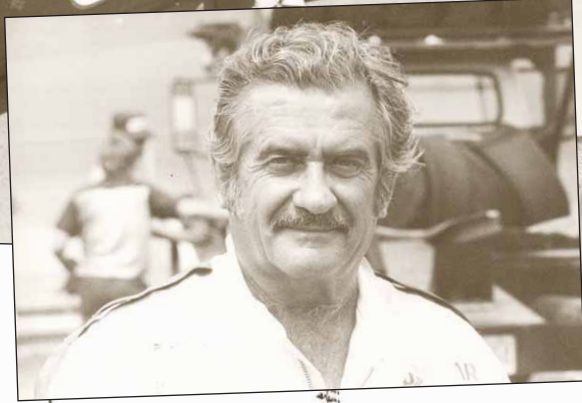
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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: June 19-22.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: NHRA 2005 Phoenix, 11 a.m., ESPN Classic
- NASCAR Sprint Cup LifeLock 400 (taped), 12 p.m., Speed
- Classic NASCAR: 1995 Save Mart 300, 2 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 12:30 a.m., ESPN2
- F-1 French Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: NHRA 2005 Gatornationals, 11 a.m., ESPN Classic
- NASCAR Camping World East Series at South Boston, Va. (taped), 12 p.m., Speed
- World of Outlaws from Knoxville, Iowa (taped), 2 p.m., Speed
- "NASCAR Live," 3 p.m., Speed
- NASCAR Sprint Cup Toyota/Save Mart 350 practice, 3:30 p.m., Speed
- NASCAR Craftsman Truck Series Camping World RV Sales 200 practice, 5 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Go or Go Home," 6:30 p.m., Speed
- NASCAR Sprint Cup Toyota/Save Mart 350 qualifying, 7 p.m., Speed
- NASCAR Craftsman Truck Series Camping World RV Sales 200, 9 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- F-1 French Grand Prix qualifying, 8 a.m., Speed
- NASCAR Nationwide Series Camping World RV Rental 250 practice, 10 a.m., ESPN2
- "NASCAR Live," 12 p.m., Speed
- NASCAR Sprint Cup Toyota/Save Mart 300 practice, 12:30 p.m., Speed
- IHRA from Rockingham, N.C. (taped), 3 p.m., Speed
- World of Outlaws from Knoxville,

TUNE IN TO ...

The Lucas Oil NHRA Supernationals from Englishtown, N.J., at 8 p.m. Sunday on ESPN2.

- Iowa (taped), 4 p.m., Speed
- Grand Am Rolex Series EMCO Gears Classic, 5 p.m., Speed
- NHRA Lucas Oil SuperNationals qualifying (taped), 4:30 p.m., ESPN2
- NASCAR Nationwide Series Camping World RV Rental 250 qualifying, 5:30 p.m., ESPN2
- "NASCAR Countdown," 8 p.m., ESPN2
- NASCAR Nationwide Series Camping World RV Rental 250, 8:30 p.m., ESPN2

Sunday

- "Tradin' Paint," 12 a.m., ESPN2
- NASCAR Nationwide Series Camping World RV Rental 250, 1:30 a.m., ESPN2
- French Grand Prix GP2 Championship, 6 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NHRA Race Day," 11 a.m., ESPN2
- "Tradin' Paint," 12 p.m., Speed
- "NASCAR Performance," 12:30 p.m., Speed
- "IRL Pre-Race," 1 p.m., ABC
- F-1 French Grand Prix, 1 p.m., Fox
- IRL Iowa Corn Indy 250, 1:30 p.m., ABC
- "NASCAR RaceDay," 1:30 p.m., Speed
- "NASCAR on TNT Live," 3:30 p.m., TNT
- NASCAR Sprint Cup Toyota/Save Mart 300, 5 p.m., TNT
- "Speed Report," 7 p.m., Speed
- NHRA Lucas Oil Supernationals, 8 p.m., ESPN2
- "NASCAR Victory Lane," 8:30 p.m., Speed
- "Wind Tunnel with Dave Despain," 9:30 p.m., Speed

MOTORSPORTS CALENDAR

- June 18 UMP DIRTcar Racing Summernationals
Highland Speedway, Highland, Ill., Modifieds
- June 19 World of Outlaws Late Model Series
Oshweken Speedway, Oshweken, Ontario, Late Models
- June 19 NASCAR Whelen Modified Tour
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- June 19 ASCS Northern Plains Region
Red River Valley Speedway, Fargo, N.D., Sprint Cars
- June 19 UMP DIRTcar Racing Summernationals
Jefferson County Speedway, Mt. Vernon, Ill., Modifieds
- June 19-22 National Hot Rod Ass'n
Old Bridge Township Raceway Park, Englishtown, N.J., Dragsters
- June 20 NASCAR Craftsman Truck Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- June 20 Lucas Oil Late Model Series
Cherokee Super Speedway, Gaffney, S.C., Late Models
- June 20 O'Reilly American Sprint Cars on Tour
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- June 20 ASCS Gulf South Region
Motorama Speedway, Beaumont, Texas, Sprint Cars
- June 20 ASCS Southern Tour, Rebel Region
Oglethorpe Speedway, Savannah, Ga., Sprint Cars
- June 20 UMP DIRTcar Racing Summernationals
Farmer City Raceway, Farmer City, Ill., Modifieds
- June 20 United Racing Company
Penn Can Speedway, Susquehanna, Pa., Sprint Cars
- June 20 Empire Super Sprints
Oshweken Speedway, Oshweken, Ontario, Sprint Cars
- June 20 O'Reilly United Sprint Car Series
Penton Raceway, Penton, Ala., Sprint Cars
- June 20-21 Advance Auto Parts World of Outlaws
Dodge City Raceway Park, Dodge City, Kan., Sprint Cars
- June 20-21 Knoxville Midget Nationals
Knoxville Raceway, Knoxville, Iowa, Midget Cars
- June 21 NASCAR Nationwide Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- June 21 Indy Pro Series
Iowa Speedway, Newton, Iowa, Indy Cars
- June 21 World of Outlaws Late Model Series
Autodrome Drummond, Drummondville, Ontario, Late Models
- June 21 Grand Am Rolex Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Sports Cars
- June 21 USAC Western Midget Series
Bakersfield Speedway, Bakersfield, Calif., Midget Cars
- June 21 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- June 21 NASCAR Camping World West Series
Infinion Raceway, Sonoma, Calif., Stock Cars
- June 21 ARCA Lincoln Welders Truck Series
Sauble Speedway, Sauble Beach, Ontario, Stock Cars
- June 21 Hooters Pro Cup Series
Myrtle Beach Speedway, Myrtle Beach, S.C., Stock Cars
- June 21 Lucas Oil Late Model Series
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- June 21 American Sprint Cars on Tour
Clay County Speedway, Spencer, Iowa, Sprint Cars
- June 21 ASCS Northern Plains Region
Clay County Speedway, Spencer, Iowa, Sprint Cars
- June 21 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- June 21 ASCS Southern Tour, Rebel Region
Swainsboro Raceway, Swainsboro, Ga., Sprint Cars
- June 21 ASCS Gulf South Region
Houston Raceway Park, Baytown, Texas, Sprint Cars
- June 21 All Star Circuit of Champions
Waynesfield Motor Sports Park, Waynesfield, Ohio, Sprint Cars
- June 21 ASCS Sprints on Dirt
Butler Speedway, Quincy, Mich., Sprint Cars
- June 21 American-Canadian Tour
Oxford Plains Speedway, Oxford, Maine, Late Models



PADRAIC MAJOR/NASCAR PHOTO

CHANGING HANDS: Denny Hamlin drove the No. 20 to victory at The Milwaukee Mile in 2007, but the win was credited to teammate Aric Almirola.

MARK IT DOWN!

June 21 NASCAR Nationwide Series Milwaukee 250

The Milwaukee Mile, West Allis, Wis., Stock Cars

The NASCAR Nationwide Series heads to the historic Milwaukee Mile Saturday night for the Milwaukee 250. Last season, controversy erupted when Joe Gibbs Racing pulled Aric Almirola from the No. 20 Rockwell Automation Chevrolet in favor of Cup regular Denny Hamlin after 57 laps.

- June 21 UMP DIRTcar Racing Summernationals
I-55 Raceway, Pevely, Mo., Modifieds
- June 21 Golden State Challenge
Skagit Speedway, Alger, Wash., Sprint Cars
- June 21 United Racing Company
New Egypt Speedway, New Egypt, Pa., Sprint Cars
- June 21 O'Reilly United Sprint Car Series
East Alabama Motor Speedway, Phenix City, Ala., Sprint Cars
- June 21 Tampa Bay Area Racing Ass'n
DeSoto Super Speedway, Bradenton, Fla., Sprint Cars
- June 21 Bay Cities Area Racing Ass'n
Placerville Speedway, Placerville, Calif., Midget Cars
- June 22 NASCAR Sprint Cup Series
Infinion Raceway, Sonoma, Calif., Stock Cars
- June 22 IRL IndyCar Series
Iowa Speedway, Newton, Iowa, Indy Cars
- June 22 Formula One World Championship
Circuit de Nevers Magny-Cours, Magny-Cours, France, Formula Cars
- June 22 World of Outlaws Late Model Series
Cornwall Motor Speedway, Cornwall, Ontario, Late Models
- June 22 Grand Am Koni Challenge
Mid-Ohio Sports Car Course, Lexington, Ohio, Sports Cars
- June 22 All Star Circuit of Champions
Attica Raceway Park, Attica, Ohio, Sprint Cars
- June 22 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- June 22 UMP DIRTcar Racing Summernationals
Vermillion County Speedway, Danville, Ill., Modifieds
- June 22 Empire Super Sprints
Cornwall Motor Speedway, Cornwall, Ontario, Sprint Cars
- June 23 All Star Circuit of Champions
Wayne County Speedway, Orrville, Ohio, Sprint Cars
- June 24 World of Outlaws Late Model Series
Canandaigua Speedway, Canandaigua, N.Y., Late Models
- June 24 O'Reilly American Sprint Cars on Tour
I-90 Speedway, Hartford, S.D., Sprint Cars
- June 24 ASCS Northern Plains Region
I-90 Speedway, Hartford, S.D., Sprint Cars
- June 24 All Star Circuit of Champions
Hilltop Speedway, Millersburg, Ohio, Sprint Cars
- June 24 UMP DIRTcar Racing Summernationals
Sedalia State Fair Speedway, Sedalia, Mo., Modifieds
- June 25 World of Outlaws Late Model Series
Big Diamond Raceway, Minersville, Pa., Late Models
- June 25 All Star Circuit of Champions
Skyline Speedway, Stewart, Ohio, Sprint Cars
- June 25 UMP DIRTcar Racing Summernationals
Lake Ozark Speedway, Eldon, Mo., Modifieds
- June 26 UMP DIRTcar Racing Summernationals
Paducah Int'l Raceway, Paducah, Ky., Modifieds
- June 26 All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- June 26-29 National Hot Rod Ass'n
Summit Racing Equipment Motorsports Park, Norwalk, Ohio, Dragsters
- June 27 USAC Lucas Oil National Sprint Car Series
Richmond Int'l Raceway, Richmond, Va., Sprint Cars
- June 27 O'Reilly POWRI National Midget Series
Paducah Int'l Raceway, Paducah, Ky., Midget Cars
- June 27 NASCAR Camping World East Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- June 27 UMP DIRTcar Racing Summernationals
Lawrenceburg Speedway, Lawrenceburg, Ind., Modifieds

Editor's Note: Schedules are subject to change. Please check with tracks and sanctioning bodies prior to all events for last-minute changes.

Creasy & Lagana Burn Up Maryland Strip

BUDDS CREEK, Md. — Last season, Funny Car driver Dale Creasy, Jr. was a regular visitor to the winner's circle at IHRA Nitro Jam events, winning six times and easily cruising to his second-consecutive world title.

This season, things have not come quite as easily for the Beecher, Ill., resident. Through three national events heading into the President's Cup Nationals, Creasy failed to find his way into the winner's circle. That all changed when he knocked off Todd Simpson in the final round to claim the Ironman Sunday at Maryland Int'l Raceway.

"Today was a day we have been looking for," Creasy said. "This morning, I was wondering if this was going to be a 'go fast' kind of race track or if it was going to be tricky. Either way, we thought we had something for everyone else. It worked out well. We have a tune-up we run at Grand Bend for a hot race track that we've been working on for two years. All the tracks are good until it gets this hot. You can't do anything with a 140-degree race track."

Creasy's '08 Impala was the strongest car all weekend. He qualified on top of the qualifying sheet before marching through the rounds of eliminations. He defeated Mike Smith in the first round when Smith rolled through the beams and posted a -.217 red-light. Creasy then knocked off Andy Kelley in the semifinals with a 5.118/293.73 pass to Kelley's 5.323/280.14. He then marched past Todd Simpson in the final round, posting a 5.080 at 294.95 mph while Simpson shook the tires in the other lane.

Bobby Lagana, Jr. also found the winner's circle for the first time this season, defeating defending World Champion Bruce Litton to take home the Torco Pro Nitro Top Fuel Ironman. The victory was Lagana's fourth-career national event win. The win was special for Lagana because his father, Bobby Sr., was at MIR with him and his brother Domenick was tuning his car for the first time. Lagana clocked a 4.869/306.40 pass in the final to top Litton's 4.998/225.82.

"I have absolutely the best deal in life," Lagana said. "My family is great, I have an awesome girlfriend, my brother is unbelievable. Dom is the most incredible person in my entire life. I told him he was tuning the car this weekend and we never missed a beat. I have everything I could possibly want."

Mike Castellana proved the nitrous Pro Modifieds are back with a vengeance. Castellana knocked off Ed Hoover in the final round by clocking a 6.097 at 238.93 mph. Earlier in the

weekend, he posted the fastest speed by a nitrous Pro Modified car in IHRA history, posting a 239.14 mph pass.

Castellana knocked off Pat Stoken, Kenny Lang and Mike Janis to reach the finals.

Laurie Cannister continued

her dominance in the Alcohol Funny Car class, winning for the third time in four national events. Cannister defeated Paul Noakes in the final round to repeat at MIR.

Frank Gugliotta was able to find the winner's circle for the

first time this year, defeating Jason Collins in the Torco Pro Stock final for a victory at Gugliotta's home track.

The results:

Top Fuel — Bobby Lagana, Jr., 4.869 seconds, 306.40 mph def. Bruce Litton, 4.998 seconds, 225.82 mph.
Nitro Funny Car — Dale Creasy, Jr., Chevy Impala, 5.080, 294.95 def. Todd Simpson, Chevy Camaro, 6.214, 159.99.
Pro Modified — Mike Castellana, Pontiac Firebird, 6.097,

238.93 def. Ed Hoover, Chevy Camaro, 6.102, 232.31.

Alcohol Funny Car — Laurie Cannister, Chevy Camaro, 5.780, 246.57 def. Paul Noakes, Dodge Avenger, 6.015, 238.17.

Pro Stock — Frank Gugliotta, Ford Mustang, 6.417, 219.86 def. Jason Collins, Chevy Cobalt, 6.431, 219.83.

Top Sportsman — Sandy Wilkins, Chevy Cavalier, 7.319, 164.17 def. Wayne Woodard, Cavalier, 7.401, 162.37.

Top Dragster — Gary Koebbe, Dragster, 7.075, 185.74 def. Steve Furr, Dragster, foul.

Super Stock — Craig Marshall, Pontiac Grand Am, 8.970,

145.02 def. Monty Bogan, Jr., Pontiac Firebird, 9.588, 139.10.

Stock — Dan Fletcher, Chevy Camaro, 10.592, 113.74 def. Wayne Totard, Pontiac Grand Am, 10.720, 126.45.

Quick Rod — Danny Waters, Jr., Dragster, 9.020, 155.79 def. Kathy Fisher, Dragster, 9.067, 158.45.

Super Rod — Cameron Manuel, Chevy Corvette, 9.890, 142.66 def. Steve Furr, Chevy Camaro, 9.889, 155.42.

Hot Rod — Chris Carpenter, Chevy Vega, 10.867, 132.32 def. Chris Myerger, Chevy Camaro, 10.858, 136.19.

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Kings Royal Is July Tradition

FISHERS, IND.

It has become a July tradition, when the eyes of sprint-car racing turn toward a raucous celebration of speed at Ohio's Eldora Speedway.

The Kings Royal will see the 25th running this July 12, and it seems impossible that a quarter-century has passed since Earl Baltes shocked the sprint-car world with the promise of a race paying an unprecedented amount to the winner. In a special salute to the silver anniversary, Eldora officials hope to bring all the former winners back to the track to be honored at this year's race.

It's difficult today to describe the audacity of the 1984 Kings Royal. Baltes wanted to do something that would catch the imagination of both fans and racers, and he did it with a nice, round number: \$50,000, paid in cash to the winner.

His announcement came a couple of months earlier, creating an amazing amount of buzz in the weeks leading up to the event. There was a tremendous amount of anticipation surrounding the race, and as everyone descended upon Eldora on that hot, muggy July evening, there was a genuine sense of excitement that we were going to see an event unlike anything we had seen before.

Steve Kinser won that race, driving Karl Kinser's famed No. 11. Kinser was in the early stages of building his legend in 1984, and this race was ultimately one more brick in the

enormous structure of his career.

After taking the checkered flag that night, Kinser drove to the bottom of the track on the front straightaway and quickly climbed from the car. His face was a picture of pure joy and excitement, a vivid image that still remains firmly in my mind. He let out a war whoop that could be heard all the way back home in Indiana, echoing across the darkened farm fields.

That race helped cement Baltes's legacy, as well. He had pulled it off, paying a monumental amount and forever altering the landscape of sprint-car racing. From that point on, Baltes was looked upon in sprint-car circles with a renewed sense of awe and admiration.

In the 24 years since, the Kings Royal has provided dozens of powerful memories. Don Kreitz, Jr. shocking the field in 1986 as a Pennsylvania invader; Doug Wolfgang winning in 1990, on the same night we lost Rich Vogler some 200 miles away at Salem;

AMERICAN SCENE



DAVE ARGABRIGHT

Johnny Herrera winning a thriller in 1997 for Gil Sonner as their top wing was coming apart; Mark Kinser scoring a breakthrough win in 2001 on his 18th Kings Royal try.

It hasn't been all good memories, of course. There was Brad Doty's crash in 1988, for example, another one of those moments that stands frozen in time, still capable of inflicting pain when one plays the images through the mind.

The annual July gathering for the Kings Royal seems as much an institution as anything in racing. You can count on hot weather, with the threat of rain. The sun tries its best to wilt the scene, and the humid air seems to hang about the place. But the massive gathering of hardcore sprint-car fans seems to ignore the heat and humidity, ever-smiling and filled with anticipation as they cram onto the wooden seats to watch this year's edition unfold.

Then there is the drive home across the darkened country-

side. Sometimes I roll down my window as I pass through the little towns, letting the damp night air chill me, allowing it to slowly take the edge off the night's excitement. I play through that night's race in my mind, reliving the sights and sounds, filing them away just ahead of last year's Kings Royal memories, soon to join all those dating back to 1984.

It is a great ritual in my life, one I can't imagine not continuing forever.

The Eldora officials are hopeful they can get all the former winners to return for this year's event, and will hold a special gathering on Saturday afternoon. It is impressive, that list: Steve Kinser, Doug Wolfgang, Don Kreitz, Jr., Jac Haudenschild, Bobby Davis, Jr., Sammy Swindell, Dave Blaney, Johnny Herrera, Dale Blaney, Mark Kinser, Joey Saldana, Jason Sides and Donny Schatz. Some, of course, will still be racing; others, I hope, will find their way to come home, at least for this one wonderful night.

It will be good to see this year's Kings Royal. It will be good to see the faces of today's racers, eager and excited and out to prove something. But it will also be good to see some faces from yesterday, perhaps just a bit older and maybe even a bit grayer than we remember them.

On any July night, the Kings Royal is something special. But this one, this 25th, might be one we'll never forget.

It's difficult today to describe the audacity of the 1984 Kings Royal. Baltes wanted to do something that would catch the imagination of both fans and racers. . .

'Cool Hand,' Warm Heart For Actor, Racer

ST. BONIFACIOUS, MINN.

Goodyear was a sponsor of our Racing Promotion Monthly and the Promoters Workshops through most of the 1980s, and one of the perks of that association was access to the Goodyear Tower in the infield at Daytona, where visiting celebrities hung out to hide from the throngs and watch the races.

It was there we had a chance encounter with Paul Newman in 1990. As we watched one of the Thursday 125 qualifiers, there was a big pileup in the turn entering the backstretch, and everyone in the tower went to one of the TV monitors to see a replay. We elbowed in next to this guy wearing a tan bucket hat and sunglasses. We asked him, "Who crashed?" He answered, "I dunno, maybe they'll show it," and the voice was unmistakable.

"Days of Thunder" was being filmed at Daytona during Speedweeks that year, and Newman was there with Tom

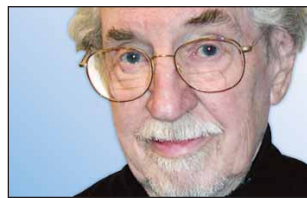
Cruise, who starred in that picture as driver Cole Trickle. Cruise had turned out to be something of a good luck charm for Newman, who had earned a

much-belated Academy Award for his 1986 film "The Color of Money," with Cruise playing a small-time pool hustler.

Later that day, Newman joined us on the frontstretch side of the tower to watch the 125s. Wisconsin's Dick Trickle was leading the race. "Hey," I said, "That's Cole Trickle's father," and Newman had a good laugh.

We've admired Paul Newman and his genuine love of racing for many years. He was never there as The Big Celebrity; there was no publicity, no entourage, no bodyguards, no roped-off restricted areas. He was there as just

CYNIC IN THE STANDS



STEW REAMER

another driver. We remember the year they ran the eastern modified coupes on the infield road course at Daytona, hearing him give a joyful whoop when he learned of

his good qualifying time. He helped lead the fearsome Datsun team to road-racing titles, but he wanted to try every kind of racing car. He would show up unannounced at eastern tracks asking if he could do some laps in a sprint car or a DIRT modified. Reports said he got them all up to speed very quickly. When asked if he wanted to drive in the races, he would explain that his film contracts forbade it.

Newman's philanthropies are well known. Profits after taxes from his high-quality sauces, dressings, marinades, wines, salsa, cereals and countless

NASCAR Tells Drivers To 'Shut Up And Drive'

BY BRUCE MARTIN
NSSN CORRESPONDENT

BROOKLYN, Mich. — NASCAR President Mike Helton summoned Sprint Cup drivers and other team principals to a meeting before Friday's practice session at Michigan Int'l Speedway.

The purpose of the meeting was essentially to tell the drivers

SPRINT CUP

those weren't the exact words used by Helton, the message was clear that NASCAR officials are tired of hearing the constant criticism involving the new car, previously known as the "Car of Tomorrow."

"My interpretation was that the drivers should be thankful for the position they're in and should be more positive in where this car is going to be in a year or two," Dale Earnhardt, Jr. said when quizzed about the context of the meeting. "It reminds me a lot of working with video game developers. The reason why the analogy works is because the public wants to know how good the game is. The public wants to know what's being fixed. Once the game is released, there's a lot of bugs and stuff, just like with this race car."

"And the public wants to know when is it going to be fixed and what's being worked on and what's going to be added. And a lot of companies are not eager to give that information out until it's done and finished."

"I see NASCAR with that same attitude."

Earnhardt said he got the message that was delivered by Helton, that the new car remains a work in progress and that, over time, it will get better.

"I think that they do a lot of work behind the scenes and they probably agree with us more than we tend to believe," Earnhardt said. "And they understand that the car is new and it's going to evolve and we're going to learn more."

"Maybe three years from now, we'll look back at what we have today and go, 'man, can you believe we had that car and that was the way we did it?' because they'll be some things we'll find that will be just like 'man, that's way better. Let's go in that direction.' So I think they're doing more than we give them credit for. They're thinking and working and trying and wanting to improve; and that we drivers should do less complaining."

Helton gave a "forceful reminder" to the drivers that he is tired of hearing the constant complaints about the race car, which was designed to provide increased safety to the competitors while making

a more common chassis in an effort to contain costs.

While it has improved safety, critics say it has failed in containing costs and improving competition.

"I think it's always great to be reminded. In my experience with Mike Helton, if he ever says anything, it's been very valuable to me," Earnhardt said. "And every time that man has spoken, I've benefited from it. It gave me a whole lot clearer view of the situation than I had. And I appreciate Mike and NASCAR for thinking it was a good opportunity today to have that."

Earnhardt admitted he has been too vocal at times about the new car.

"I don't know what the other drivers think. I just know what I think and what it did for me," Earnhardt said. "I was pretty critical and overly critical at times. And the only reason why the drivers are like that is because we feel like our best avenue is through the media because it's very effective."

"But at the same time, NASCAR reads those opinions and it's not good for the sport. If I enjoy what I do and I'm having fun and want to be here and want to be around for a while, I shouldn't tell people not to buy tickets. As a driver, you just pent up the anguish that you have about the situation and you misinterpret NASCAR's position and their approach and what they're really doing. Like I said, they're doing a lot with the car now. They are coming up with some new ideas and new ways to make the car not quite as sensitive in dirty air and they'll be testing that soon, hopefully. I think it's great that they feel like the car can evolve."

Team owner Richard Petty was involved in the meeting.

"It was a chance to say, 'Look guys, we're all in this together. We've got to sell racing to them people up there,'" Petty said, pointing to the fans in the grandstands. "We have to make a positive spin on it, basically."

"The car is part of the problem, but we have to make the new car work."

Not surprisingly, two-time champion Tony Stewart's take on the meeting was a little different.

"Ask Mike Helton — I don't know what we're allowed to say and what we're not," Stewart said after Sunday's race. "I'm just thankful we're allowed to be here and be a part of this. It's just a privilege for us to be here, and according to Friday, we've all got it a lot better than a lot of us think."

"We're not allowed to have opinions now. We've all got it made here. We've all got it great. At least, that is what we've all been told."

Petty Enterprises Takes On Boston Ventures As Partner

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — A new day dawned for Petty Enterprises June 11 at Lowe's Motor Speedway.

NASCAR's most historic and most successful racing team announced a new business partner, Chief Executive Officer and a contract extension with its signature driver, all of which are part of a multi-tiered effort to return the team, which has existed since Lee Petty competed in the first NASCAR race in 1949, to victory lane.

Boston Ventures, which has invested more than \$2.4 billion in more than 70 companies in recent years, agreed to a capital investment in both Petty Enterprises and the Richard Petty Driving Experience. Interestingly, Petty Enterprises and RPDE, which were separate entities, will now be run under a single umbrella.

Together, the Pettys and Boston Ventures have hired longtime entertainment executive David Zucker as CEO for Petty Enterprises. Zucker most recently was CEO of Midway Games, Inc., a developer of video games, and spent 11 years with Walt Disney Company, including eight years with ESPN.

Boston Ventures Managing Director Barry Baker will also serve as Chairman of Petty Enterprises.

Finally, 2000 Sprint Cup champion Bobby Labonte signed a four-year contract extension, which includes options, with the team that virtually guarantees he will complete his career driving Richard Petty's famed No. 43.

Zucker, Labonte and the Pettys were on hand, while Boston Ventures was represented by Managing Director Andy Davis. NASCAR Chairman Brian France was also in attendance.

"My daddy did the work and my mama kept up with the money," said Richard Petty, acknowledging that it was an emotional day for him. "Over the years, it really got away from us from a financial standpoint. We just got behind."

The Pettys believe the undisclosed investment from Boston Ventures will change all of that.

"This is something I have taken a great deal of time to think about and I'm comfortable with the decision I have made, and to have Boston Ventures as my partner in Petty Enterprises. Boston Ventures will provide us with the capital necessary to compete for wins and championships," Petty said.

Zucker said his business is running companies, but acknowledged that racing is not his expertise.

"My plans are to work with Richard and the Petty management team to build the business, and to leverage Boston Venture's expertise in areas like marketing relationships and financial management," said Zucker. "One of the reasons I'm comfortable coming into this role is that industry veteran Robbie Loomis is in

place leading the race team operations at Petty Enterprises. Robbie knows how to build a winning racing organization, and I'm looking forward to helping grow the organization."

Labonte acknowledged he had offers from other teams, but said he wanted to stay at Petty Enterprises and the part-

nership with Boston Ventures helped to make that happen.

"I feel the decision I have made is the right one for a lot of reasons," Labonte said. "For me to want to be here will show sponsors and the people that work here and will work here in the future that Petty Enterprises is committed to improving our per-

formance."

Kyle Petty, who has been "acting" CEO of the company for several years, said he will continue to drive for the team, but will now spend more time exploring other interests.

With no primary sponsors in place for next season, that is clearly the top priority for the operation, but Zucker and

Davis both said that Petty Enterprises will expand in the coming years.

"Our goals for the race team are to bring the 43 and the 45 back to victory lane and to bring a third car on line as soon as possible," Davis said. "We are going to invest in people and equipment. People make things happen."

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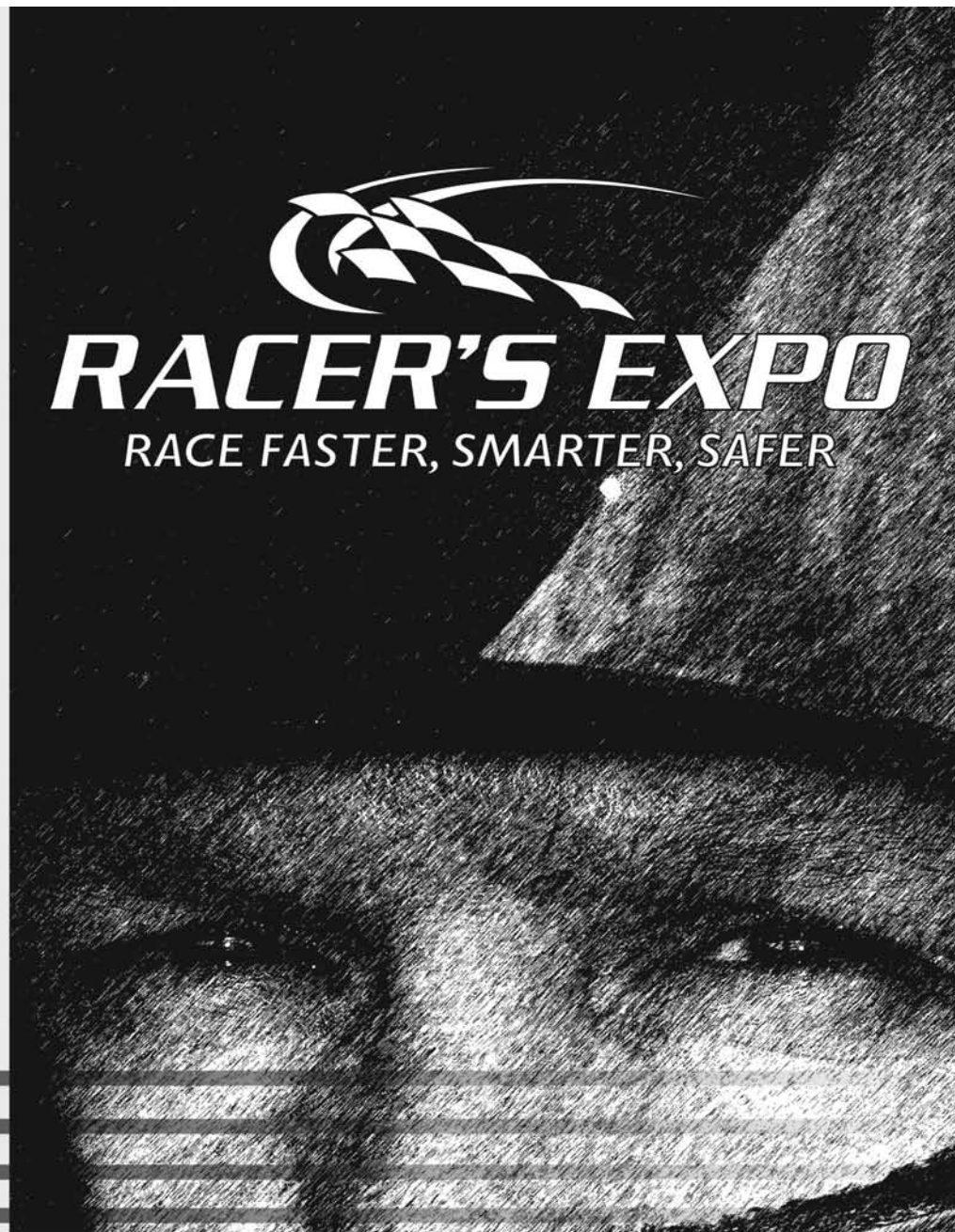


Photo by: Terry Thomson



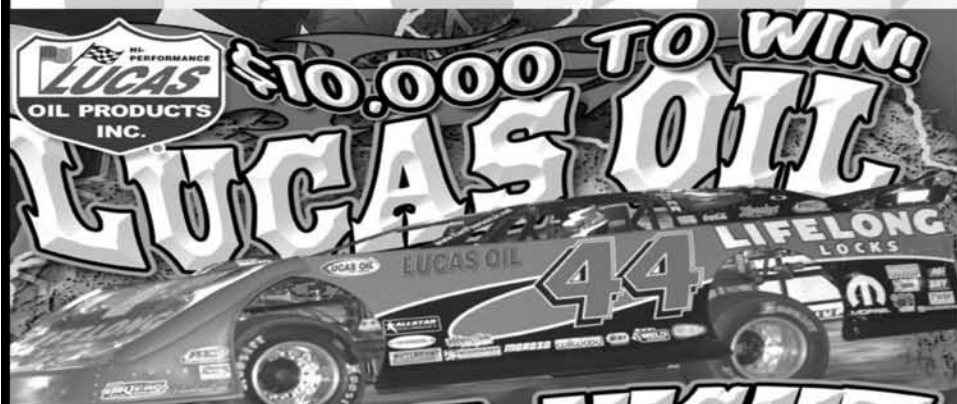
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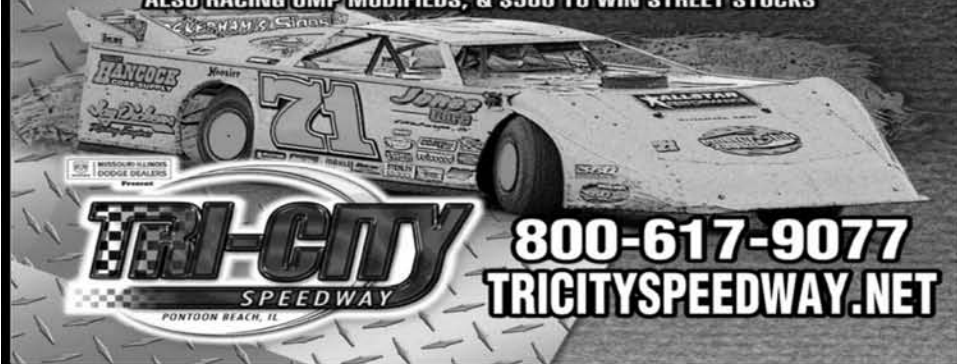
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Mustang Rules Mosport

GT

BOWMANVILLE, Ontario — Nothing was going to keep Scott Maxwell, Joe Foster and the No. 55 Hyper Sport Ford Mustang GT from claiming the team's second-consecutive Grand Am KONI Challenge Series Grand Sport track victory Saturday at Mosport Int'l Raceway.

On the race's fourth and final restart, with nine minutes to go, Maxwell got a great jump on Hugh Plumb, and won by 3.013 seconds over

Plumb's No. 60 Rehagen Racing Ford Mustang GT. Maxwell had slipped past Plumb on lap 66 — with just over 35 minutes remaining in the 82-lap, two-and-a-half hour race — as the pair approached turn one. The pass came just before the race's third caution, which involved the No. 171 APR Motorsport Volkswagen GT of Ian Baas.

Foster, who started on the pole, led the opening 40 laps before the race's first caution period, which occurred on lap

37 for two cars that had spun. Foster passed through the pits but did not stop, as confusion mounted as to whether the pits, were open.

Foster returned to the pit area on the next lap for routine service and a driver change, and Maxwell returned to the track in ninth place.

But Maxwell didn't stay there long. The Toronto native moved into the top five on lap 57, and jumped to third on a restart following the second caution period on Lap 63. He took second from fellow countryman Jean-Francois Dumoulin on lap 64, then pulled alongside Plumb as the pair drove out of turn 11 on lap 65. He completed the pass into turn one, and was only challenged thereafter on the restarts.

The victory was the first for Maxwell and Foster since last year's race at Mosport, when Maxwell led the final 15 laps after passing David Empringham. Billy Johnson and Tom Milner filled out the race's podium, as the pair took third in only their second race in the No. 18 Motorsport Technology Group BMW Z4.

ST

Jamie Holtom and Eric Curran led the final 64 laps in the Street Tuner, a second-consecutive class victory in the No. 01 Georgian Bay Motorsports Chevy Cobalt SS.

Curran took the controls from Holtom on lap 41 and held off Kristian Skavnes in the No. 111 ICY/Phoenix Racing Subaru Legacy by only 0.942 second. Curran and Holtom — who became the youngest KONI Challenge Series race winner in history at this track three years ago — also won the race at Lime Rock Park and left Mosport with a 16-point lead over fellow Canadian Kuno Wittmer (96-80).

Skavnes and Chuck Hemmingson posted their best finish of the season with a second-place result. The pair, however, will return to action next Sunday, June 22, at Mid-Ohio Sports Car Course in defense of their 2007 race victory.

Quebec brothers Kuno and Nick Wittmer took third in the No. 32 i-MOTO Racing Acura TSX, keeping both drivers near the top of the point standings. Nick Wittmer started the race ninth before brother Kuno zipped through the field, and earned fourth, just behind the No. 29 Bill Fenton Motorsports Honda Civic Si of Matt Plumb and Bob Beede.

Defending ST champions Adam Burrows and Trevor Hopwood co-drove the No. 74 Compass 360 Racing Acura TSX to fifth, with both drivers keeping the car out of trouble.

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Saturday—July 12



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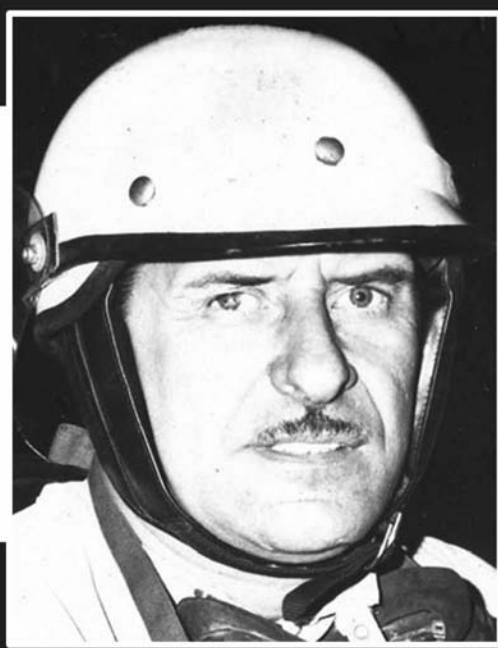
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FRUIT OF THE WINE

Kevin Buckler Brings Business Savvy To Auto Racing Teams



PHOTO COURTESY KEVIN BUCKLER

A trio of wine samples sat on Kevin Buckler's desk, an overnight arrival from Buckler's Adobe Road Winery in California's Sonoma Valley. FedEx, it seems, even delivers evidence of just how much NASCAR has changed since its early years, when Junior Johnson ran moonshine through the rolling hills of North Carolina.

Buckler, principal and CEO of The Racers' Group as well as Adobe Road, handles his duties as wine taster a country away from his Sonoma vineyards, but only a few yards away from TRG's bustling NASCAR Craftsman Truck Series garage.

TRG's foray into NASCAR began when the group bought Darrell Waltrip's former NCTS team at the end of last season. NASCAR may be new to Buckler and TRG, but racing isn't. Buckler spent 15 years creating one of Grand Am's premier teams alongside award-winning bottles of wine.

Now, he's hoping to transfer that same formula to NASCAR, beginning with TRG's truck-series effort, while still going full-speed with the winery and sports-car operation.

"Over the past couple of years, we've run out of runway," said Buckler, noting TRG's five entries at the Sahlen Six Hours of the Glen. "We're full. We're locked and loaded."

At once, Buckler speaks with the confidence of a driver who won his first professional race — in 1995 at the California Grand Prix — and went on to win back-to-back titles at the Rolex 24 at Daytona and the 24 Hours of Le Mans and with the reservations of a team owner who knows there are momentous challenges ahead on and off the track with NASCAR.

"We came out here and got our ass whupped. Then, we came out again the next week and got our ass whupped, but five positions better," Buckler said of the team's early Truck Series returns.

"That's what it's about to me, an upward trend. We're making everything a little bit better. I want to improve and I want to build an organization here that's solid and stable and put our foot in other waters."

Those other waters include plans already in place for a two-car ARCA program in 2009 to go with the team's two-truck team anchored by drivers Donnie Lia and Andy Lally.

That "upward trend" has already included a surprise victory by Lia, which came in a dramatic three-truck drag race to the checkered flag in the team's seventh NCTS race at Mansfield, Ohio.

The victory was validation for the understated Lia, last year's NASCAR Whelen Modified Series champion, the team and Buckler, who teamed Lia with sports-car specialist and fellow Long Islander Lally. Lally has spent the past four years with TRG, winning races in Porsches and now is growing with the team, he hopes, into a full-fledged, fender-rubbing NASCAR driver.

Both Lally and Buckler

are expending a lot of energy to make sure that happens.

"One of the things you aspire for in racing is to have people who are working as hard or harder than you to achieve the same goal," Lally said of his time with Buckler and TRG. "Here, I have that and then some. Kevin is non-stop all day long, seven days a week. He's fully dedicated to the racing team. He's always trying to make TRG better every time we hit the track."

TRG's NASCAR plan is the same one Buckler used to build a successful Grand Am team in the 1990s.

And in some ways, it is not unlike producing wine — it all starts with roots back in the vineyard.

"We're starting here in trucks. The program next year will involve multiple trucks and multiple ARCA cars. Some of them will have their own funding, but basically what I want to do here is the same as we did in Petaluma — build this thing with a real solid foundation for it to grow.

"I'm not coming here to put up one Hail Mary pass, to come in and spend all my money on one shot and then just go away."

But having strong root systems for grapes and great race teams are not the only similarities Buckler sees between his two diverse business interests.

"In some ways, they couldn't be more different. But in other ways, there are some scary similarities," he said. "Where else could you pick two businesses who are dominated by people who don't care about making a profit?"

"As a small winery, your biggest competitors are people who are building trophies to themselves — rich guys who made a lot of money in money markets or in business and are now charging \$35 a bottle

"I decided to chase my heart, not my wallet. The good news is, if you work hard enough and make the right decisions, you can make your passions your businesses."

KEVIN BUCKLER

and getting the best and the best and the best, and there's no way, no how that he's ever going to make a profit. The same can be said in sports-car racing.

"There's always going to be a rich guy to come in and try to outspend you, but we know that guy's going to come and go."

TRG's purple Porsche's carrying the Adobe Road livery heralded Buckler's wine interest with each success. Ironically, the tables have turned lately as Adobe Road has won some 25 awards, including eight gold medals, this year.

At TRG's California headquarters, the garage is adjacent to the wine-tasting room.

"Now, the wine community, which knows nothing about our race team, is coming into the winery because of our reputation with the awards and wondering what all the race cars are doing in there."

There's no such confusion at the team's Mooresville shop, which is all about the business of NASCAR — with the recent exception of Buckler's desk.

And it's serious business. Buckler is "100 percent sure" that Lally has the talent and intangibles to be a racing "rock star."

Lia's No. 71 Chevrolet will run the balance of the NCTS schedule, while Lally's No. 7 Silverado will run as much as possible in 2008 and a full schedule in 2009.

"We're not coming here to clip our coupons and run around in the back of the field," Buckler said.

Buckler, who says the competitive fire he used to have as a driver is now fueled by the business side of the sport, believes the plan he has put in place could have TRG making its Sprint Cup debut in "one or two races" as early as next season.

"I've tried to stack the cards in our favor," he said. "I've seen all these teams take on partners to help them navigate the halls of Wall Street or wherever it is they need to be; we did it the other way. We started with the business partners. I went to my network of influential clients and friends and asked them if they wanted to help us start this NASCAR team. They all put their hands up and said, 'Let's do it.'"

And that is how a bi-coastal business got started. It is part of the story as to how Lia drove a truck into victory lane in Ohio and just a small bit of how Buckler ended up with a nice Cabernet on his desk on a Tuesday afternoon.

"I decided to chase my heart, not my wallet," Buckler said. "The good news is if you work hard enough and make the right decisions, you can make your passions your businesses."

No Ghost At Susky

NEWBERRYTOWN, Pa. — P.J. Gargiulo exorcised the ghost of a near miss at Susquehanna Speedway Park with Sunday's ARDC victory.

Gargiulo, who lost the 2006 season-ending race at SSP by inches to Ray Bull, made sure there would be no disappointment this time around.

Tracy Readinger and Andy Martin battled back and forth for the lead as Gargiulo lurked close behind in third. With Martin in the extreme high groove and Readinger clinging close to the inside

rail, Gargiulo rolled through the middle before diving for the inside between turns three and four on lap 15 and passing both Readinger and Martin for the point.

Gargiulo survived a pair of restarts and held on the rest of the way for the victory. Martin settled for second ahead of Readinger in third. Steve Lenig and Brett Arndt competed the top five.

The finish:

P.J. Gargiulo, Andy Martin, Tracy Readinger, Steve Lenig, Brett Arndt, A.J. Ernesto, Eric Heydenreich, Drew Heistand, Randy Monroe, Jr., Ryan Watt, Shane Penny, Zack Martini, Bruce Buckwalter, Nick Wean, Jimmy Commock, Carey Becker, Frank Polimeda, Scott Zipp, Jack Spence, Greg Robinson, Chris Zrinski, Dave Shirk, Steve Buckwalter, Mark Lawshe, Bobby Goerner, Stephanie Stevens.

ARDC MIDGETS

Ford Drives At Ventura

VENTURA, Calif. — Josh Ford led all 30 laps to win Saturday night's USAC Western Midget Car Series feature at

Ventura Raceway. Ford had command of the fifth-mile dirt track through-

out the night and held off Joey Fabozzi for the victory. Shannon McQueen, Ernie Bartley III and Randi Pankratz rounded out the top five.

The finish:

Josh Ford, Joey Fabozzi, Shannon McQueen, Ernie Bartley III, Randi Pankratz, Robby Josett, Rick Hendrix, Scott Pierovich, Chris Gansen, Bruce Douglas, Chris Rahe, C.J. Sarna, Rob Ely, Danny Ebberts, Bobby Boone, Nic Faas.

Margeson Masters Ephrata

EPHRATA, Wash. — Evan Margeson charged from his third-row starting spot to take his second straight Western Midget

Racing Ass'n victory Saturday at Ephrata Raceway Park.

Mark Atkinson followed Margeson to the line at the end of the caution-free race.

Brea Lopez finished third as Tony Seidelman and Logan Forler rounded out the top five.

The finish:

Evan Margeson, Mark Atkinson, Brea Lopez, Tony Seidelman, Logan Forler, Rick Brown, Kirsten Smutny, Paul Dart, Dan Fisher, Art Linder, Troy Globe, Dave Hoene (DNS).



ROGER HAMILTON PHOTO

KICKING UP DIRT: Michael Pickens (2) slides around Angell Park Speedway during Sunday's Badger Midget Series event.

Michael Pickens Keeps Streaking

SUN PRAIRIE, Wis. — New Zealand's Michael Pickens topped the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The victory extended

BMARA

Pickens's streak to five-consecutive seasons with at least one series feature.

Australian Matt Smith, running his first event this season in the U.S., paced the initial seven laps, before being passed for the lead by teammate Mike Hess. Jerry Coons, Jr. got

under Hess and Pickens for the lead on lap 14, but began experiencing engine trouble, allowing Pickens by. Coons was forced to retire during a lap-22 caution.

From there, Pickens led the final eight laps, finishing 1.63 seconds ahead of Hess. Brandon Waelti, Bobby East and Davey Ray rounded out the top five.

The finish:

Michael Pickens, Mike Hess, Brandon Waelti, Bobby East, Davey Ray, Matt Smith, Nick Lundgreen, Aaron Fiscus, Joe Wipperfurth, Buddy Luebke, Robbie Ray, David Gough, Chad DeSelle, Jason Dull, Jerry Coons, Jr., Justin Allgaier, Tim Noble, Kurt Mayhew, Scott Hatton, Robe Keelan, Kris Hoegsted.



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RACE REWIND

Race 15 of 36: LifeLock 400, Sunday, June 15
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS



Dale Earnhardt, Jr. **Kasey Kahne** **Matt Kenseth**

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	3	88	Dale Earnhardt, Jr.	National Guard/AMP Chevrolet	203	\$173,550	Running
2	9	9	Kasey Kahne	Budweiser Dodge	203	161,116	Running
3	16	17	Matt Kenseth	Carhartt Ford	203	155,066	Running
4	18	83	Brian Vickers	Red Bull Toyota	203	97,100	Running
5	12	20	Tony Stewart	Home Depot Toyota	203	136,986	Running
6	6	48	Jimmie Johnson	Lowe's Chevrolet	203	149,061	Running
7	4	99	Carl Edwards	Office Depot Ford	203	130,200	Running
8	13	6	David Ragan	AAA Insurance Ford	203	98,975	Running
9	27	19	Elliott Sadler	McDonald's Big Mac Dodge	203	112,120	Running
10	23	26	Jamie McMurray	Crown Royal Cask No. 16 Ford	203	95,125	Running
11	26	15	Paul Menard	Menards/Sylvania Chevrolet	203	91,875	Running
12	10	29	Kevin Harvick	Shell/Pennzoil Chevrolet	203	124,786	Running
13	1	18	Kyle Busch	M&M's Toyota	203	101,800	Running
14	5	11	Denny Hamlin	FedEx Freight Toyota	203	115,841	Running
15	2	31	Jeff Burton	AT&T Mobility Chevrolet	203	123,008	Running
16	19	28	Travis Kvapil	freecreditreport.com Ford	203	107,314	Running
17	17	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	203	110,383	Running
18	8	24	Jeff Gordon	DuPont Chevrolet	203	124,286	Running
19	39	84	A.J. Allmendinger	Red Bull Toyota	203	78,650	Running
20	7	16	Greg Biffle	Dish Network Ford	203	88,875	Running
21	22	2	Kurt Busch	Miller Lite Dodge	203	82,850	Running
22	35	77	Sam Hornish, Jr.	Mobil 1 Dodge	203	121,325	Running
23	38	55	Michael Waltrip	NAPA Auto Parts Toyota	203	96,408	Running
24	43	10	Patrick Carpentier	LifeLock Dodge	202	78,800	Running
25	15	8	Mark Martin	U.S. Army Chevrolet	202	110,933	Running
26	11	07	Clint Bowyer	Jack Daniel's Chevrolet	202	91,825	Running
27	24	38	David Gilliland	freecreditreport.com Ford	202	92,383	Running
28	42	78	Joe Nemechek	Furniture Row Racing Chevrolet	202	72,975	Running
29	36	45	Terry Labonte	Marathon American Spirit Dodge	202	89,933	Running
30	25	5	Casey Mears	Kellogg's/CARQUEST Chevrolet	201	91,200	Running
31	20	43	Bobby Labonte	Marathon American Spirit Dodge	201	112,486	Running
32	31	01	Regan Smith	Principal Financial Group Chevrolet	201	82,950	Running
33	34	66	Scott Riggs	State Water Heaters Chevrolet	201	84,983	Running
34	32	41	Reed Sorenson	Target Dodge	200	99,489	Running
35	28	44	David Reutimann	UPS Toyota	200	72,125	Running
36	37	21	Bill Elliott	Motorcraft Ford	200	90,420	Running
37	33	00	Michael McDowell	Champion Mortgage Toyota	199	81,572	Running
38	21	42	Juan Pablo Montoya	Big Red Slim Pack Dodge	194	99,848	Running
39	29	22	Dave Blaney	Caterpillar Toyota	180	71,890	Running
40	30	7	Robby Gordon	R.V.s.com/Camping World Dodge	150	79,850	Accident
41	40	96	J.J. Yeley	DLP HDTV Toyota	116	79,815	Engine
42	14	12	Ryan Newman	alltel Dodge	114	113,845	Engine
43	41	40	Dario Franchitti	Juicy Fruit Slim Pack Dodge	30	79,258	Engine

RACE STATISTICS

Race time: 2 hours, 47 minutes, 34 seconds
Average speed: 145.375 miles per hour
Victory margin: Under caution
Caution flags: Eight for 22 laps
Lead changes: 31 among 13 drivers
Lap leaders: Kyle Busch 1-5; Jimmie Johnson 6-33;
Brian Vickers 34; Johnson 35; Vickers 36-37; Johnson 38;
Dale Earnhardt, Jr. 39-40; Michael Waltrip 41; Vickers 42-
78; Carl Edwards 79; Earnhardt 80-81; Matt Kenseth 82-
92; Johnson 93; Denny Hamlin 94; Edwards 95-113;
Kenseth 114-137; Earnhardt 138; Tony Stewart 139; A.J.
Allmendinger 140; David Ragan 141; Sam Hornish, Jr.
142; Kenseth 143-147; Johnson 148-161; Hornish 162;
Johnson 163-182; Vickers 183-186; Kenseth 187;
Edwards 188; Ragan 189-193; Earnhardt 194; Jamie
McMurray 195; Earnhardt 196-203.

TALK OF TIME TRIALS

Rain washed out qualifying for the Sprint Cup Series, handing the pole position to series point leader Kyle Busch. Jeff Burton started second.

STANDINGS



Kyle Busch **Jeff Burton** **Dale Earnhardt, Jr.**

Top 12

1. Kyle Busch	2,213	7. Kasey Kahne	1,889
2. Jeff Burton	2,181	8. Greg Biffle	1,884
3. Dale Earnhardt, Jr.	2,129	9. Jeff Gordon	1,876
4. Carl Edwards	2,007	10. Kevin Harvick	1,817
5. Jimmie Johnson	1,959	11. Tony Stewart	1,774
6. Denny Hamlin	1,926	12. Clint Bowyer	1,764



HHP/HAROLD HINSON PHOTO

ALL SMILES: Dale Earnhardt, Jr. returned to victory lane Sunday after a 76-race winless streak.

Fuel Mileage Gamble Pays Off

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

BROOKLYN, Mich. — It was Father's Day; what more fitting a time for the man who is arguably NASCAR's "favorite son" to shed a 76-race albatross from around his neck.

Just like Dale Earnhardt, Jr. did. When the caution flag came out on Earnhardt's fuel-starved Chevrolet halfway through a NASCAR green-white-checker overtime finish, the wait was over, the streak had ended and there was unbridled jubilation in Earnhardt Nation.

And Dale, Jr. had a good idea that the buzz would be in other NASCAR communities.

"I can understand how it's going to look, especially if you're not a Dale, Jr. fan. My fans are happy and I'm

happy, but the other half are gonna tear us apart on how we won this race, but so be it. I got the points and I got to see my team and my family happier than they've been in a long time."

Were Junior's fuel-saving ploys legal? Was passing the pace car under yellow, then shutting the engine off and coasting back into position legal? Did he get a push across the finish line under yellow?

One driver with questions was third-place Matt Kenseth, who wondered about the rules governing passing the pace car.

"There's nothing wrong with going down on the apron," he said. "It's everybody's idea to save fuel, but I didn't think you could pass a pace car. (Earnhardt) would stand on the gas and pass the pace car, then shut it off. I thought it was confusing and I had

to stay closed up (behind the pace car)."

Kenseth wasn't that critical, admitting that he would be doing the same thing in the situation Earnhardt was in.

Earnhardt said he was warned by NASCAR to discontinue the practice, and he complied. He did admit that he was "getting a little greedy" with the tactic.

The only push he said he got was the crew pushing the car to victory lane. "It might have cranked," he said, "but I thought it would make a better story if it was out of gas."

But it was obvious that Earnhardt wasn't going to let such matters bother him. Not on Father's Day.

"It's special," he said of the victory and the day. "My daddy meant a lot to me and it means a lot to me to do well on Father's Day."

EARNHARDT:

No. 88 Outlasts Late-Race Caution, Extra Laps

CONTINUED FROM PAGE 3

"If we stop for gas, we finish 25th. So we went for it."

There came a time after that where another decision had to be made.

"Jamie (McMurray) came up there and I knew he could probably make it and I told Dale we had to race that guy," Eury said. "Then when the caution came out, it was pretty sickening, and I said OK, we're done. We could make 200, but with 202, we're in trouble."

"As soon as the caution came out, I told him to shut it off and coast. Doing that probably got us the win. I'll be honest, my nerves are pretty well tore up right now."

Kahne, who was second in the Budweiser Dodge, battled a loose car until it got better in the final run, but too late to challenge for the victory.

"We took fuel as late as we could under caution because of all the

"Then when the caution came out, it was pretty sickening, and I said OK, we're done."

TONY EURY, Jr.

green flag runs," Kahne said. "I saved for 42 laps (at the end). We had enough to finish, dead green, and I guess it's just a good finish."

For Kenseth and the Carhartt Ford, it was a good day with a little too much frustration.

"We just got beat on the pit deal again," he said, "and we had an official in front of our pit that cost us two spots leaving the pits and that really hurt us. And we had a miscue on our tire stop."

Kenseth said he hoped NASCAR would make good on the official who was in his way.

"I've seen them before in cases where officials made a mistake and they have corrected it," he said. "You always hope for that possibility."

For the third time this season, rain washed out qualifications. The rain halted trials after 11 cars had qualified.

LAWSUIT:

France Says NASCAR Was Unaware Of Allegations

CONTINUED FROM PAGE 3

do that, and that's what every employee at NASCAR is instructed to do if they think they are in a situation of discrimination or harassment or whatever it might be.

"But she just didn't do that, and in fact, has now filed a lawsuit as a remedy to this problem. We'll deal with that as well."

Grant claims that two weeks after her final complaint to supervisors, she was warned for "conduct unbecoming of a NASCAR representative" after a confrontation with a track official at Michigan Int'l Speedway. Two months later she was fired, with NASCAR citing poor performance in her termination.

The suit also alleges that officials Heather Gambino and Jane Hayes were fired for separately complaining about being sexually harassed in the workplace.

NASCAR SPRINT CUP RACE REWIND



RUSTY JARRETT/GETTY IMAGES PHOTO

HOMETOWN HERO: Tony Stewart climbs into the No. 20 Toyota Friday at Michigan Int'l Speedway. Stewart pledged his race earnings to aid flood victims in and around his hometown of Columbus, Ind.

Ganassi Stars Stick Together

Stewart Donates Earnings From Michigan Race To Flood Victims

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

BROOKLYN, Mich. — The “Gum Guys” double-teamed an appreciative group of fans Sunday morning in the campground inside Michigan Int'l Speedway.

Juan Pablo Montoya invaded a gathering of fans of the No. 42 Wrigley Big Red Dodge, bringing along fellow IndyCar expatriate **Dario Franchitti** as a bonus. Not coincidentally, Franchitti drives the No. 40 Juice Fruit Dodge. Both are from the **Chip Ganassi** stable.

It's a scene that Montoya is doing 19 times in 2008, with Franchitti accompanying him at selected venues.

“You know, it's kind of fun to do it, especially since I'm new to NASCAR,” Franchitti said of his autograph excursion. “I get to meet the fans — there are so many of them — and spend some one-on-one time with them. That's really cool, and they're such loyal fans.”

“One of those guys came all the way from Florida. You look at what all he's gone through with gas prices and the economy and realize that a guy is going to come all the way from Florida to Michigan to watch a race says a lot for the commitment of the fans.”

“It's cool to hang out with them.”

■ The good folks in Columbus, Ind., normally in favor of **Tony Stewart's** success in NASCAR's Sprint Cup action, had some extra incentive to wish their “hometown hero” well Sunday in the LifeLock 400 at MIS. Stewart had pledged his earnings

in the race to the victims of last week's devastating floods in and around his hometown.

“This is a community that has supported me for a long time and it wasn't a matter of are we going to do something, it was a matter of what are we going to do,” he said. “This is just a small step this weekend. We don't normally do press releases about something like this because it's not why we do it. This weekend, the reason why we did it was hopefully to bring a lot of awareness to a lot of people who are fans of ours and the people who support us and hopefully they will support my community now.”

■ Gone is the 40-year old relic known as the Michigan Int'l Speedway scoreboard.

In its place, and on the same site, is a new state-of-the-art LED scoreboard towering 110 feet.

The old board, which had the capacity to show only the top-five positions, has given way to a spectacular new creation.

The video panels of the \$2.35 million board total 3,500 square feet and are capable of producing millions of colors and an infinite number of race positions at one time.

But what of the old board? The “Position 1” and “Michigan Int'l Speedway” nameplate will be retained as museum pieces.

■ NASCAR Craftsman Truck Series driver **Ron Hornaday, Jr.** left little doubt as to his feeling for Sprint Cup point-leader **Kyle Busch**, who knocked him out of a top-10 finish on the final lap of Saturday's Cool City Customs 200 truck race.

“He had just put tires on and I knew he was coming,” Hornaday said. “He had the inside or the outside, but he just drove into me because he got mad because I took us four wide and passed him cleanly.

Halfway through the race, he showed me he was upset because he lifted the back of my truck up. If he is going to race that way, that is pretty chicken. He doesn't deserve to be a racer. He has a lot of talent, but that is just stupid.”

Busch, who left shortly after the race for Kentucky Speedway and the NASCAR Nationwide race, had no comment.

■ No one likes to see rain at the race track.

Even though he is new to NASCAR, 2007 Indianapolis 500 winner **Dario Franchitti** shares that dislike, especially in the wake of a month off to heal a broken ankle.

“I think we are (getting a handle on the Big Red Dodge),” Franchitti said. “We came back from that month off. At Pocono, we qualified 14th and were having a pretty good day. Then, we came here and the car was good straight off the truck. When we finished qualifying practice, we were third quick and we ended up ninth. “Then it rained.”

Franchitti said things were working out.

“We're definitely seeing improvement,” he said. “To have that month off was difficult, but at the same time I made the best use of the time that I had. I turned a negative into a positive. In some ways that helped, but it would have been nicer to be in the car.”

Franchitti's day ended early. A broken valve spring turned into a broken piston and sidelined the car after 30 laps. Franchitti wound up 43rd.

■ The Stock Car Commission upheld the appeals by the Haas Racing No. 66 and No. 70 teams of the penalties its two cars were assessed following rules infractions on both cars at Lowe's Motor Speedway in late May.

NASCAR Chief Disappointed By Allegations

BROOKLYN, MICH.

No company likes a lawsuit brought by an employee. When it involves \$225 million, the head man likes it even less. But when the boss's first inkling of it comes from the media, there is almost no way to measure the level of upset.

Such is the life, and the gist of last Saturday's message, in the current world of NASCAR Chairman Brian France.

France met with the media at Michigan Int'l Speedway and Kentucky Speedway last weekend to clarify NASCAR's position on the \$225 million harassment and discrimination suit filed by former NASCAR Nationwide series official **Mauricia Grant**.

“The most disappointing aspect of this suit is that we heard about it from the media,” France said.

Equally disappointing, he indicated, was that the claims stemmed from the fact that many of the 57

allegations happened a year or more prior to Grant's dismissal in October of last year.

“We would have investigated this two years ago if she had said anything,” France said. “It just defies the imagination that she would have sat in multiple training sessions, in diversity training and would have gone through performance reviews.”

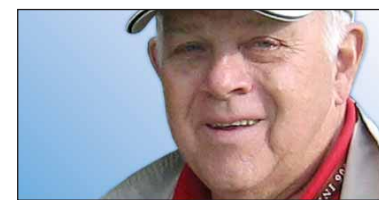
“It just defies logic that she had all these opportunities and never made a formal complaint.”

France went to great lengths to outline NASCAR's policy for reporting and dealing with employee claims and complaints, coming to what appears to be a logical conclusion.

“She chose to make this about money and about a lawsuit,” he said, “and we will deal with that.”

Reports of the suspension of two

THEN AND NOW



RON LEMASTERS, Sr.

NASCAR Nationwide series officials, reportedly Tim Knox and Bud Moore Friday at Kentucky Speedway prompted France to clarification — and an admonishment of the media.

“Obviously, we found some violations in our policy,” he said, opting not to identify the suspended officials. “I would not jump to conclusions and assume that all of the allegations that were made are accurate. Even if we take action and any of this is investigated, we may discover something entirely different that has

nothing to do with these claims, this lawsuit, but is still a violation of our policy.”

“That could get you in trouble with us.”

With an organization as large and widespread as NASCAR, it isn't unreasonable that violators — and violators — of the kind outlined in the suit could

happen. Things fall through the cracks, bad-apple employees included.

Sometimes, the guilty parties are found out; sometimes, they escape detection.

The bottom line in all of this is that NASCAR will investigate the claims and respond to them. Both sides will hire attorneys and more discussion, investigations, charges and countercharges will be made.

It is possible that the lawsuit could wind up in court, and there is no guarantee the outcome will be a favorable one to either side.

The only guaranteed outcome is that NASCAR's reputation will be harmed, as will Mauricia Grant's. The extent of the damage remains to be seen.

Only time will tell.

“We would have investigated this two years ago if she had said anything. It just defies the imagination that she would have sat in multiple training sessions, in diversity training and would have gone through performance reviews.”

NASCAR CHAIRMAN BRIAN FRANCE

UP NEXT

Infiniteon Raceway
Sonoma, Calif.

Sprint Cup Race
Toyota/Save Mart 350, 3:30 p.m.
Sunday, TNT

Circuit specs
Length: 1.99 miles
Number of laps: 110
Distance: 218.9 miles

Tickets: 800-870-RACE
Address: Hwys. 37 and 121,
Sonoma, CA 95476
Web site: infiniteonraceway.com

RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 10 of 25: Cool City Customs 200, Saturday, June 14
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS

FIRST



Erik Darnell

SECOND



Johnny Benson

THIRD



Scott Speed

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	11	99	Erik Darnell	Northern Tool + Equipment Ford	100	\$58,375	Running
2	8	23	Johnny Benson	Exide Batteries Toyota	100	39,375	Running
3	5	22	Scott Speed	Red Bull Toyota	100	26,670	Running
4	3	30	Todd Bodine	Lumber Liquidators Toyota	100	21,260	Running
5	25	10	Brendan Gaughan	Int'l MAXXFORCE Diesel Ford	100	15,810	Running
6	19	6	Colin Braun	Con-way Freight Ford	100	14,210	Running
7	6	51	Kyle Busch	Miccossukee/NOS Toyota	100	11,510	Running
8	1	5	Mike Skinner	Toyota Tundra Toyota	100	15,585	Running
9	4	8	Chad McCumbee	Malcolmsn Construction Chevrolet	100	13,635	Running
10	14	60	Terry Cook	Wylor.com Toyota	100	15,060	Running
11	21	14	Rick Crawford	Circle Bar/Power Stroke Diesel Ford	100	13,560	Running
12	26	71	Donny Lia	Nationrides.com Chevrolet	100	13,410	Running
13	7	9	Justin Marks	Cros Toyota	100	13,335	Running
14	15	21	Jon Wood	Air Force Ford	100	13,285	Running
15	20	88	Matt Crafton	Menards/Ideal Door Chevrolet	100	14,385	Running
16	17	18	Dennis Setzer	Melling Performance Dodge	100	13,210	Running
17	23	46	Regan Smith	Un-sponsored Chevrolet	100	10,860	Running
18	10	09	Bobby East	Zaxby's Ford	100	13,285	Running
19	22	13	Shelby Howard	Bobcat Chevrolet	100	13,035	Running
20	18	7	T.J. Bell, Jr.	TRG Motorsports Chevrolet	100	13,510	Running
21	16	4	Stacy Compton	Suburban CJD Dodge	100	11,935	Running
22	12	15	Marc Mitchell	Hyprene Ergon Toyota	100	11,685	Running
23	9	33	Ron Hornaday, Jr.	Camping World Chevrolet	100	10,660	Running
24	13	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	99	10,635	Running
25	27	16	Brian Scott	Albertsons Chevrolet	99	10,610	Running
26	24	11	David Starr	Red Horse Racing Toyota	99	10,585	Running
27	28	40	Chad Chaffin	Westernman Companies Chevrolet	99	10,560	Running
28	30	08	Jason White	GunBroker.com Dodge	99	10,535	Running
29	29	12	Mario Gosselin	Crashedtoys.com Chevrolet	99	10,510	Running
30	2	2	Jack Sprague	RVs.com Chevrolet	92	10,485	Running
31	31	74	Nick Tucker	Un-sponsored Dodge	16	10,460	Valve Springs
32	33	07	J.C. Stout	ASI Limited Chevrolet	15	10,435	Brakes
33	34	73	Rick Markle	Un-sponsored Dodge	7	10,410	Engine
34	32	0	Chris Jones	ASI Limited Chevrolet	6	10,360	Driveshaft

RACE STATISTICS

Race time: 1 hour, 25 minutes, 27 seconds
Average speed: 140.433 miles per hour
Victory margin: 0.005 second
Caution flags: Four for 14 laps
Lead changes: 15 among eight drivers
Lap leaders: Mike Skinner (Pole); Todd Bodine 1-22;

Scott Speed 23-34; Bodine 35-36; Johnny Benson 37;
Terry Cook 38; Ron Hornaday, Jr. 39-40; Mario Gosselin
41; Speed 42-46; Bodine 47; Benson 48-54; Bodine 55-
62; Skinner 63; Bodine 64-69; Hornaday 70-75; Erik
Darnell 76-100.

TALK OF TIME TRIALS

Mike Skinner claimed the pole during qualifying on Saturday morning. Skinner drove his Bill Davis Racing Toyota to a lap of 174.944 miles per hour on the two-mile superspeedway. Jack Sprague qualified second.



AUTOSTOCK IMAGES PHOTO

STANDINGS

FIRST



Johnny Benson

SECOND



Todd Bodine

THIRD



Ron Hornaday, Jr.

Top 10

1. Johnny Benson	1,422	6. Mike Skinner	1,349
2. Todd Bodine	1,407	7. Chad McCumbee	1,314
3. Ron Hornaday, Jr.	1,401	8. Jack Sprague	1,304
4. Matt Crafton	1,375	9. Terry Cook	1,303
5. Rick Crawford	1,361	10. Erik Darnell	1,270



CHRIS GRAYTHEN/GETTY IMAGES PHOTO

CLOSE AS CAN BE: The checkered flag waves as Erik Darnell (99) beats Johnny Benson to the finish line Saturday afternoon at Michigan Int'l Speedway.

Photo Finish At MIS

By RON LEMASTERS, Sr.
NSSN CORRESPONDENT

BROOKLYN, Mich. — Saturday's Cool City Customs 200 for the NASCAR Craftsman Trucks kept the crowd — and the drivers — guessing right to the checkered flag. And then some.

Erik Darnell beat Johnny Benson to the line by fractions of an inch, and .005 second, for the victory, and the three-way battle for third was even closer.

Darnell, who gave owner Jack Roush his second truck series victory in two years here, wasn't as enthusiastic as the crowd in the final hundred yards of the race.

"I think the finish was a little more exciting than I wanted it to be," he said. "I knew that Johnny (Benson) had been racing me clean when he was behind me before and I knew he wasn't going to get into me or

anything."

Benson was in agreement about the dash to the finish.

"It was a drag race to the line and we just got beat," said Benson, who dove to the inside of the tri-oval to get a momentary lead hold off Darnell. "I think the fans saw a great race.

"I knew I could make a run and get ahead of him, but I just couldn't stay ahead of him."

Darnell gave credit to the handling characteristics of the trucks.

"The way you can side-draft with these trucks, especially with the air at a bigger track like Michigan, I knew he was going to be able to suck up to the side of me, pull off and get a run," Darnell said. "So, I had to do the same thing to him. Fortunately, I got it right at the start-finish line and was able to beat him by just a little bit."

That little bit was enough to qualify as the closest finish under electronic

timing in MIS history and the second closest in Craftsman Truck history. Butch Miller beat Mike Skinner by .001 second at Colorado National Speedway in 1995.

In the battle for third, Scott Speed edged Todd Bodine and Brendan Gaughan in another blanket finish. Adding to the final lap excitement — and almost wiping it out — was Kyle Busch, who punted Ron Hornaday, Jr. into a spin. Hornaday got his truck off the track and kept the green flag flying to the finish.

Hornaday, the series point leader coming into the race, fell to third behind Benson and rookie Scott Speed, who finished third.

The photo-finish scenario came courtesy of a caution period six laps from the end with Darnell leading and Speed running second. The green came out with three laps remaining and Benson was able to get past Speed and pursue Darnell to the finish.

Western All-Star Late Models Join DIRTcar Fold

CONCORD, N.C. — DIRTcar Racing continues to increase its West Coast presence with its acquisition of the Western Allstars Super Late Model Series June 9.

The deal brings the West Coast's most prominent dirt-late-model tour under the auspices of DIRTcar Racing, the brand name for the sanctioning body run by the World Racing Group.

"We're proud to add the Western Allstars Super Late Model Series to the DIRTcar Racing banner," said DIRTcar Racing Western Region Director Chris Morgan, who will oversee operation of the Western Allstars tour. "All of us with DIRTcar Racing recognize that the West Coast is the region of the country where dirt-late-model racing has the most

room for growth, so acquiring the region's top series is a huge step toward what we feel will be an exciting future for all the area's drivers, team owners and fans."

Now officially known as the Western Allstars DIRTcar Late Model Series, the 3-year-old tour has contested 10 events this season in California and Nevada. Nine races remain on the 2008 schedule.

DIRTcar Racing assumes authority over the Western Allstars Series midway through the season as it has with its other recent West Coast acquisitions: the Southwest DIRTcar Late Model Series and the Barnett Harley DIRTcar Modified Series.

"Like we have with the late model and modified series in the Southwest, we'll continue with the existing Western Allstars schedule and work to make the transition as seamless as

possible," said Morgan. "We want to continue the success that the Western Allstars Super Late Model Series has enjoyed for the past couple of years and at the same time apply the marketing and organization of DIRTcar Racing to advance the series as well as our footprint in the region's dirt-late-model racing."

Roy Piker, who has directed the Western Allstars Series in 2008, said it was his desire to see the tour reach its full potential that prompted him to turn over its operation to DIRTcar Racing.

"As far as I'm concerned, DIRTcar Racing and the Western Allstars is a marriage made in heaven," said Piker. "I want to see the Western Allstars Series and dirt-late-model racing on the West Coast continue to grow and prosper, and DIRTcar Racing can make that happen."

Poirier & Bergeron Split Canadian Pair

Friday

GRANBY, Quebec — Steve Poirier has turned more laps at Autodrome Granby than any other driver currently racing with the Lucas Oil Empire Super Sprint tour.

On Friday night, Poirier used that experience to help him capture the 25-lap

event for the first leg of the SMAC Magazine Canadian Invasion Series.

The victory was Poirier's second-consecutive victory with the tour as well as his second win in a row at the half-mile oval. The win, the 11th of his ESS career, paid him \$2,200 for his efforts.

"It's fun to win here," said Poirier "I get to see a lot of people that I haven't seen in a while. Some of them can't afford to travel to see me race in the United States, so it's good to get a win in front of them."

Justin Barger and Alain Bergeron finished second and third, respectively. Lance Yonge filled the top five.

The finish:

Steve Poirier, Justin Barger, Alain Bergeron, Lance Yonge, Tim Kelly, Tommy Wickham, Doug Norrie, Michael Parent, Gordy Button, Lee Ladouceur, Kayle Robidoux, Anthony

Cain, Normand Beaudreault, Russ Bennett, James Hanson, Daniel Lampron, Jeff Cook, Jeff VanDusen, Keven Beauceage, Brandon Warner.

Saturday

DRUMMONDVILLE, Quebec — As lightning lit up the sky in the distance, Alain Bergeron lit up the competition on Saturday night at Autodrome Drummond to score his first Lucas Oil Empire Super Sprint tour victory since July of 2005.

The win came as part of the SMAC Magazine Canadian Invasion series and was the ninth of his career.

"It's been a long, long time," stated Bergeron. "This feels so much better than last night (third-place finish at Granby)."

On lap 12, Bergeron got a run to the outside of turns three and four and he drove by early leader Tommy Wickham to take the point. Bergeron held on the rest of the way with Jeff Cook in the runner-up spot. Steve Poirier, Tim Kelly and Brandon Warner rounded out the top five.

The finish:

Alain Bergeron, Jeff Cook, Steve Poirier, Tommy Wickham, Steve Poirier, Tim Kelly, Brandon Warner, Lee Ladouceur, David Hebert, Doug Norrie, Justin Barger, Russ Bennett, Anthony Cain, Eric Lefebvre, Daniel Lampron, Normand Beaudreault, James Hanson, Gordy Button, Kayle Robidoux, Lance Yonge, Brian McDonald.

Gray Shows The Way In Can-Am TQ Midgets

PETERBOROUGH, Ontario — The Lucas Oil Can-Am Midgets treated the fans to 75 laps of caution-free racing at Peterborough Speedway

Saturday night.

When the green-flag stint was done, James Gray had led all but the first 10 laps en route to a victory. Darren McLennan finished second ahead of Tyler Mackereth. Greg Smulders and Daniel Bois followed.



DAVID SINK PHOTO

MIDGET MADNESS: Bryan Clauson (47) battles his way to victory at Anderson (Ind.) Speedway last week.

Three Regional Aces

June 11

ANDERSON, Ind. — Up-and-coming racer Chris Windom and NASCAR driver Bryan Clauson split twin USAC

USAC

the June 11 Open Wheel Extravaganza at Anderson Speedway.

Windom took the lead from Sammy Imel on lap 20 of the 25-lap opener on the quarter-mile asphalt oval and held off Stephanie Mockler to post his first victory of the season. Dakota Armstrong, Brian Olson and Jeremy Warren rounded out the top five.

Clauson, meanwhile, led all 20 laps of the nightcap, with Mockler finishing second for the second time of the night. Windom, Brent Beauchamp and Travis Young filled the top five.

The finishes:

First feature: Chris Windom, Stephanie Mockler, Dakota

Armstrong, Brian Olson, Jeremy Warren, Bryan Clauson, Brent Beauchamp, Travis Young, Alison MacLeod, Joe Liguori, Mario Marietta, Justin Overfelt, David Byrne, Jon Laski, Sammy Imel, Chase Barber, Dallas Melby, James Robertson, Mike Murgotio, Zach Schiff.

Second feature: Clauson, Mockler, Windom, Beauchamp, Young, Armstrong, Marietta, MacLeod, Schiff, Daum, Liguori, Overfelt, Barber, Schuyler, Phillips, Fuhrman, Melby, Olson, Warren, Klingerman, Imel.

Saturday

MORRIS, Ill. — Alison MacLeod led all 50 laps to win the Mel Kenyon Classic for the USAC Regional Midget Car Series Saturday night at Grundy County Speedway.

MacLeod, driving a Bob East-prepared midget, started on the front row and led throughout on the third-mile asphalt oval.

She held off fast-qualifier Brian Olson to claim the victory, with Jim Anderson, Travis Young and David Byrne rounding out the top five.

The finish:

Alison MacLeod, Brian Olson, Jim Anderson, Travis Young, David Byrne, Joe Liguori, Doug Dietsch, Dave Fuhrman, Zach Schiff, Zach Daum, Tom Schnabel, Billy Hulbert, David Ward, Aaron Andruskevitch, Danielle Dickson, Terry Ahern, Aaron Willis, Parker Klingerman, Tim Argus, Mario Clouser.

All The Leaves Are Brown In Santa Maria Sprint Go

SANTA MARIA, Calif. — Tyler Brown was the third and final leader en route to his first USAC-CRA Sprint Car Series

USAC-CRA

Speedway.

Brown took the lead from Jimmy Crawford on the ninth lap of the third-mile dirt track and was never headed the remaining distance, holding off point-leader Mike Spencer for the victory.

Danny Sheridan, fast-qualifier Blake Miller and Davey Pombo rounded out the top five.

The summary:

Qualifications: 1. Blake Miller, Gardner 93, 13.230; 2. Danny Sheridan, Kittle 18, 13.502; 3. Mike Spencer, Chaffin 50, 13.615; 4. Eric Severson, Leonard 48n, 13.820; 5. Tyler Brown, Gardner 96, 13.683; 6. Davey Pombo, Wilkerson 11, 13.768; 7. Albert Pombo, Pombo 35, 13.777; 8. Jimmy Crawford, Crawford 51, 13.780; 9. Garrett Hansen, Prestley 7, 13.825; 10. Cody Williams, Jory 3, 13.850; 11. Ronnie Case, Case 8, 13.986; 12. Henry Clarke, Kruseman 41k, 14.046; 13. Danny Faria, Faria 17b, 14.053; 14. Austin Mero, Kruseman 71k, 14.105; 15. Billy Blinn, Blinn 26, 14.207; 16. Aaron Altaffer, Dorathy 21, 14.330; 17. Steve DeMott, Larson 35d, 14.360; 18. Daniel Hood, Hood 33h, 14.373; 19. Mike Larson, Larson 7L, 14.643; 20. John Butler, Butler 54, 16.297.

First Heat (10 laps): A. Pombo, Faria, Miller, Severson, Altaffer, Williams, M. Larson.

Second Heat (10 laps): Brown, Sheridan, Crawford, Case, Mero, DeMott, Butler.

Third Heat (10 laps): Hansen, Spencer, D. Pombo, Clarke, Blinn, Hood.

Feature (30 laps): Brown, Spencer, Sheridan, Miller, D. Pombo, Faria, Crawford, Clarke, Severson, Altaffer, DeMott, Mero, Williams, A. Pombo, Larson, Hansen, Butler, Blinn, Hood, Case.

It's All Jimmy McCune

FORT WAYNE, Ind. — Jimmy McCune was a repeat winner as the Hoosier Outlaw Sprint

HOSS SPRINTS

Field Speedway this season.

It was McCune's second victory of the season.

McCune led from the drop of the green flag, holding off

Jerry Caryer for the entirety of the caution-free event.

Hometown driver Geoff Kaiser finished third, while Greg Wheeler finished fourth and Jim Swain rounded out the top five.

The finish:

Jimmy McCune, Jerry Caryer, Geoff Kaiser, Greg Wheeler, Jim Swain, Eddie Kelley, Tom Geren, Kris Leming, Chad Livingston, John Witter, Chris Jagger, Don Johnson, Mark Hall, Shane Johnson, Sam Davis, Jim Payne, Tom Patterson, Eric Turrill.




ASCS GULF SOUTH OUTLAW WINGED SPRINT CARS

JULY 4TH "WEEKEND OF SPEED"

\$6,300 to Win! Over \$33,000 in CASH!
\$1,000 point fund • Based on three nights

SOUTH TEXAS SPEEDWAY
 Thursday Night - July 3, 2008 • 7:30 pm
 (Corpus Christi, TX)
 Track Location: I-37 south to Hwy 358, exit Old Brownsville Rd., then 2 miles south Owen Pittman: (361) 548-0669 General Manager or Track Phone: (361) 808-7223
\$2,000 to Win!
\$400 to Start • \$200 to non-qualifiers

TEXANA RACEWAY PARK
 Friday Night - July 4, 2008 • 7:30 pm
 (Edna, TX)
 Track Location: US 59 exit Loop 521 to SH 111 South (Right) 2 miles Left on Co. Rd. 412 Monty Chamberlin (361) 781-0411
\$2,000 to Win!
\$400 to Start • \$100 to non-qualifiers

105 SPEEDWAY
 Saturday Night - July 5, 2008 • 7:00 pm
 (Cleveland, TX)
 Track Location: Take 105 from Cleveland towards Conroe. Turn right on Fostoria Rd. Cross over railroad tracks about 1/2-mile on the right
 Promoter: Basil Karalis cell 713-962-6627
\$2,000 to Win!
\$300 to Start • \$100 to non-qualifiers

ASCS GSR Director: Keith Johnson
 251 Ella Street, Eunice, LA 70535 • 337-457-4498
 Email: keith@racediecast.com • Cell phone: 337-580-3614

20th Annual Brad Doty Classic

Wednesday, July 9
World of Outlaws • Sprints

ADVANCED TICKETS
for event available by calling
419-998-3199
Tickets also available Friday
nights at the track



1/4-mile High Banked
Clay Oval
1500 Dutch Hollow Rd.
Lima, OH 45807
419-339-6249
www.limaland.com



TUESDAY, JUNE 24TH



UMP Summer Nationals & Round #1 of the Impact Sign & Lighting Modified Shootout Series



Grandstand Gates open 5:00 p.m. • Hot Laps at 6:30 p.m.
Heat Races at 7:00 p.m.

This is the first time that the UMP Summer Nationals have raced at Sedalia's State Fair Speedway since 1992

TICKET PRICES:

Adult Admission: \$18 • Seniors & Military: \$15 • Pit Pass: \$30
Children (7-12): \$12 • Children 6 & under: FREE

Sedalia's State Fair Speedway is located on the Missouri State Fairgrounds in Sedalia, MO.

Additional information is available by calling (660) 221-0275 or at www.sedaliastatefairspeedway.com.



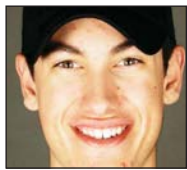
RACE REWIND

NASCAR NATIONWIDE SERIES

Race 16 of 35: Meijer 300, Saturday, June 14
Kentucky Speedway, Sparta, Ky.

FINAL RESULTS

FIRST



Joey Logano

SECOND



Scott Wimmer

THIRD



Mike Wallace

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	20	Joey Logano	GameStop Toyota	200	\$107,488	Running
2	9	29	Scott Wimmer	Holiday Inn Chevrolet	200	67,668	Running
3	16	7	Mike Wallace	Geico Toyota	200	52,243	Running
4	13	88	Brad Keselowski	Navy Chevrolet	200	39,643	Running
5	6	40	Bryan Clauson	Fastenal Dodge	200	36,043	Running
6	3	59	Marcos Ambrose	STP Ford	200	33,368	Running
7	26	6	David Ragan	Discount Tire Ford	200	27,425	Running
8	15	1	Mike Bliss	Micosukee Resorts Chevrolet	200	31,268	Running
9	25	2	Clint Bowyer	Camping World/RVs.com Chevrolet	200	23,275	Running
10	2	11	Jason Keller	America's Incredible Pizza Chevrolet	200	31,393	Running
11	8	5	Landon Cassill	National Guard Chevrolet	200	28,693	Running
12	4	64	David Stremme	Atreus Homes Chevrolet	200	28,168	Running
13	14	99	David Reutimann	Aaron's Dream Machine Toyota	200	21,550	Running
14	17	32	James Buescher	DEFT Toyota	200	27,118	Running
15	5	27	Brad Coleman	Cottonelle/Meijer Ford	200	27,643	Running
16	10	38	Jason Leffler	Great Clips Toyota	200	26,668	Running
17	24	66	Steve Wallace	Jimmy John's Chevrolet	199	26,543	Running
18	12	33	Cale Gale	RoadLoan Chevrolet	199	26,393	Running
19	11	47	Kelly Bires	Clorox Ford	199	26,268	Running
20	30	60	Carl Edwards	CitiFinancial Ford	198	21,775	Running
21	20	25	Bobby Hamilton, Jr.	Curly's/John Morrell Ford	198	26,218	Running
22	18	70	Mark Green	ForeTravel/BIOMET Chevrolet	198	19,425	Running
23	19	22	Josh Wise	Supercuts Dodge	198	26,143	Running
24	31	61	Kevin Lepage	Long John Silver's Chevrolet	198	25,593	Running
25	29	30	Stanton Barrett	Grandstay.net Chevrolet	198	19,175	Running
26	34	81	D.J. Kennington	Mahindra Tractors/NPP Dodge	196	25,348	Running
27	38	52	Brad Teague	Un-sponsored Chevrolet	189	18,750	Running
28	41	24	Eric McClure	Hefty Brand Chevrolet	188	25,098	Running
29	32	28	Kenny Wallace	U.S. Border Patrol Chevrolet	169	24,963	Running
30	7	18	Kyle Busch	Farm Bureau Insurance Toyota	163	21,035	Accident
31	35	4	Derrick Cope	JVC Chevrolet	97	24,743	Vibration
32	23	37	Burney Lamar	Un-sponsored Ford	52	18,165	Electrical
33	28	02	Andy Ponstein	Stott Classic Racing Chevrolet	41	18,055	Ignition
34	43	31	Kenny Hendrick	Grandstay.net Chevrolet	31	17,945	Vibration
35	36	92	Brian Keselowski	Un-sponsored Dodge	31	17,835	Handling
36	37	90	Johnny Chapman	Un-sponsored Chevrolet	23	17,800	Rear-end
37	27	49	Kertus Davis	Un-sponsored Chevrolet	23	17,760	Vibration
38	21	91	Justin Hobgood	Un-sponsored Chevrolet	19	17,705	Transmission
39	39	9	Chase Miller	Auto Value Dodge	11	24,138	Accident
40	40	01	Dwayne Leik	Sponsordavis.com Chevrolet	6	24,103	Electrical
41	22	73	Larry Gunselman	Un-sponsored Dodge	5	17,575	Transmission
42	33	0	Danny Efland	Sponsordavis.com Chevrolet	0	17,540	Handling
43	42	89	Morgan Shepherd	Victory in Jesus Racing Dodge	0	17,481	Ignition

RACE STATISTICS

Race time: 2 hours, 12 minutes, 50 seconds
Average speed: 135.508 miles per hour
Victory margin: 2.259 seconds
Caution flags: Five for 25 laps
Lead changes: 14 among eight drivers

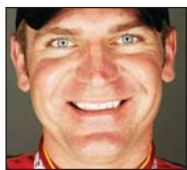
Lap leaders: Joey Logano 1-17; Jason Keller 18-39;
Kyle Busch 40-53; Logano 54-56; Marcos Ambrose 57-61;
Josh Wise 62-68; David Reutimann 69; Stanton Barrett
70; Busch 71-80; Logano 81; Scott Wimmer 82-84; Busch
85-135; Logano 136; Busch 137-146; Logano 147-200.

TALK OF TIME TRIALS

Rookie driver Joey Logano captured his second-straight pole in his third start Saturday at Kentucky Speedway. The 18 year old lapped the 1.5-mile speedway at 175.558 miles per hour in the No. 20 GameStop Toyota for Joe Gibbs Racing.

STANDINGS

FIRST



Clint Bowyer

SECOND



Brad Keselowski

THIRD



David Reutimann

Top 10

1. Clint Bowyer	2,336	6. David Ragan	2,041
2. Brad Keselowski	2,166	6. Mike Bliss	2,041
3. David Reutimann	2,161	8. Mike Wallace	1,944
4. Carl Edwards	2,111	9. David Stremme	1,916
5. Kyle Busch	2,093	10. Jason Leffler	1,834



PHIL CAVALI PHOTO

THIRD TIME'S THE CHARM: Joe Gibbs Racing rookie driver Joey Logano does a burnout in celebration of his first NASCAR Nationwide Series victory Saturday night at Kentucky Speedway.

GAME OVER

Logano Snags First Nationwide Victory In Third Start

By AMANDA BRAHLER

SPARTA, Ky. — Joey Logano turned 18 May 24, making him eligible for NASCAR competition. A week later, he made one of the most hyped debuts in Nationwide Series history at Dover Int'l Speedway driving for Joe Gibbs Racing.

On Saturday at Kentucky Speedway, in only his third series start, Logano lived up to the billing, winning the Meijer 300.

He became the youngest driver in Nationwide Series history to visit victory lane at 18 years and 21 days, besting Casey Atwood, who won at The Milwaukee Mile in 1999 at 18 years and 10 months.

"I expected to win Dover. It was cool to get our first win here in the third start. Obviously, I was getting in one of the best cars out there that has won seven races. I have to win races. It's not even an option," Logano said. "To get here and get our second pole and get our first win, now we can get rolling."

This season, JGR has won 10 races, seven with the No. 20 Toyota, led by crew chief Dave Rogers. Logano is now the fourth driver to take that car to victory lane.

When asked his thoughts of the young phenom's talent, Rogers replied coyly, "Three starts, two poles, one win. He's OK."

Logano's closest competition throughout the 300-mile event came from teammate Kyle Busch, who flew into Kentucky following a seventh-place finish in the Craftsman Truck Series race in Brooklyn, Mich.

Busch started at the rear of the field since he did not make it in time to qualify the No. 18 Toyota. By lap 40, he had worked his way through the field and into the lead. He led a race-high 85 laps. Logano led 76.

On lap 147, Logano chose the outside groove and drove passed Busch

Gibbs Has Big Plans For Phenom

By BRUCE MARTIN
NSSN CORRESPONDENT

BROOKLYN, Mich. — Joey Logano's first NASCAR Nationwide Series victory in only his third start has given team owner Joe Gibbs reason to look ahead to even greater prospects for the young driver.

The 18-year-old driver won the pole on Saturday and trailed Kyle Busch for 85 laps of Saturday's race before taking control of the outcome with a victory running away from the field.

Gibbs knew he had a talented driver when he signed Logano, but even "The Coach" was surprised how quickly he found victory lane.

"Yeah, I don't think anyone would have thought he would win in his third race," Gibbs said. "It's extremely hard up here. I tell everybody even though we've obviously been on a roll this year... We've had good drivers, but it's been a struggle for us, and this year we just seem to have hit it. I'm really proud of our crew chiefs and everybody over there. We're obviously happy for Joey."

"I was so concerned the first part of

the year with Joey, even though we knew all the talent he had. I was so worried about all the pressure and everything that had been put on him, so you kind of watch him, and the family and the support and everything he has. He handles everything so well, and we're just thrilled that we get off to that kind of start with him."

Gibbs said the next step for Logano will be a few Sprint Cup races later this season.

"We would like to get him in some Cup stuff toward the end of the year," Gibbs said. "Whether we do it or not, we want to make sure he's in good stuff and doing it the right way. Our biggest thing with Joey is we knew the talent and were committed for the long haul, and we were just going to take our time, but also, he tested 32 times in different cars getting ready for this year."

"He has been in a Cup car a bunch. So every time he gets in there, he's extremely smooth and seems to handle everything real well. If we can get him in something, we'd like to by the end of this year."

for the lead in turn four. Regrouping for a challenge against Logano, Busch lost control of his Toyota on lap 164 and smacked the outside wall in turn two, relenting him to a 30th-place finish.

From there, Logano pulled away to a 2.259-second advantage over runner-up Scott Wimmer on the 1.5-mile speedway.

"It was unfortunate to see Kyle hit the fence there. I think our car was strong enough that we might have been able to hold him off. The whole last 20 laps, I was praying for it to go green. Once we finally took that white

flag, that felt a lot better. I just cruised around the last lap; it was nice," Logano concluded.

Mike Wallace was third. Nashville winner Brad Keselowski took fourth and Bryan Clauson posted his best-career finish in fifth.

Logano's victory also kept a Kentucky Speedway streak alive, marking three-straight first-time winners on the 1.5-mile track. Recently purchased by Speedway Motorsports, Inc., Kentucky had its largest crowd to date Saturday, topping out at 73,195. It was the track's eighth-straight sell-out.

Caddell Stars

BOWMANVILLE, Ontario — Andrew Caddell survived a late-race restart charge from fellow front-row starter Pratt Cole to win the Ford Mustang Miller Cup Challenge for the Miller Cup race at Mosport Int'l Raceway on Sunday.

Tony Buffomante converted third on the starting grid into his first Mustang Challenge podium appearance with a run to third place at the finish of the 45-minute race for round two of the 2008 championship.

The finish: Andrew Caddell, Pratt Cole, Tony Buffomante, Jamie Stone, Mike McGovern, Jeff Humberson, Leo Capaldi, Mike Harvison, Rick Edwards, Taylor Bush, Jim Click, Dan Aveida, Andrew Hendricks, Chris Kaufman, Joe Lee Middlebrooks, Carlo Sparacio, Bruce Stover, Kent Jordan, Gene Martindale.

Krohn Cruises

WATKINS GLEN, N.Y. — Norwegian Anders Krohn extended his point lead in the F2000 Championship Series presented by Hoosier Racing on Saturday, scoring the victory in round five at the historic Watkins Glen Int'l road course.

Brian Graham Racing's Kyle Marcelli finished second, and JDC Motorsports's Chris Miller finished third to the Andersen Racing standout on the podium.

The finish: Anders Krohn, Kyle Marcelli, Chris Miller, Matthew Inge, Doug Prendeville, Mike Mazziotti, Tim Minor, Jesse Yorio, Brendan Puderbach, Juan Pfeiffer, Robert Wright, Keegan Van Sicklen, Remy Audette, Scott Willard, Tom Fatur, Jonny Baker, Chris Burke, Chris Camadella, Peter Gonzalez, Al Guibord, Sr., Scot Gesford, Dwight Rider, Bill Jordan, Paul Farmer, Charles Finelli, Mark Felsen, Jed Dorscheimer, Thom Reilly, Chris Gumprecht, Tim Dunn, Al Guibord, Jr., Mark Defer, Bobby Caldwell, Lewis Cooper, Jr., Brian Novak, David D'Addario, Julia Dawson, Craig Clawson (DQ).

Teams Pledge Allegiance To Max

By DAN KNUTSON
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — After hinting in Canada that the teams could form their own F-1 series, Bernie Ecclestone sent a letter to the FIA member clubs saying that the teams want the FIA to remain as the regulator of the sport.

"The position of Formula One Management and the teams and the Formula One promoters is very simple,"

F-1 NOTES

Agreement signed in basically the same format as in the past agreements, which Formula One has been governed successfully by this type of document for over 25 years which helps to stabilize the Technical and Sporting Regulations.

"It follows the agreement reached with the European Commission where the FIA are the regulators of the sport and FOM are the commercial side of Formula One. We would hope that this can continue."

While acknowledging again that a number of teams, sponsors and F-1 manufacturers want Max Mosley to quit, Ecclestone reiterated that they are not members of the FIA and therefore have no say in the matter.

■ British F3 team Ultimate Motorsport is negotiating with Red Bull to buy into the Toro Rosso team. Given the dubious future of customer cars in F-1, which will almost certainly be outlawed in 2010, Dietrich Mateschitz has been looking for the right buyer for his 50 per-

cent of Toro Rosso. Gerhard Berger, who owns the other 50 percent, said earlier this year that he has yet to decide if he will sell his shares.

■ June 9 marked the 40th anniversary of McLaren's first Grand Prix victory when team founder Bruce McLaren won the Belgian Grand Prix. McLarens have won 158 times in all, second only to Ferrari with 205 victories.

■ Jackie Stewart continues to insist that disgraced FIA President Max Mosley must resign.

"He is failing to recognize that a lot of companies do not want to see him in the paddock, nor do the royal families of Spain, Bahrain and Monaco," Stewart told *The Independent*. "It is extremely selfish of Max to say that he can continue. At what cost to motorsport? If he doesn't care about the damage he is doing, he is not the quality of person that should be doing that job. I am simply bamboozled by the arrogance of that attitude. It is just totally self-serving."

■ Although Robert Kubica is now leading the World Championship, BMW Sauber will continue to give Nick Heidfeld equal treatment and equipment rather than focusing its efforts on a Kubica title bid.

■ McLaren's Martin Whitmarsh says BMW Sauber is a serious threat for the championship honors. "The reality is they have consistently scored points and done a good job," he said.

■ Melbourne will continue to host the Australian Grand Prix

until 2015. *The Herald Sun* reports that the Victorian state government has reached a verbal agreement with Bernie Ecclestone to extend the race's contract an additional five years.

The race will not be held at night, which is something Ecclestone desperately wanted so that it could be televised in primetime back in Europe, but the start time may be moved back to 5 p.m.

■ Flavio Briatore's playboy days ended when he married model Elisabetta Gregoraci, 30 years his junior, in Italy on June 14. Among the many high-profile guests was Fernando Alonso, who acted as the couple's chauffeur.

■ All the teams except Force India went to their home away from home — Barcelona's Circuit de Catalunya — for three days of testing last week. Ferrari test driver Luca Badoer was quickest on the first two days while Renault's Nelson Piquet topped the times on day three.

■ Ferrari team principal Stefano Domenicali says his team needs to get back to its high points earning standards.

"BMW took a lot of points [in Montreal]," he said. "McLaren not too many, but they are strong, they will be there. We need to keep on working."

■ While McLaren had a miserable race in Canada, Lewis Hamilton remains optimistic.

"Our overall pace was a great boost for the whole team," he said. "Last year, we lacked a little bit of pace in high-speed corners, but this year's car definitely seems to have overcome those shortcomings. We are in good shape."

Trulli And Kanaan Visit NASCAR Garage Area

By BRUCE MARTIN
NSSN CORRESPONDENT

BROOKLYN, Mich. — A pair of famous race drivers made a visit to their first NASCAR event at Michigan Int'l Speedway, including IndyCar driver Tony Kanaan and Formula One driver Jarno Trulli.

NASCAR

Kanaan dropped in on his former teammate, Dario Franchitti, before Friday's Sprint Cup practice session at Michigan.

"I was around doing some appearances, and I only come for today," Kanaan said as he was off to test for Andretti Green Racing at Chicagoland Speedway Monday and Tuesday. "It's great to support him. He's my best friend, and he's been having a tough time, so I think he was happy to see me for sure."

It was the first time Kanaan had ever attended a NASCAR event and he admitted he was a bit lost, even at a track that he was familiar with from racing here in the past.

"I was totally lost coming into the track because I've never seen this place so full in my life," Kanaan said. "I had never been to registration here in my whole life. It was a fun road trip. I drove from Indy to here by myself, which I'd never done. I always fly. I went to registration, which I had no idea what it was, and I did a few laps before I found it, and I felt like a race fan today."

"You go from the paddock to outside, and my God, when we're here, we're not half as full as this, so it looks totally different. I'm having a lot of fun. (During practice) there's nobody in the pits, and everyone's on top of the trucks, and there's a bunch of different things that I wasn't expecting to see. So far I'm having a lot of fun."

Trulli, who drives for Toyota's Formula One team, was on the starting grid at Michigan Int'l Speedway Sunday talking to Toyota NASCAR driver Kyle Busch and Chevrolet driver Jeff Gordon in the moments leading up to the race.

"Today was the first time I had ever been in another driver's garage," Trulli said. "That doesn't happen in Formula One. It is strange, but it's all new. It's like looking at a new toy. It's extremely nice and challenging, very interesting. People on TV don't have a clue what is going on with technology and I look at this car and see a lot of challenges."

"The challenge in Formula One is different because the rules are different. NASCAR is a human approach. It's such a nice show and atmosphere. It's really different from what we are used to in Formula One. It's great to see so many people around as you have at a NASCAR race. The drivers here are very nice and relaxed. "Compared to Formula One, it's another world. It's all cool here."

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WORLD OF OUTLAWS SPRINT SERIES

Races 18, 19 and 20: June 11, June 13 and June 14

FINAL RESULTS

WINNER



Donny Schatz

June 11

Missouri State Fair Speedway, Sedalia, Mo.

Qualifications: 1. Jason Meyers, Stockbridge 14, 16.553; 2. Donny Schatz, Stewart 15, 16.573; 3. Terry McCarl, McCarl 24, 16.612; 4. Jac Haudenschild, Carnahan 19, 16.642; 5. Craig Dollansky, Woodward 2, 16.650; 6. Daryn Pittman, Titan 21, 16.695; 7. Kraig Kinser, Stewart 20, 16.698; 8. Joey Saldana, Kahne 9, 16.704; 9. Danny Lasoski, Cooper 33, 16.720; 10. Sam Hafertepe, Jr., Hafertepe 15h, 16.720; 11. Brian Brown, Doogs 21x, 16.742; 12. Tim Shaffer, Parsons 6, 16.798; 13. Jason Sides, Sides 7s, 16.816; 14. Shane Stewart, Roth 83, 16.817; 15. Chad Kemenah, Hard Eight 8k, 16.833; 16. Steve Kinser, Kinser 11, 16.866; 17. Bronson Maeschen, Maeschen 96, 16.893; 18. Kerry Madsen, VerMeer 55, 16.939; 19. Chad Hillier, Hillier 5c, 16.980; 20. Tony Bruce, Jr., Bruce 18, 16.999; 21. Billy Alley, Alley 22, 17.071; 22. Tom Dickerman, Dickerman 57d, 17.243; 23. John Pate, Pate a12, 17.646; 24. Tyler Thompson, Thompson 11t, 17.875; 25. Doc Sloan, Sloan d12, 18.573; 26. Jeff Wingate, Wingate 8, 19.070; 27. Andrew Korte, Korte 28, 19.814.

First Heat (8 laps): K. Kinser, Hafertepe, Meyers, Sides, Haudenschild, Hillier, Dickerman, Sloan, S. Kinser.

Second Heat (8 laps): Dollansky, Saldana, Brown, Schatz, Stewart, Bruce, Maeschen, Pate, Wingate.

Third Heat (8 laps): Lasoski, McCarl, Shaffer, Pittman, Kemenah, Madsen, Alley, Thompson, Korte.

Crane Cams Dash (6 laps): Dollansky, K. Kinser, Saldana, Lasoski, Meyers, Schatz, Haudenschild, Hafertepe, McCarl, Pittman.

B Main (8 laps): 1. S. Kinser; 2. Alley; 3. Maeschen; 4. Dickerman; 5. Pate; 6. Thompson; 7. Sloan; \$200; 8. Korte, \$180; 9. Wingate, \$175.

Feature (25 laps): 1. Schatz, \$10,000; 2. Saldana, \$5,500; 3. Dollansky, \$3,200; 4. Meyers, \$2,800; 5. K. Kinser, \$2,500; 6. Lasoski, \$2,300; 7. Haudenschild, \$2,200; 8. Madsen, \$2,100; 9. Brown, \$2,050; 10. Pittman, \$2,000; 11. Stewart, \$1,500; 12. Hafertepe, \$1,200; 13. Kemenah, \$1,100; 14. S. Kinser, \$1,050; 15. Shaffer, \$1,000; 16. Sides, \$900; 17. McCarl, \$800; 18. Hillier, \$800; 19. Bruce, \$800; 20. Alley, \$800; 21. Pate, \$800; 22. Dickerman, \$800; 23. Thompson, \$800; 24. Maeschen, \$800.

WINNER



Craig Dollansky

Friday

June 13, Huset's Speedway, Brandon, S.D.

Qualifications: 1. Kerry Madsen, VerMeer 55, 10.722; 2. Sam Hafertepe, Jr., Hafertepe 15h, 10.724; 3. Jason Meyers, Stockbridge 14, 10.725; 4. Terry McCarl, McCarl 24, 10.738; 5. Jac Haudenschild, Carnahan 19, 10.738; 6. Donny Schatz, Stewart 15, 10.739; 7. Dusty Zomer, Zomer 5z, 10.747; 8. Craig Dollansky, Woodward 2, 10.794; 9. John Cressman, Cressman 56, 10.810; 10. Danny Lasoski, Forbrook 5, 10.819; 11. Shane Stewart, Roth 83, 10.822; 12. Justin Henderson, Henderson d1, 10.828; 13. Jason Sides, Sides 7s, 10.837; 14. Chad Kemenah, Hard Eight 8k, 10.845; 15. Brian Paulus, P&P 28, 10.854; 16. Billy Alley, Alley 22, 10.875; 17. Jake Peters, Peters 57x, 10.880; 18. Joey Saldana, Kahne 9, 10.881; 19. Kraig Kinser, Stewart 20, 10.882; 20. Daryn Pittman, Titan 21, 10.889; 21. Gregg Bakker, Bakker 11x, 10.914; 22. John Lambert, Lambert 12L, 10.914; 23. Tim Shaffer, Parsons 6, 10.943; 24. Steve Kinser, Kinser 11, 10.943; 25. Mark Dobmeier, Dobmeier 13, 10.997; 26. Chad Hillier, Hillier 5c, 11.026; 27. Tony Bruce, Jr., Bruce 18, 11.029; 28. Marlon Jones, Jones 9m, 11.251; 29. Gordy Vogelaaar, Vogelaaar 33, 11.385; 30. Chuck McGillivray, McGillivray 101, 11.723.

First Heat (8 laps): Lasoski, Zomer, McCarl, Madsen, K. Kinser, Sides, Dobmeier, Alley, Lambert, Jones.

Second Heat (8 laps): Stewart, Dollansky, Haudenschild, Hafertepe, Kemenah, Pittman, Peters, Hillier, Shaffer, Vogelaaar.

Third Heat (8 laps): Henderson, Schatz, Meyers, Saldana, Cressman, Paulus, S. Kinser, Bruce, Bakker, McGillivray.

Crane Cams Dash (6 laps): Stewart, Lasoski, Dollansky, Zomer, Schatz, Henderson, Madsen, Meyers, Hafertepe, McCarl.

B Main (12 laps): 1. Alley; 2. Peters; 3. Lambert; 4. Bakker; 5. Dobmeier; 6. S. Kinser; 7. Hillier, \$200; 8. Shaffer, \$180; 9. Bruce, \$175; 10. Vogelaaar, \$160; 11. Jones, \$150; 12. McGillivray, \$150.

Feature (35 laps): 1. Dollansky, \$10,000; 2. Schatz, \$5,500; 3. Meyers, \$3,200; 4. Haudenschild, \$2,800; 5. Kemenah, \$2,500; 6. Stewart, \$2,300; 7. Madsen, \$2,200; 8. Sides, \$2,100; 9. Saldana, \$2,050; 10. McCarl, \$2,000; 11. Hafertepe, \$1,500; 12. S. Kinser, \$1,200; 13. Alley, \$1,100; 14. Pittman, \$1,050; 15. Henderson, \$1,000; 16. Paulus, \$900; 17. Dobmeier, \$800; 18. Bruce, \$800; 19. Bakker, \$800; 20. Lambert, \$800; 21. K. Kinser, \$800; 22. Zomer, \$800; 23. Peters, \$800; 24. Cressman, \$800; 25. Lasoski, \$800.

WINNER



Craig Dollansky

Saturday

June 14, Eagle Raceway, Eagle, Neb.

Qualifications: 1. Donny Schatz, Stewart 15, 11.235; 2. Jac Haudenschild, Carnahan 19, 11.254; 3. Jason Meyers, Stockbridge 14, 11.262; 4. Sam Hafertepe, Jr., Hafertepe 15h, 11.293; 5. Terry McCarl, McCarl 24, 11.300; 6. Joey Saldana, Kahne 9, 11.304; 7. Steve Kinser, Kinser 11, 11.324; 8. Kerry Madsen, VerMeer 55, 11.354; 9. Chad Hillier, Hillier 5c, 11.361; 10. Jack Dover, Dover 53, 11.368; 11. Shane Stewart, Roth 83, 11.373; 12. Craig Dollansky, Woodward 2, 11.374; 13. Tim Shaffer, Parsons 6, 11.424; 14. Jason Sides, Sides 7s, 11.459; 15. Brian Paulus, P&P 28, 11.477; 16. Daryn Pittman, Titan 21, 11.498; 17. Chad Kemenah, Hard Eight 8k, 11.502; 18. Tony Bruce, Jr., Bruce 18, 11.788; 19. Mike Boston, Boston 51, 12.023; 20. John Lambert, Lambert 12L, 12.057; 21. Kraig Kinser, Stewart 20, 12.164; 22. Gage Dorr, Dorr 17, 12.321; 23. Doug Lovegrove, Lovegrove 44, 12.385; 24. Gene Ackland, Ackland 14g, 12.528; 25. Kim Kennedy, Kennedy 1k, 12.572; 26. Tige Jensen, Jensen 57, 12.813; 27. Nick Bryan, Bryan 6b, no time.

First Heat (10 laps): Schatz, S. Kinser, Shaffer, Hafertepe, Pittman, Dover, Boston, Dorr, Kennedy.

Second Heat (10 laps): Haudenschild, Stewart, Madsen, McCarl, Sides, Kemenah, Lambert, Jensen, Lovegrove.

Third Heat (10 laps): Dollansky, Meyers, Saldana, Hillier, K. Kinser, Paulus, Bruce, Ackland, Bryan.

Crane Cams Dash (8 laps): Dollansky, S. Kinser, Meyers, Schatz, Haudenschild, McCarl, Stewart, Saldana, Madsen, Hafertepe.

B Main (12 laps): 1. Bruce; 2. Boston; 3. Lambert; 4. Dorr; 5. Kennedy; 6. Jensen; 7. Ackland, \$200; 8. Lovegrove, \$180; 9. Bryan, \$175.

Feature (30 laps): 1. Dollansky, \$10,000; 2. S. Kinser, \$5,500; 3. Meyers, \$3,200; 4. Schatz, \$2,800; 5. Stewart, \$2,500; 6. Saldana, \$2,300; 7. Haudenschild, \$2,200; 8. McCarl, \$2,100; 9. Hafertepe, \$2,050; 10. Madsen, \$2,000; 11. Pittman, \$1,500; 12. Hillier, \$1,200; 13. Dover, \$1,200; 14. K. Kinser, \$1,050; 15. Kemenah, \$1,000; 16. Sides, \$900; 17. Bruce, \$800; 18. Shaffer, \$800; 19. Paulus, \$800; 20. Boston, \$800; 21. Lambert, \$800; 22. Kennedy, \$800; 23. Dorr, \$800; 24. Jensen, \$800.

Dollansky Doubles His WoO Pleasure

EAGLE, Neb. — Craig Dollansky felt like he let a win slip away June 11 at Sedalia's State Fair Speedway while leading in traffic, and he made sure history did not repeat itself as he held off Steve Kinser to win the Eagle Nationals for the Advance Auto Parts World of Outlaws Sprint Car Series at Eagle Raceway Saturday night.

Dollansky started on the pole and dropped back to second behind Kinser at the start, but dove under Kinser exiting the fourth turn on the fifth lap to make the pass for the lead.

It was Dollansky's second-consecutive Advance Auto Parts World of Outlaws Sprint Car Series triumph and his fourth of the season.

"It was a great night," said the winner, who earned \$10,000 for the 25th victory of his World of Outlaws career. "I am very happy for Larry Woodward and everyone that stands behind this race team. The crew worked hard as always and I am very proud of them. We had a great car tonight."

Lapped traffic was the story on Saturday night, as the event went 40 laps non-stop in nine minutes and 23 seconds on the high-banked third-mile oval. A number of times over the course of the race, Dollansky pulled away from Kinser, as he was able to

slice his way through the slower machines, eventually lapping all but the top-eight finishers.

"Typically, you don't see that happen very often, but that puts on a good show for the fans when you can keep going," said Dollansky. "We didn't get the lead at the start of the race and we had to work our way past Steve (Kinser) and the Snap-on car was working well tonight. We kept working on it all night and tried to keep up with the race track."

Kinser led the A-feature early on Saturday night and wound up second in the Q Oil Maxim.

"I got the gear a little bit high, but we had some motor problems in the dash and I went ahead and stuck a higher gear in it," said the 20-time World of Outlaws champion. "I don't know if it would have helped me or not. I got to rolling around a little bit better, but it was flopping around some. We're learning a little bit and just have to keep running and hopefully, we'll get these cars working a little better."

Jason Meyers picked up his second-consecutive third-place finish as he earned the final podium position. He has 17 top-five finishes in 20 starts.

Point-leader Donny Schatz finished fourth and has finished in the top 10 in all 20 events this year. Shane Stewart was fifth.

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

Top 10

1. Donny Schatz	2,914	6. Steve Kinser	2,641
2. Jason Meyers	2,871	7. Kerry Madsen	2,612
3. Craig Dollansky	2,820	8. Chad Kemenah	2,529
4. Joey Saldana	2,775	9. Shane Stewart	2,520
5. Jac Haudenschild	2,647	10. Terry McCarl	2,504



KEN SIMON PHOTO

FRONT RUNNERS: Craig Dollansky (2) and Steve Kinser (11) battle for the lead Saturday at Eagle (Neb.) Raceway.

Huset's Is All Dollansky's

BRANDON, S.D. — Huset's Speedway has always been a special place for Craig Dollansky. He won in his first start at the track back in 1995 and has had a great deal of success over the years at the high-banked three-eighths-mile oval.

Friday night he added to his success at the track, holding off Donny Schatz and Jason Meyers to bank the \$10,000 Advance Auto Parts World of Outlaws Sprint Car Series victory.

"It feels great to win here," said Dollansky, who has five-career wins at Huset's Speedway. "When I get asked what some of my favorite tracks are, Huset's is always one that I mention.

"When the race track is prepared like this, there is always great racing. That is what the fans come out to see and there are some of the best fans in the country out here. I couldn't be happier."

Dollansky lined up third in the Auto Value Parts Stores/Snap-on Maxim and moved into second on the opening lap, charging past Danny Lasoski. Dollansky chased down leader Shane Stewart and the pair battled for two laps before Dollansky took control on lap six.

Schatz got around Stewart on the 11th circuit and began to track down Dollansky.



Craig Dollansky

After clearing all of the lapped cars, Schatz chased Dollansky for a couple of laps, before diving under him coming off the fourth turn on the 17th lap to take the lead. He quickly opened a few-car-length lead as Dollansky got bottled up in traffic.

"I didn't feel like the race got away from us at that point," explained Dollansky. "I knew I could stay with them and lapped traffic can make or break you sometimes. We're glad we had another opportunity late in the race."

After going non-stop for the first 23 laps, the caution flag waved on the 24th go-around. On the restart, Dollansky used a textbook slide job to inch ahead of Schatz. He quickly pulled out to an eight-car length lead. A Dusty Zomer flip set up a

shootout among Dollansky, Schatz and Meyers, who was running third. Dollansky held on for his third victory of the season and the 24th of his World of Outlaws career.

Schatz and Meyers waged an epic battle late in the race, trading the runner-up spot four times.

"We had a really good car," said Schatz after his runner-up finish. "We had a right-front torsion bar come out at the middle of the race. We were all right as long as we were in traffic, but we got the yellows and then I made a mistake going into the first corner and there was nothing I could do to keep it up. I slammed the frame rail down and got passed."

Meyers picked up his series leading 16th top-five finish of the season as he wound up third in the GLR Investment KPC.

"It's kind of disappointing," said Meyers. "We have always raced Donny (Schatz) clean and tonight he decided not to do that. It was a great run for the team. I thought we had at least a second-place car. It's just unfortunate that they want to race that way. We'll just go on to the next race and keep doing what we are doing and keep beating that (No.) 15 car."

Ohio drivers Jac Haudenschild and Chad Kemenah filled the top five.

WORLD OF OUTLAWS SPRINT SERIES RACE REWIND

Streaking Schatz Remains Hot At Sedalia

SEDALIA, Mo. — As a warm-up for the Advance Auto Parts World of Outlaws Sprint Car Series event June 10 at Sedalia's State Fair Speedway, Donny Schatz took part in a celebrity modified race to benefit the Michael Ross Memorial Foundation, filling in for his car owner Tony Stewart.

While it was Schatz's first time in a modified, that did not slow him down as he held off NASCAR star Clint Bowyer for the win. He followed that up by winning a thrilling dual with Joey Saldana to pick up his third-consecutive victory with the Advance Auto Parts World of Outlaws Sprint Car Series and his fifth triumph in the last six races.

After battling Saldana for several laps, Schatz dove under him exiting the second turn on the 22nd lap and ultimately took the \$10,000 win in the Ditzfeld Transfer Summer Nationals at the historic half-mile.

It was the 76th-career WoO triumph for the North Dakota native with the World of Outlaws and his second at Sedalia.

Schatz qualified second, but started sixth in the feature after finishing sixth in the dash.

"I learned a lot driving that modified," he acknowledged. "I ran the hot laps and they ran the dash for the sprint car, and then had some more laps in the modified feature before the



KEN SIMON PHOTO

STATE FAIR MASTERS: Donny Schatz (15) shoots under Jason Meyers at State Fair Speedway in Sedalia, Mo.

sprint car feature."

Schatz has won three-consecutive Advance Auto Parts World of Outlaws events and now leads the series with six victories as he chases his third-consecutive title. He remains the only driver that has fin-

ished in the top 10 of every event this season, a streak that now is at 18 races.

"We try to win every night out," he pointed out. "Right now, we are not playing around, we are on top of our program. The crew is fine tuning the

little things they need to fine tune and they are doing one hell of a job. They always do a great job, but it's more fun when you can show your appreciation with wins like we have been the last five or so races."

The event June 11 was very reminiscent of the battle that Schatz and Saldana had June 7 at Knoxville Raceway, where Schatz also came out on top in traffic late in the race.

"It's a lot fun," Schatz said of the close racing. "This one and the one at Knoxville were certainly door bangers. It came down to the last couple of laps and he was good and we had a good car. We had to race in traffic and that is the fun part. We're glad to be in that position and those guys are running pretty consistent. We have to keep our game up and worry about what is going on with this (No.) 15 Armor All car."

Saldana led laps 17-21 as he again nearly picked up his first win of the season.

"I felt like in the lapped cars I did the right thing," said Saldana. "His car was working better than mine. When we were in traffic he could turn off the top and run on the bottom. I couldn't do it. He had a better car."

Craig Dollansky led the first 16 laps and finished third, with Jason Meyers collecting his series-leading 15th top-five finish in fourth. Craig Kinser was fifth.

Brown Nips Johnson In Sedalia Test

SEDALIA, Mo. — The last time that Brian Brown and Jason Johnson got together at the Missouri State Fair Speedway in O'Reilly Auto Parts Winged Outlaw Warrior competition,

the fans were treated to a great race.

On June 11 in WOW's portion of the Michael Ross Memorial Foundation, Brown, Johnson and the addition of Kasey Kahne did not disappoint.

After an early caution, the trio raced with Kahne in the lead. Brown and Kahne exchanged the lead several times until Brown powered to the point and held on for his second WOW victory of 2008, both coming at Sedalia. Johnson passed Kahne on lap 17, but could not make up the needed ground on Brown, finishing second for a second time at Sedalia.

Kahne settled for third ahead of Missouri drivers Randy Martin in fourth and Curtis Evans in fifth.

The finish:
Brian Brown, Jason Johnson, Kasey Kahne, Randy Martin, Curtis Evans, Don Droul, Jr., Jonathan Cornell, Natalie Sather, Austin Alumbaugh, Terry Hinck, Josh Fisher, Jon Corbin, Jeff Mitrisin, Rusty Potter, Doug Wilson, Frank Brown, Austin McCarl, Dustin Adams, Curtis Boyer, Bryan Grimes-Slater.

Dunkin Donuts and Constellation & Entergy Weekend

★ Friday, June 20th ★

Tobias Slingshots ~ Dirt Track Oval at 6:00

★ Saturday, June 21st ★

"Kids Autograph Night"

Tobias Slingshots ~ Tobias SpeedSTR's*

PathFinder Bank SBS 30

Novelis Supermodified 45

*Ray Evernham & Erin Crocker scheduled to race

Pits 3:15 ★ Grandstands 4:15 ★ Autographs 5:45
Free Camping ★ Free Parking



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A weekly report of action from across America



Travelers Rest Speedway

- Travelers Rest, S.C. June 14, 2008
Crate Late Model
 1. Johnny Raines
 2. David Smith
 3. Greg Pilgrim
Limited Sportsman
 1. Timmy Smith
 2. Nathan Hughes
 3. Scott Galloway
Stock Eight
 1. Timmy Smith
 2. Chett Cobb
 3. Roger Gilliam
Renegade
 1. Roger Gilliam
 2. Donnie Leonard
 3. Dwight Smith
Stock Four
 1. Joey Kelley
 2. Jody Clark
 3. Kevin Kelley
Pure Stock
 1. Chris Harvell
 2. Nick Adams
 3. Mike Watson
Young Gun
 1. Chris Goodman
 2. Mack Norris
 3. Morgan Gentry

Atlanta Motor Speedway

- Hampton, Ga. June 11, 2008
Legends Master
 1. Jeff Haynie
 2. Skip Nichols
 3. Brad Shelnett
Bandolero Bandit
 1. Mason Massey
 2. Kyle Benjamin
 3. Evan Bell
Bandolero Young Gun
 1. Jacob Wallace
 2. Jake Armstrong
 3. Justin Thomas
Bandolero Outlaw
 1. Brett Hardin
Roadster
 1. Bubba Harry
 2. Brian Weimer
 3. Steve Crane
Legends Charger
 1. Chris Bowie
 2. Melina Rolo
 3. Sean Shalvoy
Legends Pro
 1. Billy Fulson
 2. Zach Kittle
 3. Kyle Lowry
Legends Semi Pro
 1. Dylan Ames
 2. Davey Matthews
 3. Bryce Walker

Lowe's Motor Speedway

- Concord, N.C. June 12, 2008
Legends Pro
 1. Jordan Anderson
 2. Steven Ross
 3. Chris Buescher
Thunder Car

1. Thomas Van Wingerden
 2. Michael Van Wingerden
 3. Adam Gay
Legends Master
 1. John Sossoman
 2. Cotton Spry
 3. Clay Hair
Legends Semi-Pro
 1. Jimmy Heavlow
 2. Cody Blackburn
 3. Duke Furr
Legends Young Lion
 1. Scott Hensley
 2. Dylan Pressnell
 3. Devin Jones
Bandolero Bandit
 1. Mason Massey
 2. T.J. Michael
 3. Kason Plott
Bandolero Young Gun
 1. Chad Finchum
 2. Corey Gordon
 3. Robert Poole
Bandolero Outlaw
 1. Kendall Sellers
 2. Chris Morgan
 3. Brett Pepicelli

Citrus County Speedway

- Inverness, Fla. June 14, 2008
Late Model
 1. Herb Neumann
 2. Keith Zavrel
 3. Richie Smith
Street Stock
 1. David Foster
 2. Tim Quick
 3. Jason Murphree
Mini Stock
 1. Kevin Harrod
 2. Chris Allen
 3. Clint Foley
Pure Stock
 1. John Drye
 2. Mike Hinde
 3. Curtis Flanagan
V8 Thunder Stock
 1. Michael Martin
 2. Josh Long
 3. Jamie Shahid
Mini Cup
 1. Devin McLeod
 2. Brady Marshall
 3. Zack Hoyt

Carolina Speedway

- Gastonia, N.C. June 13, 2008
Late Model
 1. Jay Sessoms
 2. Billy Thompson
 3. Tim Allen
Crate LM
 1. Ross Bailes
 2. Pat Lindsay
 3. Matt Long
Street Stock
 1. Jerry Oliver
 2. Jeff Graves
 3. Ronald Pope
Renegade
 1. Chris Steele
 2. Patrick Lyon
 3. Shorty Lacey
Pure Stock 4
 1. Bryan Mullis
 2. Wayne Curtis
 3. Adam Vandiver

East Bay Raceway Park

- Gibsonton, Fla. June 14, 2008
Outlaw 4
 1. Jerry Bruce
 2. Matt Haynes
 3. Shane Burrows
Street Stock
 1. Buck Skinner
 2. Donnie Reed
 3. Danny Hill
Late Model
 1. Steve Miller
 2. Roger Crouse
 3. Travis Varnadore

4-Cylinder Bomber

1. Kyle Cruse
 2. Collin Cruse
 3. Kever Raulerson

New Smyrna Speedway

- New Smyrna, Fla. June 14, 2008
Stock
 1. Richard Goodrich
 2. Doug Wolf
 3. Christopher Sclafani
Late Model
 1. Jessica Murphy
 2. Drew Brannon
 3. Chad Akins
Modified
 1. James Tucker
 2. Don Keithley
 3. Jeff Colburn
Sportsman
 1. Donald Williams
 2. Timothy Todd, Jr.
 3. Phillip Bessette
Truck
 1. Daniel Scott Reeves
 2. Austin Pickens
 3. Ben Kennedy
Super Stock
 1. Todd Allen
 2. Geno Smith
 3. Edward Barber

Music City Motorplex

- Nashville, Tenn. June 14, 2008
Bandolero
 1. Zach McLean
 2. Layne Clifton
 3. Steven Layne
Young Gun
 1. Sean Hosey
 2. Laura Gentry

- Dwarf**
 1. Ricky McIlwain
 2. Timothy Lunn
 3. David Ring
Grand National
 1. Eddie Taylor
 2. Lee Goddard
 3. Howard Tucker
Late Model
 1. Andy Johnson
 2. Michael Diskell
 3. Skip McCord
Legends Pro
 1. Rob Sanders
 2. Josh Berry
 3. Tyler Cordell
Legends Semi Pro
 1. Giles Martin
 2. Brandon Summers
 3. Cody Fennett
Truck
 1. Bobby Buttrey
 2. Kyle Cruse
 3. Daniel Bolden
Thunderstock
 1. Jeremy Newman
 2. Matt Barnes
 3. Mark Ryman

Harris Speedway

- Rutherfordton, N.C. June 14, 2008
Crate LM
 1. Wally Fowler
 2. Roger Harris
 3. Pat Lindsey
Super Stock-Four
 1. Stacy Brock
 2. Jamie Barbrey
 3. Brett Cooper
Limited Sportsman
 1. Chris Jackson
 2. Lamar Jordan
 3. Clyde Scott
Stock Eight
 1. Bubba Smith
 2. Dale Chapman
 3. David Ayers
Young Gun
 1. Ethan Gregory
 2. Justin Ward
 3. Blake Kirby
Pure Stock
 1. Kevin Hawkins
 2. Buddy O'Sullivan
 3. Travis Campbell
Renegade
 1. James Abernathy
 2. Nikita Treadwell
 3. Jason Edmonds
Street Stock Four
 1. Kevin Cooper
 2. Clyde Scott
 3. Kyle Cooper

Caraway Speedway

- Asheboro, N.C. June 13, 2008
LM Super Truck
 Feature No. 1
 1. Destry Gardner
 2. Travis Mosley
 3. Gene Kepley
 Feature No. 2
 1. Travis Mosley
 2. Cole Miktuk
 3. Gene Kepley
Legends
 1. Daniel Hemric
 2. Michael Brown
 3. Parker Hammons
Street Stock
 1. Troy Davis
 2. Randy Dunn
 3. Jamie Ruddock
U-Car
 1. Justin Smith
 2. Eddie Phillips
 3. Mickey Phillips

Caraway Speedway

- Asheboro, N.C. June 14, 2008
Late Model
 1. Zach McLean
 2. Mack Little
 3. Barry Bartlett
Sportsman
 1. Andy Nicholls
 2. Justin Reynolds

3. Mark Mosley
Limited Late Model
 1. Kevin Jones
 2. Tony Black
 3. Justin Newlin
Mini Stock
 1. Michael Tucker
 2. Jacob Creed
 3. Bobby Smith, Jr.
Mini Truck
 1. Glenn Chriscoe, Jr.
 2. Scottie York
 3. Ron Thayer
Cab Car
 1. Zack Bralley
 2. Greg Cook
 3. Gary Dillard

Harris Speedway

- Rutherfordton, N.C. June 14, 2008
Crate LM
 1. Wally Fowler
 2. Roger Harris
 3. Pat Lindsey
Super Stock-Four
 1. Stacy Brock
 2. Jamie Barbrey
 3. Brett Cooper
Limited Sportsman
 1. Chris Jackson
 2. Lamar Jordan
 3. Clyde Scott
Stock Eight
 1. Bubba Smith
 2. Dale Chapman
 3. David Ayers
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 1. Ethan Gregory
 2. Justin Ward
 3. Blake Kirby
Pure Stock
 1. Kevin Hawkins
 2. Buddy O'Sullivan
 3. Travis Campbell
Renegade
 1. James Abernathy
 2. Nikita Treadwell
 3. Jason Edmonds
Street Stock Four
 1. Kevin Cooper
 2. Clyde Scott
 3. Kyle Cooper

Orlando SpeedWorld

- Orlando, Fla. June 13, 2008
Pro Truck
 1. Zach McLean
 2. Keith Lilley
 3. Barry Bartlett
Sportsman
 1. Andy Nicholls
 2. Justin Reynolds



KEVIN HORCHER PHOTO

OLD 97: Feature winner Tommy Worley, Jr. (97) battles Tim Montgomery Saturday during sprint-car heat-race action at St. Francois County Raceway.

3. Jeff Wright
Super Stock
 1. Jason Pick
 2. Bobby Simcox
 3. John Hodge
Mini Stock
 1. David Russell
 2. R.J. Arnone
 3. Steve Wheeler
Strictly Stock
 1. Mark Bordeaux
 2. Glenn Rhodes
 3. Neil Kirby

Orlando SpeedWorld

- Orlando, Fla. June 14, 2008
Bandolero Bandit
 1. Critter Saile
 2. Shawn Hooven
 3. Eldon Campbell
Street Stock
 1. Gerard Doiron
 2. Mark Sherwood
 3. Mark Williams
TigerCat
 1. Daniel Gautreau
 2. Martin Landry
 3. Marcel Goguen

Fulton Speedway

- Fulton, N.Y. June 15, 2008
DIRTcar Modified
 1. Mark Walls
 2. Brian Cosier
 3. Tim Walters, Jr.
Semi-Pro Truck
 1. Jason Vail
Classic
 1. Wayne Skinner

Winchester Speedway

- Winchester, Tenn. June 4, 2008
Modified
 1. Tony Simmons
 2. T.J. Herndon
 3. Chad Winkles

Seekonk Speedway

- Seekonk, Mass. June 13, 2008
Late Model
 1. Jerame Lillie
 2. Kyle Casper
 3. Matthew Breault
Street Stock
 1. Ryan Lineham
 2. Bob Bettencourt
 3. John Geremia
Sport Truck
 1. Charlie Rose
 2. Mike Cavallaro
 3. Richard Martin
Modified
 1. Vinny Annarummo
 2. Chris Pasteryak
 3. Jon McKennedy
Syra 600
 1. Carl Medeiros
 2. Kyle DeSouza
 3. Jake Spillers
Syra 750
 1. Casey Sanchez
 2. Kyle Kuchta
 3. Nick Ladgya
Pure Stock
 1. Bill Chouinard
 2. Nick Uhrig

Utica-Rome Speedway

- Vernon, N.Y. June 15, 2008
Mod Lite

1. Rocco Leone
 2. Lowell Zehr
 3. Jeff Barker

Centre for Speed

- Shediac, N.B. June 15, 2008
Sportsman
 1. Mike Power, Jr.
 2. Claude Baudet
 3. Luc Bourgeois
Thundercat
 1. Phil Coombes
 2. Wilfred Simon
 3. Eldon Campbell
Street Stock
 1. Gerard Doiron
 2. Mark Sherwood
 3. Mark Williams
TigerCat
 1. Daniel Gautreau
 2. Martin Landry
 3. Marcel Goguen

Fulton Speedway

- Fulton, N.Y. June 15, 2008
DIRTcar Modified
 1. Mark Walls
 2. Brian Cosier
 3. Tim Walters, Jr.
Semi-Pro Truck
 1. Jason Vail
Classic
 1. Wayne Skinner

Winchester Speedway

- Winchester, Tenn. June 4, 2008
Modified
 1. Tony Simmons
 2. T.J. Herndon
 3. Chad Winkles

Seekonk Speedway

- Seekonk, Mass. June 13, 2008
Late Model
 1. Jerame Lillie
 2. Kyle Casper
 3. Matthew Breault
Street Stock
 1. Ryan Lineham
 2. Bob Bettencourt
 3. John Geremia
Sport Truck
 1. Charlie Rose
 2. Mike Cavallaro
 3. Richard Martin
Modified
 1. Vinny Annarummo
 2. Chris Pasteryak
 3. Jon McKennedy
Syra 600
 1. Carl Medeiros
 2. Kyle DeSouza
 3. Jake Spillers
Syra 750
 1. Casey Sanchez
 2. Kyle Kuchta
 3. Nick Ladgya
Pure Stock
 1. Bill Chouinard
 2. Nick Uhrig

Utica-Rome Speedway

- Vernon, N.Y. June 15, 2008
Mod Lite

3. Scott Cestodio

Spencer Speedway

- Williamson, N.Y. June 13, 2008
Super Six
 1. Keith Butler
 2. Patti Davenport
 3. Joe Bailey

Oxford Plains Speedway

- Oxford, Maine June 13, 2008
Unrestricted
 Feature No. 1
 1. Tyler Bruunschweig
 2. Robbie Wentworth
 3. Dan Pelletier, Jr.
 Feature No. 2
 1. Charlie Tyler
 2. Michael Olanovich
 3. Mike Ramsey
Star Champ
 1. Stephen Beattie
 2. Stephen Beattie, Jr.
 3. Mike Ricker
Gold Plate
 1. David Blackwell
 2. Kyle Metivier
 3. Josh Brown
Blue Plate
 1. Brandon Varney
 2. Spencer Thompson
 3. Cody Chiasson
Purple Plate
 1. Evan Armington
 2. Dylan Haskell
 3. Brandon Varney
Stock
 1. Kyle Mooney
 2. Brandon Varney
 3. Chase Staples

Oxford Plains Speedway

- Oxford, Maine June 14, 2008
Mini Stock
 1. Darrell Moore
 2. Bill Childs, Sr.
 3. Rick Giguere
Late Model
 1. Brett Pierce
 2. Kurt Hewins
 3. Dennis Spencer, Jr.
Stock
 1. Larry Emerson
 2. Charlie Rose
 3. Matt Williams
Runnin' Rebel
 1. Troy Jordan
 2. Kyle Hewins
 3. Scott Farrington
Sport Truck
 1. Jake Burns
 2. Ryan Farrar
 3. Ross Spurling

Black Rock Speedway

- Dundee, N.Y. June 13, 2008
Late Model

Black Rock Speedway

- Dundee, N.Y. June 13, 2008
Late Model

1. Dave DuBois
 2. Jeff Chesebro
 3. Steve Dixon
Sportsman
 1. Scott Michalski
 2. Brady Fultz
 3. Fran Hilton
Street Stock
 1. Chris Fisher
 2. Jeff Bridge
 3. Rich Talada
4-Cylinder
 1. Rich Sharpsteen II
 2. Joe Povoski
 3. Jack Ayers
Bandit
 1. Cody Moorehouse
 2. Dylan Cecece
 3. Jamie Eldridge, Jr.

Brewerton Speedway

- Brewerton, N.Y. June 14, 2008
Modified
 1. Billy Decker
 2. Jimmy Phelps
 3. Matt Sheppard
Midget
 1. Chuck Hebing
 2. Chad Homan
 3. Kyle Rudolph
Mod Lite
 1. Dan Williams
 2. Lowell Zehr
 3. Doug Williams
4-Cylinder Super
 1. Chuck Powelczyk, Jr.
 2. Claude Hutchings, Jr.
 3. Jessica Herbert

Thunder Road Int'l Speedbowl

- Barre, Vt. June 12, 2008
Late Model
 1. Trampas Demers
 2. Dave Whitcomb
 3. Dennis Demers
Tiger Sportsman
 1. Craig Bushey
 2. Mike Ziter
 3. Bobby Therrien
Street Stock
 1. Ricky Rolfe
 2. Kurt Hewins
 3. Dennis Spencer, Jr.
Stock
 1. Larry Emerson
 2. Charlie Rose
 3. Matt Williams
Runnin' Rebel
 1. Troy Jordan
 2. Kyle Hewins
 3. Scott Farrington
Sport Truck
 1. Jake Burns
 2. Ryan Farrar
 3. Ross Spurling

Waterford Speedbowl

- Waterford, Conn. June 11, 2008
Legends
 1. Glen Billings
 2. Ryan Morgan
 3. Mike Alcaro
Super X Car
 1. Michael Maskell II
 2. Greg Moran, Jr.
 3. Jon Porter
X Cars
 1. Brad Voglesong
 2. Dustin Gage
 3. Pat Williams
X Modified
 1. Bill Gertsch, Jr.
 2. Richard Durkee IV
 3. Dean Christensen
NEMA Lites
 1. Jesse State
 2. Jake Stegias
 3. P.J. Stegias
Women on Wheels
 1. Kathy Civranti
 2. Kim Bickford

Waterford Speedbowl

- Waterford, Conn. June 11, 2008
Legends
 1. Glen Billings
 2. Ryan Morgan
 3. Mike Alcaro
Super X Car
 1. Michael Maskell II
 2. Greg Moran, Jr.
 3. Jon Porter
X Cars
 1. Brad Voglesong
 2. Dustin Gage
 3. Pat Williams
X Modified
 1. Bill Gertsch, Jr.
 2. Richard Durkee IV
 3. Dean Christensen
NEMA Lites
 1. Jesse State
 2. Jake Stegias
 3. P.J. Stegias
Women on Wheels
 1. Kathy Civranti
 2. Kim Bickford

Thompson Int'l Speedway

- Thompson, Conn. June 12, 2008
SK Modified
 1. Keith Rocco
 2. Danny Gates
 3. Kerry Malone
Pro Stock
 1. Derek Ramstrom
 2. George Bessette
 3. Norm Wrenn
Limited Sportsman

REGIONAL NOTES

It took 13 years and a backup car, but **Glenn Keller** earned the first feature victory of his career at Williams Grove Speedway on June 7, surviving a last-lap challenge from Bobby Hockenberry. Keller's primary car had been damaged in a crash at another track, and he was forced to go to a backup car. "I wasn't sure I was ever going to get here," Keller said after the win...Eastern Pennsylvania 358-modified star **Jeff Strunk** has always wanted to test his considerable skills behind the wheel of a super late model. He'll get his chance at full-fender action on a very big stage — and at one of his hometracks — when the World of Outlaws Late Model Series makes its inaugural visit to Big Diamond Raceway on June 25, for the Jack Rich, Inc. Coal Country 40. Strunk, a 39-year-old from Mohnton, Pa., who is one of the most accomplished 358-modified drivers in the Northeast, will drive a Lazer Chassis car fielded by veteran dirt late-model driver and car builder Jim Bernheisel...Over the course of seven weeks at Orange Show Speedway in San Bernardino, Calif., this season, **Austin Murphy** has made his driving debut in three different divisions, each time coming away with a victory. On June 7, Murphy's super-late-model debut ended in victory lane. His other debut victories came in the late-model division on opening night and in ASA factory fours on May 17. For good measure, younger brother Broc Murphy also won his June 7 ASA factory four debut...**Bryan Hessler** ended a 22-year winless drought with a June 6 modified victory at Red Cedar Speedway in Menomonie, Wis. . . **Doug Horton** collected the \$1,000 bounty put on dominating driver Paul Wilmoth, Jr., by Tyler County (W. Va.) Speedway's BDS Promotions. Horton battled with the second-finishing Wilmoth for most of the race. . . **Eugene Dick** made it back to victory lane after a four-year absence at I-94 Speedway in Sauk Centre, Minn. Dick won the June 7 40-lap ASA super-late-model feature. . . **Tim Brown** has dominated modified qualifying at Bowman Gray Stadium in Winston-Salem, N.C., setting quick times for all six events this season.

Riverhead Raceway

Riverhead, N.Y.
June 15, 2008
Legends
1. Silas Hiscock, Jr.
2. Vinny Malone
3. Timmy Solomito
Grand Enduro
1. Ray Fitzgerald
2. Robin Vollmoeller
3. John Cozza
Truck Enduro
1. Donald Lawrence
2. Shawn Wanat
3. Ben Gregor

Riverhead Raceway

Riverhead, N.Y.
June 14, 2008
Modified
1. Mike Andrews, Jr.
2. Howie Brode
3. Rusty Turbush
Late Model
1. Tom Rogers, Jr.
2. Roger Oxee
3. Scott Kulesa
Blunderbust
1. Chris Busick
2. Scott Maliszewski
3. Tom Pickrell
Pro Truck
1. Frank Dumichich, Sr.
2. Dave Koenig
3. P.J. Vecchio

MID ATLANTIC

Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Motordrome Speedway

Smithton, Pa.
June 13, 2008
Super Late Model
1. Neil Brown
2. Richard Mitchell
3. Bobby Henry
Modified
1. Gary Scott
2. Andy Kostelnik
3. George Nicola
Street Stock
1. Andrew Kostelnik
2. Jonathan Hileman
3. Bill Henry
Charger
1. Aaron Minjock
2. Mike Lemley
3. Matthew Gardner
American Flyer
1. Ron Eiford III
2. Ed Dinneen
3. Jeff Halphill

Central Pennsylvania Speedway

Clearfield, Pa.
June 15, 2008
Sprint Car
1. Mark Smith
2. Greg Hodnett
3. Dale Blaney
Street Stock
1. Dan Smeal
2. Bill Henney
3. Rick Hemphill

Mercer Raceway Park

Mercer, Pa.
June 14, 2008
Sprint Car
1. Rod George
2. Jimmy Hawley
3. Arnie Kent
358 Modified
1. Frank Guidace
2. Steve Barr
3. Eric Gabany
Late Model
1. Frank Guidace

2. Brian Booher
3. Rusty Moore
Mod Lite
1. Alan Knepper
2. Kenny Meadows
3. Todd Canter
Mini Stock
1. Cory Kilgore
2. Dillon Kineston
3. Dillon Barr

Kutztown Speedway

Kutztown, Pa.
June 11, 2008
600 Micro Sprint
1. Brett Smith
2. Doug Snyder
3. Brian Carber
270 Micro Sprint
Feature No. 1
1. Trevor Kobylarz
2. Ross Perchak
3. Marty Gorr
Feature No. 2
1. Ed Kenderdine
2. Terry Schaeffer
3. Billy Murphy
Slingshot
1. Kurt Bettler
2. Michael Glass
3. Bill Weaver
Young Gun 390
1. Dan Souder
2. Steve Sacks
3. Tyler Fisher

Lernerville Speedway

Sarver, Pa.
June 13, 2008
Sprint Car
1. Ed Lynch, Jr.
2. Bob Felmlie
3. Charlie Holben
Super Late Model
1. Greg Satterlee
2. Matt Lux
3. Alex Ferree
Modified
1. Del Rougeux, Jr.
2. Kevin Bolland
3. Brian Swartzlander
Street Stock
1. Pat Hanley
2. Bob Egley
3. Jason Fosnaught

Dog Hollow Speedway

Strongstown, Pa.
June 13, 2008
Late Model
1. Shawn McGarvey
2. Jim Kerpackus
3. Rick Strong
Fastrak LM
1. Tommy Snyder
2. Kirby Tucker
3. Justin Kann
Street Stock
1. Jim Boyer
2. Tyler Hite
3. John Kinsey
Pure Stock
1. Rich Powell
2. Marshall Detwiler
3. John Mazey
4-Cylinder
1. Jason Bialowas
2. Brennan McCracken
3. Bob Pease

Langley Speedway

Hampton, Va.
June 14, 2008
Late Model
1. Greg Edwards
2. Danny Edwards, Jr.
3. Nick Smith
Grand Stock
1. Paul Lubno
2. Jimmy Adkins
3. Tommy Sweeney
Legends
1. Steve Keese
2. Jamie Price
3. Ryan Crites
U-Car
1. Matt Hockaday
2. Randy Prillaman
3. Renno Marchetti IV
Truck
1. Mark Claar
2. Jeff Sampson
3. Troy Hutcheson

Path Valley Speedway

Spring Run, Pa.
June 13, 2008
305 Sprint Car
1. Joey Hershey
2. Mike Freet
3. Tyler Bear

Sidewinder
1. Ryan Greth
3. Jason Morrison
2. Denny Landvater
600 Sprint Car
1. Mike Dicy
2. Jake Murphy
3. Tom Kohler
270 Sprint Car
1. Steve Whary
2. Jason Houtz
3. Sean McAndrews

Selinsgrove Speedway

Selinsgrove, Pa.
June 14, 2008
358 Sprint Car
1. Pat Cannon
2. Blane Heimbach
3. Chris Borich
Late Model
1. Jeff Smith
2. Donnie Schick
3. Mike Bingaman
Pro Stock
1. Troy Miller
2. A.J. Hoffman
3. Brad Trump
Roadrunner
1. Keith Bissingier
2. Ricky Bender
3. Mike Kiehl

New Egypt Speedway

New Egypt, N.J.
June 14, 2008
Modified
1. Frank Cozze
2. Bob Drayton
3. Mike Hendershot
Sportsman
1. Rocco Infante
2. Tommy Carberry, Jr.
3. Chris Lane
Rookie Sportsman
1. Bobby Sandt, Jr.
2. Andy Visinski
3. Rob Stump
Super Stock
1. Mick Search
2. Rob Ormsbee
3. George Marrero
Outlaw Stock
1. Brian Ludwig
2. Rich Mongeau
3. P.J. Oliver
SS Sprint
1. John Romano, Jr.
2. Art Leidl
3. John Snook

Trail-Way Speedway

Hanover, Pa.
June 13, 2008
358 Sprint Car
1. Jeff Rohrbaugh
2. Colt White
3. Brad McClelland
Tundercar
1. Sam Gallagher
2. Justin Mong
3. Ronnie Thomas
Outlaw
Feature No. 1
1. Al Daniels
2. Joe Alder
3. Denny Gross
Feature No. 2
1. Allen Daniels
2. Kevin Palmer
3. Fred Culum
Limited Stock
1. Brad Kress
2. Joseph Flanary
3. Broc Lawrence

Shenandoah Speedway

Shenandoah, Va.
June 15, 2008
USAC Ford Focus
1. Michael Mohelski
2. Bradley Riethmeyer
3. Ryan Osborne

Williams Grove Speedway

Mechanicsburg, Pa.
June 14, 2008
Super Sportsman
1. David Socks III
2. Ryan Rupp
3. Rich Eichelberger
Late Model
1. Bobby Beard
2. Gene Knaub
3. Nat Tuckey
Street Stock
1. Bob Gutshall
2. Doug Hoffman
3. Kevin Sigler
4-Cylinder
1. Dave Leidy

2. Kevin Thomas
3. Ed Hollenbach
Enduro
1. Chris Heller
2. Donnie Broderick
3. Bill Powell

Penn Can Speedway

Susquehanna, Pa.
June 13, 2008
Modified
1. Darwin Greene
2. Bobby Trapper
3. Billy Thornton
Late Model
1. Dan Stone
2. Tracy Gregory
3. Jeremy Randall
Sportsman
1. Joey Colsten
2. Dwayne Robbins
3. Rodney Hart
Super Stock
1. Jim Sykes
2. Frank Payne
3. Pat Nolan
Pure Stock
1. Rich Green
2. Butch Green
3. Jon Carpenter
4 Cylinder
1. John Hoover
2. Gary Kinne
3. Chris Taylor

South Boston Speedway

South Boston, Va.
June 15, 2008
Late Model
1. Jonathan Cash
2. Deac McCaskill
3. Jonathan Bailey
Limited Sportsman
1. Lee Pulliam
2. Tommy Peregoy
3. Bruce Anderson
Pure Stock
1. Justin Tucker
2. Jarrett Milam
3. Joe Allred

Allegany County Speedway

Cumberland, Md.
June 15, 2008
Limited Late Model
1. Dan Zechman
2. Mike Duck
3. D.J. Troutman
Street Stock
1. Daniel Corman
2. John Whitfield
3. Jim Saylor
Hobby Stock
1. David Puckett
2. Jimmy Sacco
3. Derrick Hinish
Factory Stock Four
1. Ryan Peer
2. Jeff Tuel
3. Jason Thompson
Factory Stock Six
2. Matt Stickle
3. Harmon Crites

Tri-City Speedway

Franklin, Pa.
June 15, 2008
DIRTcar Modified
1. Rex King
2. Kevin Hoffman
3. Dave Schrader
Late Model
1. Max Blair
2. Bobby Whitting
3. Bobby Powell
E-Mod
1. Carl McKinney
2. Mike Potosky
3. Evan Taylor
Pro Stock
Feature No. 1
1. Jason John
2. Don Kramer
3. Dave Ferringer
Feature No. 2
1. Jason Reagle
2. Alan Dellinger
3. Rod Laskey
Thunder Car
1. Jon Huff
2. Bill Winters
3. Regina Deloe

Sycamore Speedway

Sycamore, Ill.
June 13, 2008
Compact
Feature No. 1
1. Mike Cunz
2. Dan Sigler
Feature No. 2
1. Rick Zifko
2. Jeff Hooker
3. Rob Vicek
Powder Puff
1. Travis Anderson
2. Stacy Roach
3. Jasmine Stephens

Susquehanna Speedway Park

Newberrytown, Pa.
June 15, 2008
358 Sprint Car
1. Pat Cannon
2. Phil Walter

3. Glendon Forsythe
Legends
1. Jeremy Sheaffer
2. Stephen Nederostek
3. Jeff Condran

Mountain Speedway

St. Johns, Pa.
June 15, 2008
Modified
1. Matt Hirschman
2. Rusty Smith
3. Brian Defebo
Late Model
1. Paul Koehler, Jr.
2. Joe Huffman
3. Jim Lamoreaux
Street Stock
1. Chip Wanamaker
2. Rich Dimarco
3. Ron Babula
Thriller
1. Scott Adams
2. Mike Moyer, Sr.
3. Nick Shaw

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Whittemore Speedway

Whittemore, Mich.
June 15, 2008
Late Model
1. Ryan Ostrander
2. Gale Witse
3. Nate Freel
Factory Stock
1. Jim Dorman
2. Kyle Tremble
3. James Farley
4-Cylinder Mini Stock
1. Chris Trinklein
2. Kevin Peck
3. Mike Muckenthaler
Lead Sled
1. Eric Evans
2. Luke Williams
3. Bob Farley

Tomahawk Speedway

Tomahawk, Wis.
June 13, 2008
Modified
1. Jared Loos
2. George Dalbeck
3. Duane Dunbar
Street Stock
1. Roger Walker
2. Butch Kummer
3. Jeff Hoogland
4-Cylinder Bandit
2. Mike Warga
3. Ryan Schuppier

Sycamore Speedway

Sycamore, Ill.
June 13, 2008
Compact
Feature No. 1
1. Mike Cunz
2. Dan Sigler
Feature No. 2
1. Rick Zifko
2. Jeff Hooker
3. Rob Vicek
Powder Puff
1. Travis Anderson
2. Stacy Roach
3. Jasmine Stephens

Sycamore Speedway

Sycamore, Ill.
June 14, 2008
Super Late Model



RICK SHERER PHOTO

NOSE DIVE: Dave Gibbs barrelrolled off turn one at Fremont Speedway Saturday during hot laps. He walked away uninjured after the incident.

1. Bill Perkins
2. Nick Kuipers
3. Gary Koehring
Late Model
1. Marcus Allen
2. Mike Crowe
3. Dave Radloff
Powder Puff
1. Jasmine Stephens
2. Megan Decker
3. Stacy Roach
Compact
1. Brian Clarke
2. Mike Cunz

Columbus Motor Speedway

Columbus, Ohio
June 14, 2008
Late Model
1. Donnie Renner
2. Donnie Hill
3. John Vallo
Modified
1. George Lindsay
2. Don Townsend, Jr.
3. David Carter
Sport Stock
1. Joe Hensel
2. Bruce Holmes
3. Beau Davis
Compact
1. James Colley
2. Chris Lucas
3. Bill McElfresh

Eagle Valley Speedway

Jim Falls, Wis.
June 15, 2008
Modified
1. Kevin Adams
2. Paul Knauf
3. Rich Loftus
Super Stock
1. Mark Stender
2. Mike Keller
3. Chad Zastrow
Midwest Modified
1. Shane Halopka
2. Brad Hudson
3. Dan Svec
Street Stock
1. Matt Wolfe
2. Mike Conrad
3. Clark Swartz
Pure Stock
1. Danny Richards
2. George Richards
3. Doug Wojcik
Hornet
1. Travis Anderson
2. Brittany Olson
3. Rocky Kempe

Langlade County Speedway

Antigo, Wis.
June 13, 2008

IMCA Stock
1. Dan Michonski
2. Larry Karcz, Jr.
3. Rod Snellenberger
Street Stock
1. Carl Christjohn
2. Lee Christjohn
3. Eugene Shawano, Jr.
Truck
1. J.P. Remington
2. Forrest Grandall
3. Robin Procknow
IMCA Modified
1. Julie McDermid
2. Charlie Wild
3. Mike Wedelstadt
Late Model
1. Troy Springborn
2. Tim Buhler
3. Ron Berna
IMCA Sport Mod
1. Tom Jorgenson
2. Troy Jerovetz
3. Matt Oreskovich

Madison Int'l Speedway

Oregon, Wis.
June 13, 2008
Late Model
1. Brady Liddle
2. Jason Schuler
3. Bobby Wilberg
Sportsman
1. Scott Lawver
2. T.J. Goldade
3. Jay Klabus
Bandit
1. Bobby Selsing, Jr.
2. Kyle Padfield
3. Kyle Watters
Legends
1. Alex Arelano
2. Max McNamara
3. Tim Narr
Bandolero
1. Jesse Bernhagen
2. Blaz Daul
3. Calie Duncanson

Macon Speedway

Macon, Ill.
June 14, 2008
Late Model
1. Chris Dick
2. Kyle Logue
3. Mike Hammerle
Modified
1. Jeremy Nichols
2. Jim Leka
3. Marty Hiser
Sportsman
1. Danielle Heath
2. Mike Pickering
3. Jeff Graham
Street Stock
1. Steve Ewing
2. Blake Shelly
3. Troy Dodson
Pro Hornet
1. Joe Reed
2. James Hankins

Indianapolis Speedrome

Indianapolis, Ind.
June 14, 2008
Late Model
1. Mark Tunny
2. Papa Bruce
3. Rodney Sizemore
Figure-8
1. Ben Tunny
2. Jack Dossey, Jr.
3. Rodney Sizemore
Stock
1. Larry Hahn
2. Matt Clark
3. Brian Luttrell
Roadrunner
1. David Lee Byrd
2. Kevin Smith
3. Scott McKinney
Hornet
1. Tim Smith
2. Jeff Thinner
3. Larry Hatfield
Legends
1. Adam Roberts
2. Jeremie Johnson
3. Tyler Nuckles
Bandolero
1. Charlie Stray
2. Kyle Weatherman
3. Zack Dunsmore

Bluegrass Speedway

Bardstown, Ky.
June 14, 2008
Super Late Model
1. Eric Wells
2. Jason Keltner
3. David Webb
Sportsman
1. Pat Hagan
2. Roger Cecil
3. Avral Thompson
Modified
1. Benji Lee
2. Jason Wheatley
3. Dion Benningfield

Central Missouri Speedway

Warrensburg, Mo.
June 14, 2008
B-Modified
1. Scotty Martin
2. Bobby Raybourn
3. D.J. DeMotte
Late Model
1. Jason Bodenhamer
2. Mike Ryun
3. Garry Billings, Jr.
Street Stock
1. Brian Johnson

2. Herb Dannar
3. Jake Conley
Modified
Feature No. 1
1. Josh Schnakenburg
2. Terry Schnakenburg
3. Dennis Walrath
Feature No. 2
1. Jason Bodenhamer
2. Donnie Dannar
3. Don Crnkovich

U.S. 24 Speedway

Logansport, Ind.
June 14, 2008
Junior
1. Craig Ronk
2. Sam McGhee
3. Sawson Stealy
Restrictor
1. Megan Wood
2. John Veach
3. Tommy Corcoran
Non-Wing
1. Nate Lauderbaugh
2. Todd Kirkman
3. Garrett Abrams
Wing
1. Andrew Peters
2. Sara Elrod
3. Nate Lauderbaugh

Berlin Raceway

Marne, Mich.
June 14, 2008
4-Cylinder
Feature No. 1
1. Jason Schied
2. Jake Loesch
3. Jason DeVos
Feature No. 2
1. Brandon Oliver
2. Dave Marshall
3. Kevin Katt
Sportsman
Feature No. 1
1. Allan Troup
2. Allen Davis
3. Brian VanZalen
Feature No. 2
1. Allen Davis
2. Terry Bockheim
3. Nick Sherrington
Pro Stock
1. Justin Regnerus
2. Jack DeJong
4-Cylinder
Feature No. 1
1. Jason Schied
2. Mike Speet
3. Jake Loesch
Feature No. 2
1. Rick Schnabel
2. Rob Shoemaker
3. Matt Holcomb

La Crosse Fairgrounds Speedway

West Salem, Wis.
June 14, 2008
Late Model
1. Steve Carlson
2. Shawn Pfaff
3. Emily Sue Steck
Sportsman
1. Rob Curran
2. Jason Humfeld
3. Nick Clements
Thunderstox
1. Tim Steinhoff
2. Joey Johnson
3. Charles Vian, Jr.
Tuner
1. Jason Bolster
2. Kyle Swenson
3. Ron Amann

Skyline Speedway

Stewart, Ohio

Illiana Speedway

Schererville, Ind.
June 14, 2008
Late Model
1. Mike Monroe
2. Chris Cooling
3. Jeff Cannon
Limited Late Model
1. John Nutley
2. Len Koprowski
3. Doug Hayes
Turbostox
1. Ed Ligue
2. Scott Gardner
3. Chris Woodall
Pure Stock
Feature No. 1
1. Helen Nester
2. John Hensley
3. Dee Warren
Feature No. 2
1. Bob Rohweder
2. Dave Jacobs
3. Paul McKeague
Compact
1. Josh Sage
2. Jerry Ellis, Jr.
3. Jordan Flynn

Fremont Speedway

Fremont, Ohio
June 14, 2008
410 Sprint Car
1. Byron Reed
2. Mike Linder
3. Brock Mayes
305 Sprint Car
1. Matt Merrill
2. Brad Haudenschild
3. Bobby Clark
Dirt Truck
1. Cory Ward
2. Steve Endicott
3. Dave Brewer

K-C Raceway

Chillicothe, Ohio
June 14, 2008
410 Sprint Car
1. Blake Feese
2. Danny Smith
3. Nick Naber
Late Model
1. Ben Adkins
2. Jeff Houser
3. Mike Wilson
Modified
1. Jeremy Rayburn
2. Rob Stambaugh
3. Tim Rayburn
Hobby Stock
1. Jamey Adams
2. Bruce Gray, Jr.
3. Rob Smith

Miami County Speedway

Peru, Ind.
June 14, 2008
Junior
1. Addison True
2. Kolt Kinsler
3. Jake Reif
Restrictor
1. Tyler Marsh
2. Garret Miller
3. Braxton Hanft
Open
1. Tyler Marsh
2. Brian Busz
3. Aaron McClure
Stock
1. Ben Taylor
2. Sam Kimmel
3. Kris Knox
Non-Wing
1. Stuart Hanaft
2. Jordan Lambert
3. Sam Kimmel

Thunderhill Raceway

Sturgeon Bay, Wis.
June 14, 2008
Modified
1. Jeremy Jacobs
2. Shawn Kilgore
3. Todd Dart
Stock
1. Charlie Kroll
2. Dave Bouche
3. Pat Davister
Hobby Stock
1. Dave DeGrave
2. Marcus Moede
3. Frank Paul
Sport Mod
1. Bernie Reinhardt
2. Jeff Vlies
3. Charlie Kroll
Street Stock
1. Dennis Weidner
2. Jeremy Wiitala
3. John Sternard
4-Cylinder

1. Tailer Ness
2. Jason Cornelius
3. Brandon Long

Shady Bowl Speedway

DeGraff, Ohio
June 14, 2008
Late Model
1. Mark Parker
2. Rob Schaeff
3. Brad Coons
Modified
1. Rob Yelton
2. Brad Yelton
3. Herb Newman
Sport Stock
Feature No. 1
1. Aaron Pippin
2. Chris Abbott
3. Buck Purtee
Pro 4
1. Steve Clarkson
2. Dave Sage
3. Zak Larimore
Compact
1. Josh Sage
2. Jerry Ellis, Jr.
3. Jordan Flynn

Rockford Speedway

Loves Park, Ill.
June 14, 2008
Sportsman
1. Chris Gantz
2. Brock Behnke
3. Tory Bagley
Late Model
1. Tim Sargent
2. Ricky Bilderback
3. Jerry Gille
Roadrunner
1. Gene Marocco
2. Terrance Robinson
3. Robert Roush
Adult Super Cup
1. Jeff Myers
2. Jim Termanas
3. Gary Gehrke
Junior Super Cup
1. Jacob Zellmer
2. Garrett Goodwin
3. Kyle Brinkman

Grundy County Speedway

Morris, Ill.
June 14, 2008
Kenyon Midget
1. Jeremy Rayburn
2. Drew Charlson
3. Jeff Wittmenauer
Ford Focus Midget
1. Jordan Pennington
2. Kyle Hamilton
3. Mark Wachter
Late Model
1. Brett Sontag
2. Tom Knippenberg
3. Billy Knippenberg
Sportsman
1. James Swan
2. Nick O'Dell
3. Jeff Olson
Street Stock
1. Chad Bayuk
2. Rick Dawson
3. Scott Zitelman
4 Cylinder
1. Eric Boudreau
2. Kyle Lindemuth
3. Brian Struck

Calumet County Speedway

Chilton, Wis.
June 13, 2008
Grand National
1. Jason Dyer
2. Tim Mueller
3. Chad Kistner
Street Stock
1. Jerry Winkler
2. Jesse Behnke
3. Joe Wittmann
Bumper-to-Bumper
1. Brad Ruh
2. Troy Bartel
3. Brett Koehler
4 Cylinder
1. Tom Schneider
2. Josh Kracht
3. Jeff Harder

Red Cedar Speedway

Menomonie, Wis.
June 13, 2008
Late Model
1. Brent Larson
2. Keith Foss
3. Chris Oertel
Modified
1. Mike Goodremote
2. Rich Lothaus

3. Craig Thatcher
Super Stock
1. Brandon Jensen
2. Shawn Huse
3. Tim Borgeson
Midwest Mod
1. Mark Thomas
2. Justin Supri
3. Shane Halopka

Anderson Speedway

Anderson, Ind.
June 11, 2008
Kenyon Midget
1. Drew Charlson
2. Dillon Welch
3. Sammy Imel
Ford Focus
1. Steve Mathews
2. Kyle Hamilton
3. Jordan Pennington

Macon Speedway

Macon, Ill.
June 12, 2008
NASCAR Night of Stars Modifieds
1. Ken Schrader
2. Kenny Wallace
3. Steven Wallace
Sportsman
1. Mike Pickering
2. Joel Funk
3. Jeff Graham
Street Stock
1. Al Crawley
2. Steve Ewing
3. Terry Reed

I-70 Speedway

Odessa, Mo.
June 14, 2008
Enduro
1. Steve Bailey
2. Mike Payne
3. Gary Walton
Super Stock
1. Brandon Davis
2. Rodney Phillips
3. John Thomason
Late Model
1. Ronnie Hartford
2. Elton Rust, Jr.
3. Caleb Hall
Super Truck
1. Ronnie Hartford
2. Randy Price
3. Damon Clevenger

Rice Lake Speedway

Rice Lake, Wis.
June 14, 2008
Late Model
1. Paul Brust
2. Keane Laakson
3. Billy Knippenberg
Modified
1. Paul Knauf
2. Kevin Adams
3. Dave Cain
Super Stock
1. Steve Hallquist
2. Tim Borgeson
3. Scott Zitelman
Midwest Modified
1. Bryce Johnson
2. Mike Truscott
3. Mark Gerth
Street Stock
1. Scott Clark
2. Clark Swartz
3. Scott Von Haden
Pure Stock
1. Danny Richards
2. Darwin Brown
3. Dusty Brown

Jackson Speedway

Jackson, Minn.
June 14, 2008
360 Sprint Car
1. Mark Toews
2. Wade Nygaard
3. Troy Manteufel
Double Barrel Sprint Car
1. Brad Ruh
2. Troy Bartel
3. Brett Koehler
4 Cylinder
1. Tom Schneider
2. Josh Kracht
3. Jeff Harder

Deer Creek Speedway

Spring Valley, Minn.
June 14, 2008

Modified
1. Brad Waits
2. Jason Krohn
3. Tim Donlinger
Late Model
1. Keith Foss
2. Mike Prochnow
3. Mark Teske
Midwest Modified
1. Dan Wheeler
2. Jared Boumeester
3. Brandon Davis
Street Stock
1. A.J. Zvorak
2. Ryan Goergen
3. Karl Hewitt, Jr.
Super Stock
1. Chris Groth
2. Cole Queensland
3. Adam Stockhausen

Lebanon Midway Speedway

Lebanon, Mo.
June 14, 2008
Modified
1. Jamie Ragland
2. Rex Merritt
3. Eric Hudson
Factory Stock
1. Mark Bourey
2. Tim Petty
3. Dusty Rhoads
Bomber
1. Shawn Strong
2. Rob White
3. Billy Waters
B Mod
1. Colt Cheevers
2. J.C. Morton
3. Mickey Burrell
Super Stock
1. Ben Newell
2. Galvin Galbreath
3. Rusty Quick

Kasson Speedway

Kasson, Minn.
June 15, 2008
USRA Modified
1. Brad Waits
2. Alan Mondus
3. Josh Angst
Super Stock
1. Dustin Nelson
2. Josh Bartel
3. Adam Stockhausen
Midwest Modified
2. Bobby Swanson
3. Joel Alberts
Street Stock
1. Danny Hanson
2. Ryan Goergen
3. Rick Lisowski
Pure Stock
1. Craig Hanson
2. Jake Siemms
3. Sammie Fromm
Hornet
1. Gary Stahl
2. Jacob Snyder
3. Mark Houston

Anderson Speedway

Anderson, Ind.
June 14, 2008
Super Truck
1. Joe Beaver
2. Ronnie Rose
3. Josh Poore
Front Wheel Drive
1. Donnie Ellis, Jr.
2. Randy Hoppes
3. Jerry Baker
Street Stock
1. Beau Mitchell
2. Joe Beaver
3. Carl Muffley

Shawano Speedway

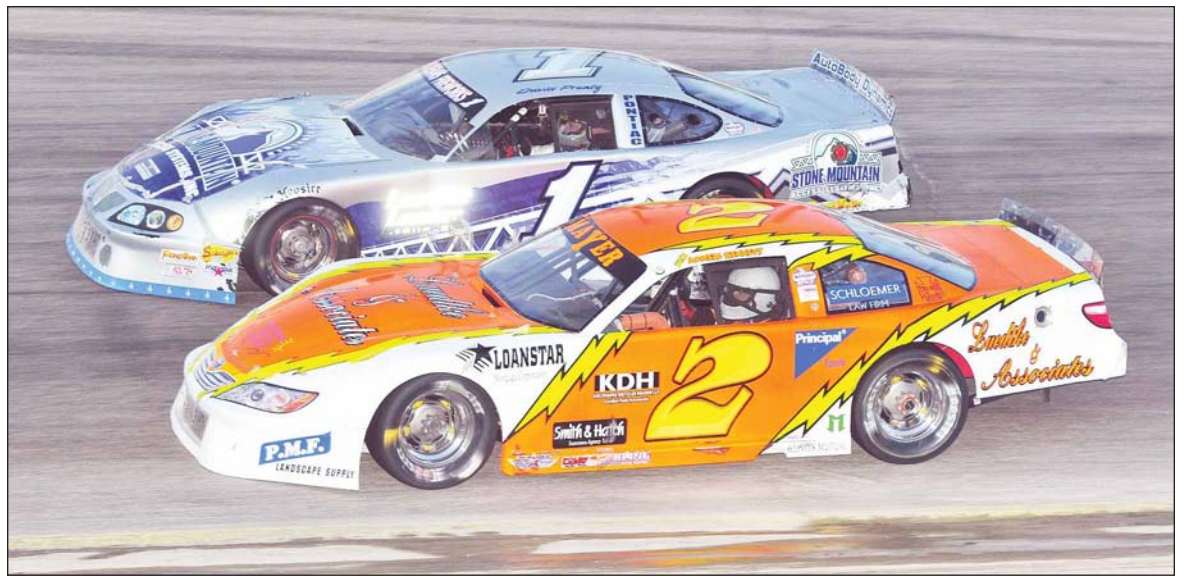
Shawano, Wis.
June 14, 2008
Late Model
1. Jesse Peebles
2. Troy Spingborn
3. Tom Naeyaert
Modified
1. Brad Rohloff
2. Mike Wedelstadt
3. Dave Werbelow
Stock Car
1. Barry Van Straten
2. Kyle Fredrick
3. Dan Michonski
Crate Late Model
1. Craig Bartz
2. Justin Hirt
3. Paul Parker

Eldora Speedway

Rosburg, Ohio
June 14, 2008
Stock Car
1. Earnie Woodard
2. Tim Bowers
3. Mike Dirksen
NRA Sprint Car
1. Darren Long
2. Jared Horstman
3. Butch Schroeder

Slinger Speedway

Slinger, Wis.
June 15, 2008
Late Model
1. Lowell Bennett
2. David Prunty
3. Nick Schumacher
Limited Late Model
1. Jon Ovadal, Jr.
2. Steve Apel
3. Chris Blawat
Sportsman
1. Dave Thomas



AL GRAF PHOTO

SILVER STREAK: David Prunty (1) goes to the outside to try and take the lead from Lowell Bennett in Sunday's late-model feature at Slinger (Wis.) Speedway. Bennett went on to win the race with Prunty second.

2. Jeff Holtz
3. Mike Borchardt
Thunderstock
1. Al Stippich
2. Jesse Knutson
3. Bernie Leonard
Slinger Bee
1. Ken Schraufnagel
2. Jason Hennes
3. Derek Hoerig

Mt. Lawn Speedway

New Castle, Ind.
June 14, 2008
Late Model
1. L.J. Lines
2. Eddie Claborn
3. Terry Cater
Sprint Car
1. J.P. Compton
2. Galvin Galbreath
3. Rusty Quick

McCook Speedway

McCook, Neb.
June 13, 2008
Modified
1. Nick Tubbs
2. Jeremy Frenier
3. Jay Steffens
Stock Car
1. Casey Werkmeister
2. Shane Stout
3. Zach Schultz
Hobby Stock
1. Jim Buss
2. Aaron Koch
3. Hans Houfek
URSS Sprint Car
1. Gary Stahl
2. Smokey Fairbank
3. Willie Wynn

St. Francois County Raceway

Farmington, Mo.
June 14, 2008
Sprint Car
1. Tommy Worley, Jr.
2. Jason Keith
3. Kent Buckley
Modified
1. Billy Smith, Jr.
2. Mike Francis
3. Kasey Nations
Pure Street
1. Brian Blair
2. Dom Wadlow
3. John Bohn
Multi
1. Joe B. Miller
2. Ryan Kempin
3. Sam Miller

Galesburg Speedway

Galesburg, Mich.
June 14, 2008
Late Model
1. Jeff Vochaska
2. Scott Rugg
3. Donnie Ritter
Sportsman
1. Rich Mersereau
2. Bill Hartman
3. Brad VanAvery
Street Stock
1. John Foote, Jr.
2. Carlos Pizarro
3. Kevin England
Mini Stock
1. Justin Stephens
2. Wayne Kline
3. Kenny Ernsberger

Junction Motor Speedway

Junction, Neb.
June 14, 2008
Late Model
1. Dave Livingston

Burg Stock
1. Richard VanVleet
2. Shelby Deplanche
3. Brian Osten

Mt. Lawn Speedway

New Castle, Ind.
June 14, 2008
Late Model
1. L.J. Lines
2. Eddie Claborn
3. Terry Cater
Sprint Car
1. J.P. Compton
2. Galvin Galbreath
3. Rusty Quick

McCook Speedway

McCook, Neb.
June 13, 2008
Modified
1. Nick Tubbs
2. Jeremy Frenier
3. Jay Steffens
Stock Car
1. Casey Werkmeister
2. Shane Stout
3. Zach Schultz
Hobby Stock
1. Jim Buss
2. Aaron Koch
3. Hans Houfek
URSS Sprint Car
1. Gary Stahl
2. Smokey Fairbank
3. Willie Wynn

Eagle Raceway

Eagle, Neb.
June 14, 2008
Sport Compact
Feature No. 1
1. Jack Prall IV
2. Garrett Rech
3. Jack Prall III
Feature No. 2
1. Jason Miller
2. Maynard Kinnersley
3. Jake Sells
Hobby Stock
1. Kevin Anderson
2. Don Hall, Jr.
3. Justin Wulf
360 Sprint Car
1. Mike Boston
2. Chris Roseland
3. Brad Krutz
Modified
1. Chris Alcorn
2. Dylan Smith
3. Rik Gropp

Jetmore Motorplex

Jetmore, Kan.
June 13, 2008
URSS Sprint Car
1. Brian Herbert
2. Ray Seemann
3. Taylor Velasquez

Dodge City Raceway Park

Dodge City, Kan.
June 14, 2008
URSS Sprint Car
1. Tanner Mullins
2. Taylor Velasquez
3. Mike Woodruff

2. Lester Siebert
3. Matt Buller
Modified
1. Justin Bell
2. Andy Wilkinson
3. Matt Richards
Stock Car
1. Bryon Boersen
2. Mike Goldfuss
3. Randy Weaver
Hobby Stock
1. Todd Slama
2. Rocky Zimmermann
3. Jerod Timmermans
4-Cylinder Front Wheel Drive
1. Ryan Petersen
2. Dillon Burklund
3. Cale Wiarda

Mid-Nebraska Speedway

Donipahan, Neb.
June 14, 2008
Junior Hornets
1. Ben Hobbs
2. Matthew Ford
3. Dalton Smith
Happy Hornets
1. Darick Lamberson
2. Richard Crow
3. Jason Ummel
Hobby Stock
1. Ryan Hackler
2. Troy Paxton
3. Kyle Bond
Modified
1. Lonnie Schriener
2. Jared Hoefelman
3. Steve Schmitt
Grand National
1. Kevin Safraneck
2. Josh Leonard
3. Dave Cook

McCook Speedway

McCook, Neb.
June 13, 2008
Modified
1. Nick Tubbs
2. Jeremy Frenier
3. Jay Steffens
Stock Car
1. Casey Werkmeister
2. Shane Stout
3. Zach Schultz
Hobby Stock
1. Jim Buss
2. Aaron Koch
3. Hans Houfek
URSS Sprint Car
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3. Willie Wynn

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Eagle, Neb.
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3. Jake Sells
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1. Kevin Anderson
2. Don Hall, Jr.
3. Justin Wulf
360 Sprint Car
1. Mike Boston
2. Chris Roseland
3. Brad Krutz
Modified
1. Chris Alcorn
2. Dylan Smith
3. Rik Gropp

Jetmore Motorplex

Jetmore, Kan.
June 13, 2008
URSS Sprint Car
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3. Taylor Velasquez

Dodge City Raceway Park

Dodge City, Kan.
June 14, 2008
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Mid-Nebraska Speedway

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June 14, 2008
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2. Matthew Ford
3. Dalton Smith
Happy Hornets
1. Darick Lamberson
2. Richard Crow
3. Jason Ummel
Hobby Stock
1. Ryan Hackler
2. Troy Paxton
3. Kyle Bond
Modified
1. Lonnie Schriener
2. Jared Hoefelman
3. Steve Schmitt
Grand National
1. Kevin Safraneck
2. Josh Leonard
3. Dave Cook

Tri-State Speedway

Pocola, Okla.
June 14, 2008
Roadrunner
1. Dakota Bandy
2. Kyle McAlister
3. Wesley Bourne
Economy Modified
1. Clay Julian
2. George Martin
3. Jeremy Vaughn
Super Stock
1. Eric Beshoner
2. Shane Hickey
3. Roy Roberts
Modified
1. Jerred Havens
2. Darwin Hale
3. Larry Campbell
Front Wheel Drive
1. Ronnie Palmer
2. Brandon Morris
3. Raymond Bieker

Adams County Speedway

Coming, Iowa
June 14, 2008
Hobby Stock
1. Matt Hudson
2. Matt Williams
3. Trent Davison
Pro Street
1. Jeremy Swanson
2. David Schafroth
3. Joe Zalina
Modified
1. Jeff James
2. Dan Mueller
3. Jeremy Tibben
Late Model
1. John Anderson
2. Jeremy Payne
3. Jason O'Brien

Dawson County Raceway

Lexington, Neb.
June 15, 2008
Modified
1. Jay Steffans

2. Chad Dolan
3. Steve Aitken
Stock Car
1. Kyle Wekmeister
2. Jason Smidt
3. Casey Werkmeister
Hobby Stock
1. Jim Buss
2. Kyle Bond
3. Jeromy Wagner
Sprint Car
1. Ken Lutters
2. Jon Johnson
3. Smokey Fairbank

Miller Speedway

Miller, S.D.
June 13, 2008
Super Stock
1. Quentin Myers
2. Kip Myers
3. Dale Ames
Midwest Modified
1. Rich Pavlicek
2. Don Zeman
3. Steve Fox
Street Stock
1. Doug LaVoy
2. Doug Songer
3. Robert Ross
UCAR
1. Mike Miller
2. Curt Manning
3. Gary Peterman

Magic Valley Speedway

Twin Falls, Idaho
June 14, 2008
Pro Trucks
1. Lou Anderson
2. Drew Reitsma
3. Ty Sharp
Super Stock
1. Jonathon Gomez
2. John Hoogendom
3. Phil McKean
Pony Stock
1. Jeff Couch
2. Randy Grubbs
3. Mike Shoemaker
Thunder Stock
1. Calvin Rayborn
2. Spencer Meyer
3. Steve Edens
Hornet
1. Bob Gilligan
2. Ryan Jund
3. Rebecca Robbins

Adams County Speedway

Coming, Iowa
June 14, 2008
Hobby Stock
1. Matt Hudson
2. Matt Williams
3. Trent Davison
Pro Street
1. Jeremy Swanson
2. David Schafroth
3. Joe Zalina
Modified
1. Jeff James
2. Dan Mueller
3. Jeremy Tibben
Late Model
1. John Anderson
2. Jeremy Payne
3. Jason O'Brien

Dawson County Raceway

Lexington, Neb.
June 15, 2008
Modified
1. Jay Steffans

Madera Speedway

Madera, Calif.
June 14, 2008
Supermodified
1. Troy Regier
2. Bobby Dalton
3. Kenny White
Midget
1. Marco DeGeorge
2. Michael Faccinto
3. Kyle Dickerson
Late Model
1. Joey Stearns
2. Jarred Hackler
3. Dave Byrd
Legends
1. Matt Scott
2. Dylan Albani
3. Kelly Martin
Limited Stock Car
1. Howard Holden
2. Nic Belletto
3. Brian Vosburg
Hornet
1. Miles Humphreys
2. Jeff Disney
3. Dillon Jackson

The Bullring at Las Vegas Motor Speedway

Las Vegas, Nev.
June 14, 2008
Super Late Model
Feature No. 1
1. Scott Gafforini
2. Matt Jaskol
3. Chris Birdson
Feature No. 2
1. Josh Gross
2. Scott Gafforini
3. Jeff Connors
Charger
1. Phil Goodwin
2. Mario Oppari
3. Vinny Raucci
Bandolero Bandit
1. Jacob Tilton
2. Nicholas Thigpen
3. Ian Anderson
Bandolero o Young Gun
1. Patrick O'Hanley
2. Jackson Smith
3. Ashlee Ambriz
Legends
1. Jeremiah Wagner
2. Dylan Kwasniewski
3. Justin Hurdle
Bomber
1. Larry Dittman
2. Fred Harding
3. Dan Nelson
Modified
1. Doug Hamm
2. Dennis Lovelady
3. Dow Woerner

Ventura Raceway

Ventura, Calif.
June 14, 2008
VRA Sprint Car
1. Kevin Kierce
2. Brian Camarillo
3. Josh Ford
Ford Focus
1. Alex Bowman
2. Nick Carlson
3. Austin Williams
Junior Focus



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming



Arizona
California
Nevada
New Mexico
Oregon
Washington

1. Charlie Butcher
2. Dennis Simonovich
3. Jake Swanson
Junior Midget
1. Tyler Jerman
2. Austin Figueroa
3. Michaela Stanton

Skagit Speedway

- Alger, Wash.
June 14, 2008
410 Sprint Car
1. Roger Crockett
2. Travis Rutz
3. Jason Solwold
Sportsman Sprint
1. Kelsey Carpenter
2. Steve James
3. Paul Burdick
Modified
1. Jeff Foster
2. Scott Dorie
3. Gannin Thomas
Hornet
1. Ken Higby
2. Scott Naylor
3. Freddy Vela

Orange Show Speedway

- San Bernardino, Calif.
June 14, 2008
Late Model
1. Stevie Smith
2. Austin Murphy
3. Brian Malone
ASA Stock Pony
1. Jim Mardis
2. Jim Edmiston
3. Matt Goodwin
INEX Legend
1. Darren Amidon
2. Bree Brewer
3. Chad Schug
Mini Stock
1. Dean Caskey
2. Mike O'Hara
3. Patty Caskey
Bandolero
1. Alex Morgan
2. Eric Sloan
3. Kyle Niquette

Silver Dollar Speedway

- Chico, Calif.
June 13, 2008
Sprint Car
1. Andy Forsberg
2. Mark Hall
3. Mason Moore
Modified
1. Scott Lenz
2. Mike Sohnrey
3. Richard Papenhausen
Non-Wing Sprint Car
1. Travis Moore
2. Kyle Hirst
3. David Larabee
Dwarf Car
1. Patrick Weger
2. Gilbert Toste
3. Daniel Weger

Manzanita Speedway

- Phoenix, Ariz.
June 14, 2008
Sprint Car
1. Andy Reinbold
2. Jeremy Reagles
3. Mike Martin
Midget
1. Nathan High
2. R.J. Johnson

3. Larry Gibson
Mini Sprint
1. Josh Castro
2. Kyle Shipley
3. Josua Shipley

Tucson Raceway Park

- Tucson, Ariz.
June 14, 2008
Modified
1. Jimmy Dickerson
2. Danny Gay
3. Andrew Phipps
Bandolero
1. Greyson Weaver
2. Austin Trebilcock
3. Austin Franco
INEX Legends
1. Suave Brachowski
2. Rob Ashley
3. Robert Scott
Bomber
1. Brad Kleiffgen
2. Shawn Perrin / Shawn Austin
3. Enrique Durazo
Bomber Lite
1. Jason Davis
2. Lyle Gallegos
3. John Cowser

Southern New Mexico Speedway

- Las Cruces, N.M.
June 14, 2008
Xtreme Modified
1. Jacob Gallardo
2. Paddy Rush
3. Rodney Sanders
Street Stock
1. Brandon Cruise
2. Nick Rivera
3. Shawn Villegas
Legends of the Southwest
1. Alvie Williams
2. Joe Cully
3. Chris Jayco
Renegade Sprint
1. Don Grable
2. Kyle Sager
3. John Carney II

Marysville Raceway Park

- Marysville, Calif.
June 15, 2008
Winged Sprint Car
1. Mike Monaham
2. Steven Tiner
3. Brent Dothage
Street Stock
1. Lisa Shelby
2. Robert Arruda
3. Bill Knoop
Wingless Sprint Car
1. Tony Richards
2. John Anderson

Toyota Speedway

- Irwindale, Calif.
June 14, 2008
Super Late Model
Feature No. 1
1. Travis Thirkettle
2. Dan Moore
3. Nick Joanides
Feature No. 2
1. Nick Joanides
2. Jason Patison
3. Travis Thirkettle
Super Truck
1. Pat Mintey, Jr.
2. Todd Cameron

3. Connor Cantrell
Pro Truck
1. Jeff Williams
2. Ricky James
3. Christian Copley
Mini Stock
1. Daryl Scoggins
2. Rich Garver
3. Kevin Bernhardt
Outlaw Figure Eight
1. Steve Stewart
2. Rod Proctor
3. Jay Henson



- Alabama
Arkansas
Louisiana
Mississippi
Texas

Grayson County Speedway

- Bells, Texas
June 14, 2008
Hot Stock
1. Shawn Marquez
2. Eric Sanderson
3. Gary Simpson, Jr.
Modified
1. David McKay
2. Chad Cox
3. Robert Daniels
Sport Mod
1. Bill Eamhart
2. Ron Hessel
3. Cary Stephens
Mini Stock
1. Tyler McAllister
2. Brad Dudley
3. Brayden Phillips
Novice
1. Buck Spears
2. Josh Haliburton
3. Ryan Harris

Thunderbird Speedway

- Crandell, Texas
June 14, 2008
Mini Stock
1. Bobby Garvin
2. Bobby Parker
3. Jason Riddle
Modified
1. Billy Brierton
2. Tommy Davis, Jr.
3. Ronny Sigman
Junior Mini Stock
1. Dustin Mooney
2. Gavin Smith
3. Courtney Miller
Street Stock
1. Steve Byram
2. Jason Riddle
3. Chris Davis
Bomber
1. Sonny Glass
2. Chad Roden
3. James Riddle
Limited Modified
1. Tommy Davis, Jr.
2. Thomas Blackwell

Devil's Bowl Speedway

- Mesquite, Texas
June 14, 2008
Sprint Car
1. Dale Wester
2. Rick Summers
3. Larry Long
Late Model
1. Jack Ambern, Jr.
2. Danny Gay
3. Patrick Daniel
Modified
1. Johnny Dunn, Jr.
2. Richard Miller
3. Tracy Adams
Street Stock
1. Tandy Boroughs
2. Tim McManus
3. Marcus Baxter
Limited Modified
1. Tim Simmons
2. Richard Strain
3. Joseph Evans

Cowtown Speedway

- Fort Worth, Texas
June 14, 2008
Sprint Car
1. Johnny Miller
2. George White
3. J.P. Bailey
Modified
1. Troy Taylor
2. George White
3. Rodney Sanders
Mini Sprint
1. Aaron Reutzel
2. Jeb Sessums
3. Steven Mann
Limited Modified
1. Jimmy Day
2. Trevor Lane
3. Troy Taylor
Street Stock
1. Eric Lawrence
2. David Bonham
3. Jake Upchurch
Bomber
1. Gary Smitherman
2. Jared Murray
3. Katie Lane
Dwarf Car
1. Sebie Davis
2. Bert Booth
3. Dominic Polanza

I-30 Speedway

- Little Rock, Ark.
June 14, 2008
Late Model
1. Ray Moore
2. Mike Bowers
3. Allen Tippen

I-37 Raceway

- Pleasanton, Texas
June 13, 2008
Modified
1. Brady Alberson
2. Walton Kyle, Jr.
3. Larry Joslin
Legends
1. Dylan Harris
2. Don Reynolds
3. Nita Deetz
Street Stock
1. Bryan Wells
2. Frank Ray, Jr.
3. Ozzie Noder
Sprint Car
1. J.R. Patton
2. Royal Jones
3. John Carney II

- Pure Stock**
1. Danny Kasperwicz
2. Pat Kelly
3. Charlie Earnhardt

Heart O' Texas Speedway

- Waco, Texas
June 13, 2008
Modified
1. Keith Green
2. Benji Kirkpatrick
3. Pat McGuire
Sport Mod
1. Keith White
2. Sid Kipphen
3. Robert Black
Hobby Stock
1. Shannon Dulock
2. Michael Robertson
3. Charles Cosper
Street Stock
1. Mark Geurin
2. Jason Gauntt
3. Ed Thompson
Pure Stock
1. Jeff Shepperd
2. Jack Jenkins
3. Tommy Honey
Cruiser
1. Jeff Williams
2. Jeff Willis
3. Michael VanCleave
Junior Mini-Stock
1. Garret Rawls
2. Brandon Kreder
3. Jordan Kornegay
Derby
1. Emil Horak, Jr.
2. Ronnie Vaughn
3. Brian Bennett

Grand Prairie Speedway

- Grand Prairie, Texas
June 13, 2008
Modified
1. Bobby Malcus
2. Rodney Sanders
3. Jared Webb
Sport Mod
1. Greg Frazer
2. Tommy Davis, Jr.
3. Billy Burt
Street Stock
1. Jake Upchurch
2. Bill McGee
3. Margurite Cook
Bomber
1. Chris Clark
2. Charlie Morgan
3. Donald Spencer

El Paso Speedway Park

- El Paso, Texas
June 13, 2008
Truck
1. Brady Alberson
2. Walton Kyle, Jr.
3. Larry Joslin
Legends
1. Dylan Harris
2. Don Reynolds
3. Nita Deetz
Street Stock
1. Bryan Wells
2. Frank Ray, Jr.
3. Ozzie Noder
Sprint Car
1. J.R. Patton
2. Royal Jones
3. John Carney II



CHUCK GONZALEZ PHOTO

AT THE STRIPE: Brian Campbell (77) takes the checkered flag Saturday in the ASA Late Model Series Tradition 200 at Berlin Raceway in Marne, Mich.

Damage Can't Stop Campbell And Crew

MARNE, Mich. — Brian Campbell survived a lap-40 accident and rallied to capture the ASA Late Model Series Challenge Division second-annual Tradition 200 Saturday at Berlin Raceway. Campbell, from nearby Wyoming, Mich., suffered cosmetic damage on the right side of his car after being caught in an accident between race leader Sean Murphy and Kyle Sirizzotti. But the Boyne Machine Racing Team was able to repair the damage and keep Campbell on the lead lap, feats that would lead to Campbell's improbable charge to victory lane. By the halfway break,

Campbell was in seventh place. After the break, Campbell picked his way through the rest of the field, eventually reaching leader Robbie Pyle. After battling for several laps and through a lap-189 restart, Campbell wrestled the lead away on lap 192 and held on from there. Peter Cozzolino finished second, and Travis Dassow was third after avoiding a last-lap accident between Pyle and Murphy. Pyle recovered to finish fourth and Chris Anthony was fifth. Murphy fell to 16th. The finish: Brian Campbell, Peter Cozzolino, Travis Dassow, Robbie Pyle, Chris Anthony, Jacob Goede, Kris Stump, Alec Carl, Jordan Dahlke, Blake Brown, Chris Koslek, Terry VanHaitmsma, Eddie Hoffman, Darren Robertson, John Wes Townley, Sean Murphy, Jordan Sims, Greg Usher, Jimmy Lang, Kyle Sirizzotti, Fred Campbell, Jimmy Weller.

Skinner Survives

WINONA, Miss. — Past O'Reilly United Sprint Car Series Champion, Marshall Skinner scored his first feature win of the 2008 season Saturday in the 30-lap O'Reilly

USCS Mid South Thunder main event at Central Mississippi Speedway. Skinner battled his Speedweek 2008 co-champion and rival Tim Crawley for the entire 30 laps in the feature. Crawley finished two car-lengths back in the runner-up spot.

Crawley challenged Skinner on every lap for the final 29 circuits. Skinner was mostly racing a line around the guardrail, using the cushion for added traction. Crawley slid in low and drifted up in front of Skinner to momentarily take the lead at least 10 times, only to have the poised Skinner coolly drive back by to lead at the start-finish line on every lap.

"I threw everything at Skinner but the kitchen sink, trying to pass him," said Crawley. "I just didn't have one of those in the car." While Skinner and Crawley battled in front, Derek Hagar won a three-way battle behind the leaders to finish third ahead of Terry Gray in fourth and Lee Sowell in fifth.

The finish: Marshall Skinner, Tim Crawley, Derek Hagar, Terry Gray, Lee Sowell, Ronny Howard, Anthony Nicholson, Raymond Stull, Justin Carver, Greg Merritt, Buster Dickerson, Don Young, Chris Williams, Kenny Coke, Roger Oakes.

Finally, It's Finney

KAUKAUNA, Wis. — Two drivers with six Mid American Stock Car Series championships between them

couldn't keep third-year driver Jake Finney from picking up his first series victory in Saturday night's Tisler Salvage 35 at Wisconsin Int'l Raceway. Bill Prietzel and James Swan, who have three MSCS championships apiece, challenged Finney, but were unable to wrest the top spot away from him. Prietzel settled for second, while Swan was third. "We were beginning to wonder if this day would ever come," said Finney, the MSCS 2006 rookie of the year.

The finish: Jake Finney, Bill Prietzel, James Swan, Kyle Shear, Troy Shear, Jr., Kenny Smart, Bobby Gutknecht, Scott Null, Andy Casavant, Travis Rodewald, Jim Thorton, Shawn Uphall, Mark Kissinger, Mikie Briener, Mark Brooner, Ross Zumbach, Louie Gross, Butch Mierendorf, Jimmy Wilson, Brian Back, Ryan Gutknecht, Darren Wolke, Lyle Nowak.

Turner Takes Advantage

ANDERSON, Ind. — CRA Super Series late-model veteran Rick Turner earned his second-career victory in the series Sunday evening at Anderson Speedway.

Turner survived a tough battle, which included multiple caution flags, including a yellow flag when leader Brian Rievley hit the wall on lap 101 of the 125-lap event on the quarter-mile oval. Turner inherited the lead at that point and carried it on to victory. "It was lapped cars, cautions and tight racing out there

tonight," Turner said. "I have to thank my crew, my sponsor, Great Deals, and all my friends that came out to watch us tonight."

Fast-qualifier Jason Shively finished second, his best-career finish in the series, while point-leader Scott Hantz battled back from an early crash to finish third.

Boris Jurkovic and Rievley rounded out the top five.

The finish: Rick Turner, Jason Shively, Scott Hantz, Boris Jurkovic, Brian Rievley, Aaron Pierce, John Van Dorn, Terry Fisher, Jr., Al Cook, Jr., Sean Mathuis, Robert Maynor, Brandon Fagin, David Flynn, Adam Purdy, Mike Kugler, Jason Dietsch, Zach Taylor, Bull Baker, Nick Lay, Kenny Tweedy, J.R. Roahrig, Jeff Lane, Donald Karr, Jr.



LEIF TILLOTSON PHOTO

THUNDER BLUNDER: Street-stock driver Ron Gabaree hits the wall Thursday at Barre, Vt.'s Thunder Road Int'l Speedbowl.

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**Vet Shryock
Takes 5th In
Home State**

BRITT, Iowa — The third-annual Ruter Farms Iowa Spring Challenge on June 10 was the only one of four O'Reilly USMTS National Tour events

severe weather across most of Iowa did not wipe out last week.

Track workers at Hancock County Speedway spent 24 hours pumping thousands of gallons of water out of the track to make the track race worthy in time for Iowan Kelly Shryock to capture his fifth victory of the season.

Despite several cautions that kept the field tight and race-long challenges from rookie Dereck Ramirez, Tommy Weder, Jr., Zack VanderBeek and Al Hejna, the eight-time O'Reilly USMTS National Champion never faltered after taking the lead from Ramirez on lap nine.

Bob Timm finished second, Hejna was third, Mike Sorensen fourth and Jay Noteboom finished fifth.

The finish: Kelly Shryock, Bob Timm, Al Hejna, Mike Sorensen, Jay Noteboom, Mark Noble, Ryan Gustin, Dereck Ramirez, Alan Mondus, Tim Donlinger, Ryan Ruter, Jason Hughes, Bryan Rowland, Brandon Kenny, Dan Bohr, Cale Sponsler, T.J. Stalker, Scott Green, Jeff Feaster, Zack VanderBeek, J.J. Wise, Pat Graham, Tommy Weder, Jr., Jon Tesch, Eric Dailey, Steve Wetzein.

Sweet 16

**Neal Scores His
16th Deery LM Win**

MARSHALLTOWN, Iowa — After running in front most of the way, Terry Neal found himself in the right place at the right time in the waning laps of the Deery

DEERY LM

Brothers Summer Series feature June 10 at Marshalltown Speedway.

Neal got the lead back after Ray Guss, Jr. broke with just three circuits left in the IMCA J & J Steel late-model main event, then pulled away from hometown favorite Darrel DeFrance to earn the \$2,000 winner's share.

The tour victory was the 16th of Neal's career and also made him the seventh different driver to win a Deery feature in as many events this season.

Justin Reed was third, Todd Cooney regained the series point lead with his fourth-place finish and Andy Nezworski rounded out the top five.

The finish: Terry Neal, Darrel DeFrance, Justin Reed, Todd Cooney, Andy Nezworski, Boone McLaughlin, Cory Zeitner, Josh Most, Mike Garland, Matt Strassheim, Mitch Current, Ray Guss, Jr., Joe Zrostlik, Mike Klinkhammer, Rob Toland, Charlie McKenna, LaVern Carey, Greg Kastli, T.J. Criss, Luke Merfeld, Jason Frankel, Dale Hackwell, Jr., Tom Darbyshire, Sam Halstead.



TERRY SHAW PHOTO

ANDY'S DANDY: Andrew Reinbold en route to his first ASCS Canyon Region victory this past weekend at Phoenix's Manzanita Speedway.

Manzanita Melee

Reinbold Survives For 1st ASCS Canyon Victory

PHOENIX — Andrew Reinbold broke into Discount Tire Co. American Sprint Car Series Canyon Region victory lane for the first time by topping Saturday night's 30-lap Hank Arnold Memorial feature event atop Manzanita Speedway's half-mile clay oval.

With the triumph aboard the AEC-powered AME Electrical Contracting/Ross Equipment & Rentals No. 19 Buckley-chassis, Reinbold became the series' fifth different winner in 11 events this season.

When Jeremy Sherman ran

short of fuel less than a handful of laps from the checkered flag, the deck was shuffled. And after a wild final-lap melee that left several cars upside down, it was Reinbold flashing underneath the checkered flag for his initial ASCS Canyon Region triumph. Reinbold took the checkered flag in front of Mike Martin, with Josh Pelkey, R.J. Johnson and Bryan Swinehart rounding out the top five.

The finish: Andrew Reinbold, Mike Martin, Josh Pelkey, R.J. Johnson, Bryan Swinehart, Justin Fisher, Jeff Henry, Mike Colegrove, Jeremy Sherman, Seann Hendricson, Thomas Ogle, Steve Tellas, Stevie Sussex, Mike Rux, Jr., Derek Sell, Kevin Wolfe, Charles Davis, Jr., Brandon Lane, Jody Wirth, Derek Williams, Nathan High, Shon Deskins, Mike Leslie, Nick Aiuto, Jeremy Reagles (DQ).

Wood Breaks Through In Style

LAWTON, Okla. — Joe Wood, Jr. cashed in on his first career American Bank of Oklahoma ASCS Sooner Region victory by wiring the field in Saturday night's 25-lap event at Lawton Speedway.

Gunning into the lead at the outset, the Oklahoma City racer survived traffic over the final rounds to beat Zach Chappell and Kevin Ramey to the checkered flag.

The finish: Joe Wood, Jr., Zach Chappell, Kevin Ramey, Brian McClelland, Andy Shouse, Justin Melton, Gary Taylor, Kerry McAlister, Eric Baldaccini, Sean McClelland, Matt Covington, Danny Jennings, Landon Brown, Michael Brown, Jason Botsford, Jeff Dodd, Sheldon Barksdale, Earnest Jennings, Kyle Merriman, Robert Sellers, Rick Barksdale, Kolt Walker.

"Traffic was a challenge with everyone running different lines around the track," the 23-year old explained from victory lane. "I was just trying to stay focused."

Brian McClelland and Andy Shouse rounded out the top five.

The finish: Joe Wood, Jr., Zach Chappell, Kevin Ramey, Brian McClelland, Andy Shouse, Justin Melton, Gary Taylor, Kerry McAlister, Eric Baldaccini, Sean McClelland, Matt Covington, Danny Jennings, Landon Brown, Michael Brown, Jason Botsford, Jeff Dodd, Sheldon Barksdale, Earnest Jennings, Kyle Merriman, Robert Sellers, Rick Barksdale, Kolt Walker.

Long Aces Eldora Shootout

ROSSBURG, Ohio — Darren Long kicked off the North/South Shootout between the Engine Pro ASCS Sprints on Dirt presented by Victor Reinz and the National Racing Alliance with a victory at the legendary Eldora Speedway.

Long passed early leader Ben Rutan and held on through several restarts for his fifth tri-

umph of the season. Long had young Jared Horstman on his back bumper for several late restarts, but pulled away each time, while Butch Schroeder made a late charge to finish third, ahead of Dustin Daggett and Kent Wolters.

The finish: Darren Long, Jared Horstman, Butch Schroeder, Dustin Daggett, Kent Wolters, Mike Brecht, Mike Miller, Ron Blair, Ben Rutan, Steve Irwin, Luke Hall, Dwain Leiber, Chad Guillet, Dain Naida, Joe Bares, Ryan Grubaugh, Brett Mann, Sean Robinson, Ryan Ruhl, J.R. Stewart.

**Corbin Adds
To Collection**

MOBERLY, Mo. — Jumping to the lead from the pole, Jon Corbin led all 20 laps to win the ninth-annual Gary Scott Memorial at 24 Raceway Saturday night in O'Reilly Auto Parts Winged Outlaw Warrior action.

Corbin battled with Terry Hinck for most of the race, finally out-duelling the Boonville, Mo., native for the victory. Meanwhile, Jonathan Cornell passed Rusty Potter for third on the penultimate lap of the race.

Potter settled for fourth place and Curtis Evans finished fifth.

The finish: Jon Corbin, Terry Hinck, Jonathan Cornell, Rusty Potter, Curtis Evans, Curtis Boyer, Frank Brown, Jack Potter, Kyle Bellm, Austin Alumbaugh, Tim Newman, Steven Cross, Matt Fox, Tony Crank, Randy Martin, David Brown, Jeff Wingate.

The finish: Jon Corbin, Terry Hinck, Jonathan Cornell, Rusty Potter, Curtis Evans, Curtis Boyer, Frank Brown, Jack Potter, Kyle Bellm, Austin Alumbaugh, Tim Newman, Steven Cross, Matt Fox, Tony Crank, Randy Martin, David Brown, Jeff Wingate.

The finish: Jon Corbin, Terry Hinck, Jonathan Cornell, Rusty Potter, Curtis Evans, Curtis Boyer, Frank Brown, Jack Potter, Kyle Bellm, Austin Alumbaugh, Tim Newman, Steven Cross, Matt Fox, Tony Crank, Randy Martin, David Brown, Jeff Wingate.

**Styres Stops
SOS Streak**

BRIGHTON, Ontario — Glenn Styres ended two years of Southern Ontario Sprints futility at Brighton Speedway Park with a long-awaited victory Saturday night.

Styres took over the lead on lap five and then survived the 20-lap feature's only restart to get to the finish line ahead of runner-up Rick Wilson.

Warren Mahoney in third, Keith Dempster in fourth and Bob Crawford rounded out the top five.

The finish: Glenn Styres, Rick Wilson, Warren Mahoney, Keith Dempster, Bob Crawford, Chris Jones, Ryan Hunsinger, Adam West, Dick Mahoney, Derek Jonathan, Daryl Turford, Mike Ferrell, April Wilson, Bill Baldwin.

The finish: Glenn Styres, Rick Wilson, Warren Mahoney, Keith Dempster, Bob Crawford, Chris Jones, Ryan Hunsinger, Adam West, Dick Mahoney, Derek Jonathan, Daryl Turford, Mike Ferrell, April Wilson, Bill Baldwin.

The finish: Glenn Styres, Rick Wilson, Warren Mahoney, Keith Dempster, Bob Crawford, Chris Jones, Ryan Hunsinger, Adam West, Dick Mahoney, Derek Jonathan, Daryl Turford, Mike Ferrell, April Wilson, Bill Baldwin.

Sieg At Senoia

SENOIA, Ga. — Ryan Sieg captured the first Georgia Asphalt Series victory of his career Saturday, winning the Southern Crescent 100 at New Senoia Raceway.

Sieg, who started ninth, passed pole-sitter Russell Fleeman on lap 77 after several laps of side-by-side racing and pulled away over the final 23 laps. Fleeman led the first 77 circuits before being tracked down by Sieg.

Senoia driver Bubba Pollard finished third followed by series rookies Max Gresham and T.J. Reaid rounding out the top five.

The finish: Ryan Sieg, Russell Fleeman, Bubba Pollard, Max Gresham, T.J. Reaid, Wes Burton, Beau Slocumb, Ronnie Sanders, Nick Potts, Tony Clark, Joey Senter, Chris Dilbeck, Shane Nalley, Bobby Keys, Billy Chancy, Roger Delp, Bobby East, Zach Holloway, Mahlon Winstead.

The finish: Ryan Sieg, Russell Fleeman, Bubba Pollard, Max Gresham, T.J. Reaid, Wes Burton, Beau Slocumb, Ronnie Sanders, Nick Potts, Tony Clark, Joey Senter, Chris Dilbeck, Shane Nalley, Bobby Keys, Billy Chancy, Roger Delp, Bobby East, Zach Holloway, Mahlon Winstead.

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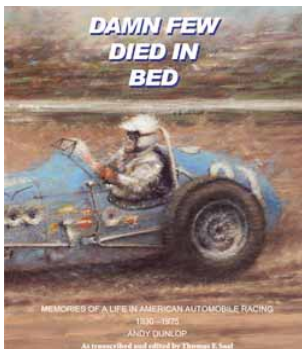
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Le Mans Win A Sweet One For Audi Team

LE MANS, France — As predicted, the 76th running of the 24 Hours of Le Mans came down to a battle of the diesels.

The No. 2 Audi of Tom Kristensen, Allan McNish and Dindo Capello ultimately brought home the victory on the historic 8.48-mile road course.

LE MANS

Audi's victory was its eighth in the last nine years and firmly established Kristensen as the greatest driver in the history of the hallowed endurance classic as he extended his record Le Mans wins to eight.

For teammate McNish, it was the second Le Mans win for the heralded Scot, the first coming 10 years ago in a Porsche. The victory was Capello's third.

"It was one of the toughest races we have had here," said Dr. Wolfgang Ullrich, head of Audi Motorsport. "But we proved that we are a really strong team and have the technology. That's what we are here for."

McNish agreed. "This was probably one of the hardest races I've ever been involved in. The Peugeot guys put us under a lot of pressure. We put them under a lot of pressure. But finally we got it."

AUDI: Le Mans Glory Slips Away From Peugeot

CONTINUED FROM PAGE 2

sions. With the power of the French and German prototypes about equal, the advantage for the 908s could be found in their stiffer spring; good for dry-weather running, but far less so in the wet. And rain was in the forecast, showing up just a little past the halfway mark at around quarter after four Sunday morning, neatly bisecting the event into two halves.

The first, the dry section, clearly belonged to Peugeot with the car of Marc Gene, Nicolas Minassian and Jacques Villeneuve holding sway for the most part by nearly a lap over Kristensen, McNish and Capello. The sister 908 of Frank Montagny, Ricardo Zonta and Christian Klien kept the R10 of Lucas Luhr, Mike Rockenfeller and Alexandre Premat at bay, as Sarrazin and his teammates Pedro Lamy and Alexander Wurz in their 908, along with Frank Biela. Emanuele Pirro and Marco Werner in their R10, trailed behind after encountering mechanical gremlins along the way.

In the end, Montagny and company would wind up third, with Rockenfeller and his fellows fourth, the Biela trio fifth and the pole-sitting Sarrazin and his cohorts sixth. That left everyone to focus on the war up front, and what a war it was. Within an hour after the rain came, that was followed

by periods of relative dryness, McNish, Capello and Kristensen had pushed themselves into a lead that varied between more than a lap to just seconds, depending on how wet the track might be.

For the last stint, it was the best against the best as Kristensen got in the Audi and Minassian the Peugeot. The 908 driver, who was at one point more than a lap down, stormed back cutting huge chunks from the R10's advantage, the pressure showing on Kristensen who had not one, but two potentially disastrous brushes with other cars, fortunately escaping without any serious damage.

With less than a half an hour left and the course getting wetter, both men pitted for fuel and tires. However, within a lap, the Peugeot was back in to replace a flat right rear, and the war was over. Officially, the gap was measured at just over four minutes, both the winning Audi and the second-placed Peugeot having covered a record-setting 381 laps. For Kristensen, the results made him an eight time Le Mans winner, his closest rival in that department, while Audi has nine in a row, Porsche coming in second in the department with seven-straight overall triumphs.

For Porsche, this year's Le Mans brought both good and bad news. The good was the German manufacturer's one-two sweep of the smaller LMP2 prototype division with its RS Spyders; first going to the Van Merksteijn Motorsport entry of Jos Verstappen, Jeroen Bleekemolen and team principal, Peter van Merksteijn, with its Team Essex counterpart, driven by John Neilsen, Sascha



ALMS PHOTO

RECORD SETTER: Allan McNish notched his second Le Mans triumph behind the Audi R10.

Maassen and Casper Elgaard, second.

The bad news came in the GT2 assembly line category where Porsche was totally left out of the picture as Ferrari posted as a one-through-five 430GT performance led by the American Risi trio of Mika Salo, Jaime Melo and Gianmaria Bruni.

In the top-rated GT-1 production car

arena, it was Aston Martin again, as it was in 2007, beating Corvette. The DBR9 of David Brabham, Antonio Garcia and Darren Turner just outrunning the Corvette of Jan Magnussen, Johnny O'Connell and Ron Fellows, with the somewhat troubled second Corvette of Olivier Beretta, Oliver Gavin and Max Papis third.

DIAMOND: Edison Team Gets It Done On The Local Level

CONTINUED FROM PAGE 2

ionships at Gas City's I-69 Speedway. In addition, there was a track championship at Kokomo and 20 victories along the way.

Following three years with Mann, Mark Clark was pegged to take control of the car. Ironically, Clark's tenure with the team was short-lived after a violent accident down the frontstretch at Kokomo put Clark on the mend.

After recovering, Clark went back to his family car and Edison recruited another talented driver whose stock was on the rise, A.J. Anderson. During his time with the team, there was another track championship and nine more victories.

The most success for Edison's team was to come from 2002-2007, after Edison hired relatively unknown Shane Cottle to replace Anderson.

With Cottle, there were five more track championships (three at Kokomo and two at Gas City) and 37 A-main wins. Included among the total were a handful of USAC National Sprint Car Series triumphs and another victory in the prestigious Sheldon Kinsler Memorial at Bloomington Speedway.

"With Shane, that was the longest we've ever had a driver," said Edison. "He's just one of those rare talents and a great person to work with. In our time together, we never had a cross word.



HEIN BROTHERS PHOTO

POWER MOVE: Scott Weir (10e) races to the high side at Gas City I-69 Speedway in April.

"There were times when we might miss the setup on the race car," Edison continued, "or the track would just surprise us, but he never complained. He'd just get in the car and drive it and adjust his style, or whatever, and try to win the race. I can't tell you how many times he'd come in following a race and be mad at himself because he didn't win, but he never, never said anything to the team about what we might have done differently. I respect him for that."

With Cottle's stock on the rise after six seasons with Edison, the Contos Racing team nabbed him to pilot its No. 4 car in the USAC National Sprint Car Series. In addition, Cottle gets the opportunity to drive the Contos Silver Crown ride as well.

Cottle's opportunity left Edison and his team with a vacancy that has been

filled by yet another exciting, raw talent in the form of Scotty Weir.

"We're excited about Scotty," Edison noted. "He's a gasser, but his driving style is a bit like Shane's in the way we set up the car. He's still a very young guy, but so far he's been a pleasure to work with."

With the team rapidly closing in on 100 victories in an era when the sport is as competitive as it has ever been, Edison is quick to point out the reason his squad has been so successful.

"Really, we try very hard to create an atmosphere that a person can do well," he stated. "If we do that, the driver is going to do well. We try to put a race car underneath him that is the same from week to week so he knows what to expect when he goes on the track. Once he gets that assurance that there is nothing crazy going

on with the car, that builds his confidence which reflects what he does on the track."

Stability is another key factor with the Edison team, and not having a constant turnover in the pits from week to week and season to season.

"We've got a solid group of guys who do whatever it takes to help out," Edison said of his team. "My boys (Doug and Tim) have been involved from day one, although now they've gotten married and have kids, so things change and priorities change. I respect that and I'm glad they have their priorities straight and put first things first."

"I can't say enough about Wes Evans, Larry Sullivan, Craig Heathcoat, Stan Johnson, John Shepherd and Jason Oldfather," he continued. "They all have been such a

great help. Also, Steve Allen is available anytime we're in a pinch. Same thing with Tony and Dan Scherger. Whenever we need help, all we have to do is pick up the phone. Wes (Evans), Craig (Heathcoat) and Stan (Johnson) all have been so instrumental since day one."

Edison laughed that no "finger pointing" is allowed at the track either.

"We have a golden rule with the team," he laughed. "That is that nobody is allowed to grumble or gripe around here but me. Truthfully, we have great guys on the team and they are all such a joy to be around. We're having fun. With the amount of money being spent, it should be fun."

Having fun late in the year still can be a challenge, however:

"I'll admit, sometimes in the middle of August it can get tough," he said. "The trips to Bloomington begin to wear on you, but if you're running good it helps quite a bit. I was thinking the other day about Bob Darland winning 100 features and how impressive his doing that was on a relatively low-budget operation and realized that we are getting close."

"We'd probably already be there if we would have won all the races we ran second to (Jon) Stanbrough the last five years," he laughed.

With the motivation still in place and a solid team, it's not a matter of if the team will reach the 100-win plateau, but rather how quickly. Given Edison's penchant for finding diamonds in the rough, 150 or 200 victories wouldn't be out of the question.

The team is evidence of a group of solid individuals with a common cause chasing their passion...non-winning sprint-car racing.

ECONOMAKI:

IndyCar Television Ratings Are On The Rise

CONTINUED FROM PAGE 4

quarter of this year. It appears NASCAR's view is that the Kentucky track (in the Cincinnati suburb of Sparta) is too close to Indianapolis, where the Allstate 400 Cup race draws what many contend is the series's largest crowd.

Beer City turnabout. A new deal for domestic beer vending at The Milwaukee Mile makes Budweiser the official "pour" at the track, replacing Miller.

Reading that **Tiger Woods's** caddie gets a percentage of the star golfer's winnings for lugging his 50-pound golf bag around the courses. Last year, the 44-year-old Steve Williams was paid \$1.17 million from Woods's \$12.35 million in winnings. Makes me wonder how much a racing crew chief gets paid when his driver wins a championship. Anyone know?

It isn't often that an easily identifiable object like a sprint car is stolen, but that's what Western Racing Ass'n exec **Rich Mastroleo** says took place on

CLAYTON:

There's A Lot To Be Said About Good Karma

CONTINUED FROM PAGE 4

special fund to handle contributions.

"It shouldn't have taken this to make me do it, but it opened my eyes," Short said. "It's good to do something — it's hard to explain, but it feels good to do something... With the charities, it gives you something to aim for, something to stay driven about. It shouldn't have taken this, but it's turned this into more of a positive than a negative."

Short found himself inspired by the faces on the television screen, by the courage and laughter of children he doesn't know. So, he would have to work harder — at least he could work and walk into the shop every day. The team would race because racers race, and sure, it was bad, but it could've been worse. Nobody was hurt in the fire. The car's frame survived and has been restored.

April 30 when an 18-foot **Al Hendrix**-built enclosed trailer was stolen in Southern California. Inside was a 2002 360 sprint car, a spare engine and two new 18" Weld rear tires. Posted is a \$1,500 reward. Call Rich @ (818) 406-6875 if you have any data on this theft.

The final TV ratings for this year's Indy 500 are complete and confirm the writings of **John Clayton** in our June 4 edition. Speedway principal **Tony George** adds that the Indy 500 race-day spectator turnout was up 16,000 over 2007 and that the general admission (infield) turnout showed a 5,000 increase, he reported. Though unrelated, **Dr. Joseph Mattioli** reported two days after the Pocono 500 NASCAR race in Pennsylvania that attendance was up from last year. Good news all around.

Triumph in a recent Ford Focus midget race at Illiana Speedway in Schererville, Ind., by 17-year-old **Auston Harris** of Hayward, Calif., marked the first feature victory by a black driver in the 52-year history of the U.S. Auto Club. This makes one wonder what has become of **Willy T. Ribbs**, racing's first widely publicized black driver.

For NASCAR Red Bull driver **A.J. Allmendinger**, Father's Day reminded him of how much his race-driving

father, **Greg**, and his mother, **Karen**, have done toward furthering his racing career, starting as early as age two! To help pay son A.J.'s way to the major leagues of auto racing his parents, over the years, mortgaged their San Jose, Calif., area home, not once but three times, each time taking \$30,000 from the proceeds and putting it toward their son's racing career.

It appears **Zak Brown**, owner of the Indianapolis-based sports marketing agency Just Marketing International, is rolling in dough these days. Brown reports recently taking in private-equity firm Spire Capital Partners and Credit Suisse as majority partners in his 130-employee firm, which began business in the motorsport area in 1995. Brown says he will remain as CEO of the company, which has six offices in four countries and lists Subway, Crown Royal, Lenovo, Direct TV and BMW among its clients. Brown foresees the company tripling in size.

Already known as a front-line racing team owner, **Richard Childress** is becoming known in a new and vastly different area, that of upscale red wine grower. The products of Childress Winery LLC of Lexington, N.C. — Cabernet Franc, Merlot and Cabernet Sauvignon — are helping establish North Carolina as an important wine-growing state.

returns to action, it will carry St. Jude's Children's Hospital and Wings of Eagles Ranch as part of its livery.

"We want to give back to the people who have helped us 10-fold with sponsorships and whatever we can," Short said pointing to a large undecorated black toolbox that will be the team's new pit box. "We're going to use the pit box there for them and to get the message out about our charities... This is not going to be a one-year thing. We want to do it from this year forward... I know a lot of people help St. Jude's, but every little bit can help."

In theology, St. Jude is the patron saint of the lost cause, which may or may not include burned-out race cars. At CRP Motorsports, there was certainly loss, but from that loss came a noble cause — making life a little better for someone else, which is a better reason to race than most.

(Instructions on how to donate to St. Jude's Children's Hospital and Wings of Eagles Ranch through CRP Motorsports will soon be available at www.competitionraceparts.com.)

Stock Car Racer Churchill, 69

TOLEDO, Ohio — Jerry Churchill, whose ARCA driving career spanned four decades, died June 7 after a brief hospitalization. He was 69.

Churchill's ARCA career, which began in 1970, included 133 starts in the ARCA RE/MAX Series.

He earned one RE/MAX Series victory at Kil-Kare Raceway in 1990 among 24 top-five finishes and 62 top 10s. He earned two pole awards. His best championship finish was third in

1989.

Churchill semi-retired from RE/MAX Series racing at the end of the 1994 season before returning to record a ninth-place finish at the Watkins Glen Int'l road course in 2001. He ran a full season in the ARCA Lincoln Welders Truck Series in 2005, finishing fifth in points.

Churchill, who was born in Detroit, but raised in Windsor, Ontario, was introduced to racing — selling popcorn at the now-defunct Dayus Raceway in Windsor.

FORUM:

Fans Of Old School Auto Racing Speak Out

CONTINUED FROM PAGE 4

Hartley were the (midget drivers) to beat in the Midwest when I was a kid.

I wanted to make sure their names were included. Mel Kenyon did come along and spoil their fun. Hands down, Mel is my choice for the top spot.

*Bruce Harmon
Wilmington, Ohio*

Praising Old-School Illini

I would like to repond to Kevin Olson's June 4 column. I agree 100 percent that midget racing is "a training ground like no other." I also agree that midget racing has been hurt by the high costs of racing. It is impossible for the average team of blue-collar types to assemble and race a competitive midget to go against the mega-funded teams.

That doesn't mean that all midget racing is out of reach for the average person. The Illini Racing Series is a group of midget racers who still live by the idea of "winning with talent, not dollars." This group of sportsman midgets uses a spec tire to control costs, equalize the cars and to put on exciting, close racing on dirt and pavement. The variety of chassis types (including home-builts) and engines really adds to the club's excitement. National class motors are also invited — all they have to do is put in the appropriate restrictors and spec tires, and they're ready to go.

While everyone is competitive on the track, they're all friends in the pits. It is common to see drivers and crew from several teams helping out a car that had an unfortunate incident. I have seen parts loaned out of three trailers to get a car back on the track. Then, the repaired car goes out and wins the feature, beating all the teams who helped get the car going.

The old-school essence of open-air trailers, home-built cars, elbows-up racing and camaraderie is still alive and well here. They offer a great place for rookies of all ages to start midget racing (I was over 40 when I started) or veterans to continue their racing ambitions. Economical midget racing is not dead. It can be found in the Illini Racing Series.

*Mark Morey
Sugar Grove, Ill.*

Thanks For The Tip

I always read Chris's well-written column. Thanks for the tip on ordering the 2008 Indy program.

Your column had a reference to Big Bill Simpson, the former Indy driver who practically created the race-car safety industry. Although I know nothing about his reputation in the industry, I applauded the gutsy move when the Earnhardt lawyers were trying to bust him, and he sold the business, name and all. Interesting guy. Maybe he would be the subject of a good future *NSSN* story.

I liked your remark about what would (Jeff) Gordon and Earnhardt, Jr. be earning if they really won a race.

*Mark Gravens
Temecula, Calif.*

Eldora Work Incomplete

The improvements Tony Stewart has made to Eldora are great. The new catch fence was long overdue. The new restrooms are great. The safety crew is now as good as the one at Indy.

New this year is being able to pre-pay for reserved seats for any race you plan to attend all year is great and eliminates the hour-long wait in line. The snack-bar food is as good and, so far, no price increases.

Now, for the down side: The dust. Tony, get Earl to come back and teach Larry Kemp how to prepare the track. The dust was terrible at last year's 4-Crown. You couldn't even see the cars. People were leaving early in disgust, including this writer. This year, at last month's USAC sprint race, the dust was terrible. Tracy Hines remarked at the end of the race that he couldn't see the cars in front of him.

At the recent World of Outlaws race, you could hardly see the cars. On Speed Sunday, they remarked about the dusty conditions.

Tony, your track is going to get someone killed. Educate Kemp or get rid of him.

*Fred Gable
Indianapolis, Ind.*

No Respect For Programs?

My admiration and respect for *National Speed Sport News* Editor-Publisher Emeritus Chris Economaki as an auto-racing journalist, businessman and consummate professional knows few bounds.

That's why I am quite surprised to read in a recent *NSSN*, his characterization of my life's work — racing programs — as "by and large, in a sense, meaningless."

Admittedly, none of the approximately 5,400 programs my company has published since 1975 measure up to Mr. Economaki's rigorous 2008 Indianapolis 500 program standard.

But I know Chris once found some meaning in a few of them — Orange County (N.Y.), Wall Stadium (N.J.), Flemington (N.J.) and the Atlantic City (N.J.) Boardwalk Hall come to mind.

Program Dynamics programs consist of weekly race reports, point standings, profiles, features, statistics, contests and current and nostalgic photos in an attractive package at a reasonable price.

Unfortunately, Mr. Economaki's broad generalization eschews exceptions.

*Steve Barrick
Flemington, N.J.*

Ethanol Isn't The Answer

Your correspondent's recent and uninformed diatribe about ethanol and the IRL is not typical of *NSSN's* usually intelligent editorials. The IRL's recent spate of publicity about ethanol is as much a scam as the ethanol market itself.

Let's just get three things about ethanol out of the way first:

1. Ethanol is an inefficient fuel to produce since it requires extremely large amounts of water to grow the base material.

2. Ethanol produces less energy when combusted than gasoline.

3. Ethanol produces more pollutants than gasoline when burned.

I won't even get into the way that fuel derived from corn takes food off our plates, feed away from our farm animals and raises the price of both, even when mixed with \$4-plus per-gallon gasoline or how billions of subsidies to corporate farmers rip us off, even when we don't use ethanol.

And we still have enough oil in the ground in Oklahoma, Texas, Kansas, California and even in New York and Pennsylvania to lower gas prices if the greedy oil companies would bother to retrieve and refine it.

If the IRL wants good publicity, let them get it by delivering better racing. "Energy-responsible racing" is and will always be an oxymoron.

*Norman E. Gaines, Jr.
Hartsdale, N.Y.*

NSSN THE FINAL LAP



JOE SECKA/JMS PRO PHOTO
SIGHT TO SEE: Fans on "The Hill" enjoy both the racing and a beautiful sunset at Mansfield Motorsports Park during Saturday night's USAR Hooters Pro Cup race.



PAUL OYLER PHOTO

TAKING STOCK: Pro stocks drivers Jason Reagle (888), Arthur Edwards (57) and Rod Laskey (1r) go three wide in a scramble for position Sunday at Tri-City Speedway in Franklin, Pa.

ROGER HAMILTON PHOTO
MIGHTY MIDGET: Jerry Coons, Jr. hooks his midget around Angell Park Speedway during Badger Midget action Sunday.



BOB BENKO PHOTO

DADDY'S GIRL: Four-time NASCAR Sprint Cup champ Jeff Gordon celebrates Father's Day with daughter Ella.



LEIF TILLOTSON PHOTO

DIRT SHOW: The Empire Super Sprints go four wide to salute fans Friday night at Autodrome Granby in Granby, Quebec.

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