

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

SINCE 1934



NATIONAL SPEED SPORT NEWS

Dixon Excels In
Rexall Edmonton

IRL INDYCAR

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It's Four Winners In Three Nights

USAC

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DAVID E. HEITHAUS PHOTO

JULY 30, 2008

www.nationalspeedsportnews.com

Vol. LXXVI, No. 30

\$3



TIRESOME 400

*Johnson Survives Tire Wear
Problem To Kiss Bricks Again*

SPRINT CUP

PAGES 3, 26-27

DOUG PENSINGER/GETTY IMAGES PHOTO

TIRED AND TRUE: Jimmie Johnson leads Sunday's Allstate 400 at the Brickyard at Indianapolis Motor Speedway en route to his second Brickyard title.

'Sarge' Makes Clean Sweep Out West **NHRA** PAGES 28-29



Dixon Gains More Ground

By Notching Fifth Win Of 2008
In IRL's First Visit To Canada

By **BRUCE MARTIN**
NSSN CORRESPONDENT

EDMONTON, Alberta — Apparently, Scott Dixon has no interest in coasting to his second IndyCar Series championship, even if he nearly coasted to the victory north of the border.

The most dominant driver in the series over the last 13 months continued to excel as he won Saturday's

Rexall Edmonton Indy. The fast street course at City Centre Airport was

the first IndyCar Series race in Canada.

It was Dixon's fifth victory of the season, making him the fourth driver in IndyCar Series history to win five races in a season. That leaves the driver from Auckland, New Zealand, just one victory shy of teammate Dan Wheldon's single-season record of six, set with Andretti Green Racing in 2005.

Sam Hornish, Jr. won five races in 2002 and Tony Kanaan won five races last season.

Dixon is 65 points ahead of Helio Castroneves with four races remaining as Castroneves is hanging onto Dixon's rear wing. Castroneves finished second on Saturday for the sixth time this season.

"I think at this point in the championship battle, it's a must-have for Team Target," Dixon said. "Helio has been very strong in the last two races. He has been trying to chase us down, but we were able to make a small gain on him this weekend. At this point, I think a 65-point lead is pretty strong. We just have to keep on it for the next four races. We need to be consistent and continue to earn points."

"This win was definitely a turn for us in the championship."

Castroneves hasn't won a race since the Honda Grand Prix of St. Petersburg in April 2007. He led twice for a race-high 35 laps, but finished 5.9237 seconds behind the winner in a race that ended four laps short of the scheduled 95-lap distance when IndyCar officials went to



SHAWN PAYNE/IRL INDYCAR PHOTO

ALL SMILES: Race winner Scott Dixon (left) and Helio Castroneves joke around following Saturday's Rexall Edmonton Indy.

the time limit.

At the end of the race, drivers had to conserve fuel, manage their tire wear and keep an eye on the clock when it became obvious the race would run long.

"When you are behind another driver, you're just short on tires," Castroneves said. "I was doing everything I could just to keep up. I was pushing and trying to put pressure on Dixon with every lap, but he never made a mistake."

"I'm just going to keep working hard because it isn't over for Team Penske yet."

Justin Wilson finished an IndyCar career-best third place for Newman/Haas/Lanigan Racing, improving on a previous best of seventh at Milwaukee and Richmond.

Paul Tracy, driving in his first IndyCar Series race since the disputed 2002 Indy 500, finished fourth for

DIXON: CONTINUED ON PAGE 30



PENSKERACING PHOTO

MAN & MACHINE

Kainhofer Helped Put Penske Racing On Motorsports Map

"We can't forget the people who got us to where we are today," stated Roger Penske this past May in his garage at the Indianapolis Motor Speedway. He was speaking to an informal gathering that included Tim Cindric, president of Penske Racing, several Penske team members, and drivers Helio Castroneves and Ryan Briscoe.

By **BOB GATES**
NSSN CORRESPONDENT

INSIDE LOOK

One of those people Penske spoke so admirably of was Karl Kainhofer. He was at the gathering. Kainhofer was Penske's first full-time employee and worked for Penske for 31 years before retiring in 1997 as vice president and general manager of Penske Racing.

It's Kainhofer's mechanical accomplishments that are most astounding, however. He won Indy as a crew chief with Mark Donohue. He built the first Penske house car. As Penske's engine builder, his creations captured 99

KAINHOFER: CONTINUED ON PAGE 18



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

PREP WORK: Karl Kainhofer (right) chats with driver Mark Donohue at Indy in 1969.

NSSN
RACING
LINE

The Week In Motorsports
For July 30, 2008

Francis Makes History With Speedweek Finale Score

HAMMETT, Pa. — Steve Francis made World of Outlaws Late Model Series history Sunday night at Eriez Speedway.

With a victory in the 50-lap finale of Alltel Ohio Speedweek, Francis set a modern-era (2004-present) WoO LMS win standard. His 17th-career triumph on the tour broke him out of a three-way tie atop the win list with Scott Bloomquist and Rick Eckert.

WoO LMS
PAGE 22



RASMITH PHOTO

Benson Outguns Hornaday To Reach ORP Victory Lane

CLERMONT, Ind. — Ron Hornaday, Jr. may have led the most laps, but Johnny Benson got what he wanted — the winner's trophy — Friday night at O'Reilly Raceway Park.

Benson moved around Hornaday with 38 laps to go for his third series victory in his last four outings.

CRAFTSMAN TRUCK
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Of His Own Accord



DANA GARRETT/IMS PHOTO

TASTE OF VICTORY: Jimmie Johnson celebrates his second Allstate 400 win with a kiss Sunday in Indianapolis.

Tire Management Carries Lowe's Team To Another Brickyard Triumph

By RON LEMASTERS, Sr.
NSSN CORRESPONDENT

INDIANAPOLIS — In a race in which the concern for tire wear snatched the spotlight from NASCAR's stars and cars,

SPRINT CUP

Jimmie Johnson prevailed in the 15th Allstate 400 at the Brickyard under a blanket of black rubber dust. It was a tortuous run to the checkered

flag through 11 yellow flags for Johnson and the No. 48 Lowe's Chevrolet, as the race became a series of sprints — none longer than 12 laps — until Johnson outraced runner-up Carl Edwards in a seven-lap dash to the finish.

Concern for Goodyear tires scrubbed bare by an abrasive surface turned the first appearance of the Car of Tomorrow at Indianapolis into a maddening coast down pit road after 10 to 12 laps of green-flag competition.

Johnson prevailed with a last-stop strategy switch, staying ahead of an equally fast Edwards in the No. 99 Aflac Ford. Johnson won the dash to the checkered flag by a scant .333 second.

Denny Hamlin, who was leading when the final competition-yellow flag waved at lap 150, came home third in the FedEx Toyota.

Johnson deviated from his race-long

BRICKYARD: CONTINUED ON PAGE 26

Tire Wear, Finger Pointing Name Of Game At Indy

By RON LEMASTERS, Sr.
NSSN CORRESPONDENT

INDIANAPOLIS — For the second time in the last four years, a tire situation ruined a major auto race at Indianapolis Motor Speedway.

Sunday's Allstate 400 at the Brickyard was plagued by tire-wear issues, which reduced the event to a series of short sprints. The 2005 U.S. Grand Prix Formula One race saw only six cars compete after the teams using Michelin

SPRINT CUP

tires withdrew following the parade lap because of safety concerns. Eventually, Michelin refunded ticket money to attending fans.

Goodyear, as it is for all NASCAR events, was the sole tire supplier for Sunday's race, which saw full participation from NASCAR teams, but a less than appealing result.

Fingers were pointed in a lot of directions after NASCAR learned that the tires Goodyear built for the 15th Allstate 400 at the Brickyard weren't going to last the full distance between projected fuel stops.

The problems included NASCAR's Car of Tomorrow, which had never been run competitively at the 2.5-mile flat superspeedway's abrasive pavement and a tire that didn't lay rubber down on the racing surface.

The cars, the tires and 200,000 or more fans were there and the race



HHP/ALAN MARLER PHOTO

WORN OUT: A crew member on the No. 99 team assesses tire wear Sunday at Indianapolis Motor Speedway.

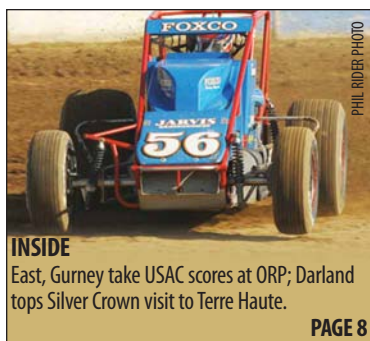
TIRES: CONTINUED ON PAGE 26

Armstrong Tops Inaugural Anderson 400

Loss Of Power Steering Can't Keep Armstrong From \$10,000 Pay Day

ANDERSON, Ind. — Dakota Armstrong led the final 74 laps to write his name in the record books by capturing the inaugural Anderson Midget Classic 400 Saturday night at Anderson Speedway.

Armstrong took home \$10,000 for the victory in the USAC-sanctioned race on the quarter-mile asphalt oval. Armstrong battled with Ricky



INSIDE East, Gurney take USAC scores at ORP; Darland tops Silver Crown visit to Terre Haute. **PAGE 8**

Ehrgott and Alison MacLeod for the lead from lap 130 to the finish with the three drivers swapping the lead eight

times.

The final run to the checkered flag was set up by the second competition yellow at lap 300 with MacLeod in the lead. On the restart, both Armstrong and Ehrgott got inside of MacLeod and took the top-two spots exiting the first corner.

"My knees are tired," Armstrong said after climbing out of his car. "The car was awesome."

Armstrong said he lost power steering after 200 laps and gave up the lead and waited for the 300-lap break to add more power steering fluid into

ARMSTRONG: CONTINUED ON PAGE 18



PHIL RIDER PHOTO

ARMED: Dakota Armstrong (7a) makes a move to the inside of Ricky Ehrgott Saturday at Anderson (Ind.) Speedway.

OPINIONS

ECONOMAKI: More than just race cars well received at VIR. **PAGE 4**

REAMER: 'Short-track technology' not a new concept. **PAGE 5**

MARTIN: Edmonton welcomes IndyCar with open arms. **PAGE 31**

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EXCLUSIVE

Large Car Counts, Loyal Fans Keep Oregon Short-Track Heaven Going

The folks at Oregon's Willamette Speedway were full of apologies on a recent July evening because "only" 112 cars checked into the pits. With the car count down about 15 from this season's average, the fans were going to have to make do with five trophy dashes, 18 heat races, a C-main in one class, three B-mains and A-mains in all five classes — about 300 laps of green-flag action crammed into five hours.

HIDDEN GEM PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
ISMA	Charlie Schultz	Sandusky, Ohio	10
ISMA	Chris Perley	Sandusky, Ohio	10
ARCA RE/MAX	Scott Speed	Marne, Mich.	14
WoO Sprints	Steve Kinser	Lake Odessa, Mich.	20
WoO Sprints	Donny Schatz	Chillicothe, Ohio	20
Nationwide	Kyle Busch	Clermont, Ind.	32
Hooters Pro Cup	Benny Gordon	Jennerstown, Pa.	33
Badger Midgets	Mike Hess	Sun Prairie, Wis.	43

THE FINISH

"We wanted to come out here this weekend and sort of get a little sweet revenge on everybody. It turned out that way and worked out in our favor."

KYLE BUSCH REFERRING TO NASCAR'S NATIONWIDE SERIES ENGINE RULES



► PUBLIC FORUM

Let your voice be heard

Good Job, Milka

Hurray for Milka Duno!

Good to see someone standing up to the brash, cocky Danica Patrick, who obviously feels the IRL — if not the world — revolves around her.

Danica is very brave when accosting a guy who can't respond, but wisely kept her distance when confronting someone not afraid to take her on.

Milka Duno brings class to the IRL, something Danica apparently will never have, even if she manages to win on fuel mileage a dozen times.

Wayne DeWald
Arlington, Texas

Racing's Latest Loss

Racing lost one of its good guys last Friday night at Toledo Speedway when Terry Gibson lost his life during the first heat of the Midwest Supermodified Ass'n event. He was known as being a positive influence in the pits, and to those of us who love the raw power of the supermodifieds, he was the smiling face one hoped to see on race night.

It's tragic that he won't get to participate in the Supermodified Nationals this weekend at his home track, Sandusky Speedway.

As the cars fly around the track this weekend, most of us there will think of Terry and how the show just isn't complete without him.

Jan M. Smithson
Columbus, Ohio

Ryan's Replacements?

With Ryan Newman leaving Penske Racing, Roger doesn't have to look far for a replacement.

After watching the Lime Rock race along with the St. Petersburg race earlier in the year, both Penske ALMS drivers Sascha Maassen and Patrick Long have perfected

FORUM: CONTINUED ON PAGE 47



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.



On The Ground And In The Air

Air Show Spices Up Virginia Int'l Raceway Event

MIDLAND PARK, N.J.

A new twist undertaken to boost attendance at the road course at Virginia Int'l Raceway was an air show added to a recent racing weekend there. A few club members own small planes, and were invited to fly them in, do some aerobatic acts, and then land on the broad reach of VIR's grassy lawn and display them to contestants and fans alike. It was very well received.

With this country's leading sprint-car racing weekend — the Knoxville Nationals — coming up in Iowa Aug. 6-9, a call has gone out for volunteer workers to assist in the Fan Fair part and at the museum. Interested? Call **Lori DeMoss** at the track at (800) 874-4488.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Silverado, Ford F-150 with the best Dodge Ram checkering 18th.

"Too busy to do the Indy 500," is a quote attributed to **Tony Stewart**, a driver and new NASCAR team co-owner, whose hometown of Columbus, Ind., is just a stone's throw from the famous speedway at which he has contested five Indy 500s, one from the pole position. Stewart's rationale is that getting his new Stewart Haas NASCAR team up and running is just too much work to take time out to do the Indy 500. He noted that not having a winning car at his disposal played a role in his decision. Stewart also must be pondering his 2008 season, currently winless in Cup — as is **Jeff Gordon** — while the Sprint Cup Series can boast four first-time winners this season.

Afraid of the dark? One might ask that of driver **Kevin Harvick**, interviewed at Chicagoland Speedway prior to the mid-July night race for Sprint Cup teams. He allowed he did not care for night racing as it might not be the best thing for racing. Harvick made it clear he feels NASCAR races should air the same day and time every weekend. He said same-time showing every weekend would keep race fans from forgetting the race telecasts.

According to NASCAR rookie **Dario Franchitti**, he is not the only

Hard to figure. Friday night's Ford Power Stroke Diesel 200 NASCAR Craftsman Truck Series race at O'Reilly Raceway Park at Indianapolis had only six Fords and no diesels in the 34-truck field. When the checkers waved, the brand-name rundown was Toyota Tundra, Chevy



PHIL CAVALI PHOTO

THE WINNER: Johnny Benson drove his Toyota Tundra to victory in Friday night's Ford Power Stroke Diesel 200 NASCAR Craftsman Truck Series race at O'Reilly Raceway Park at Indianapolis.

one who lost his job when car owner **Chip Ganassi** parked his No. 40 Sprint Cup Dodge for lack of sponsorship. "It was a big shock when it happened," Franchitti said, adding, "Me and 70 other people lost their jobs, too."

Taking a hard look at what today's high gas prices are doing to race-track ticket sales led Atlanta Motor Speedway head man **Ed Clark** to retain Blue Sky, a local marketing agency, to promote AMS events in the immediate neighborhood of the track, where the price of gasoline will not be a factor.

The recent purchase of U.S. brewing Anheuser-Busch and its Budweiser brand by the Belgian InBev company has upset many American followers of auto racing, which Budweiser has long supported. The feeling is that Bud's familiar presence at U.S. raceways might be minimized or even abandoned. That sale is the most recent of a major U.S. brewer to foreign interests. In 1999, Miller Brewing was sold to South African SAB Miller, while in 2005 Canada's Molson Brewing purchased Colorado's Adolph Coors brewing company. Budweiser's annual ad spending is said to be in the hundreds of millions of dollars, of which

ECONOMAKI: CONTINUED ON PAGE 47

It's Joe Gibbs Racing, Not Toyota That Is Dominant

CONCORD, N.C.

Going into Saturday night's Kroger 200 at O'Reilly Raceway Park at Indianapolis, 14 of this season's 21 NASCAR Nationwide Series races had been won by a Toyota. Thirteen of those victories were scored by a Joe Gibbs Racing entry, including nine by the No. 20 team; the 14th was notched by Kyle Busch, a JGR driver pulling duty in Braun Racing's No. 32 Camry.

Competitors cried foul, saying the Toyota teams had an unfair advantage in that their engines were making more horsepower than other manufacturers. Point-leader Clint Bowyer was especially vocal, going so far as to say "a monkey could drive that 20 car and win."

Following the Chicagoland Speedway race earlier this month, NASCAR confiscated 10 engines — including those from Gibbs's Camrys and Braun's No. 10 — to run dyno tests to assess horsepower output from each of the manufacturers' engines. Less than two weeks later, NASCAR issued a technical bulletin amending Nationwide Series engine specs in an attempt to, as NASCAR Vice President of Competition Robin Pemberton said, "help maintain a level playing field among our

IN THE GROOVE



SHEENA BAKER

competitors."

So, with a "level playing field" in place, the series headed to ORP for Saturday night's event. Perhaps the non-Toyota drivers thought they would have a legitimate chance of reaching victory lane, thanks to a helping hand from NASCAR.

Instead, Kyle Busch stuck it to the field — and NASCAR — by leading 197 of the race's 200 laps from his second-place starting spot to capture his sixth Nationwide Series victory of the season and his 15th in NASCAR competition this year, setting a record for most wins in a single season.

And just as he stunk up the race in typical Rowdy Busch fashion, so too did he offer his usual confident, slightly arrogant opinion from victory lane when asked about the engine rule change.

"I was kind of disappointed. I feel like those 15 horsepower cost me the pole," Busch said. "I really want to thank all my competitors out there for the complaining they did because they gave me some traction control. That was nice."

BAKER: CONTINUED ON PAGE 47

NATIONAL
SPEED
SPORT
NEWS

America's
Weekly
Motorsports
Authority

SINCE 1934



ISSN NUMBER: 0028-0208
USPS PUBLICATION NUMBER:
374-300

THE KAY PUBLISHING
COMPANY

6509 Hudspeth Rd., P.O. Box
1210, Harrisburg, NC 28075-1210

Phone: (704) 455-2531
Fax: (704) 455-2605
Web site:

nationalspeedsportnews.com

Preferred periodicals postage
paid USPS, Springfield, VA
22150 and at other offices.

National Speed Sport News
is published weekly. Publication
is suspended first and last
weeks of the year (50 issues).

© Copyright 2008
Kay Publishing Company Inc.

Postmaster: Send change
of address to National Speed
Sport News, P.O. Box 1210,
Harrisburg, NC 28075-1210

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The
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Dog-Tracking Is Nothing New

ST. BONIFACIUS, MINN.

Think back to your carefree youth and you will probably remember when you threw a stick for the family pooch to fetch, he ran a little sideways, his rear feet not tracking with the front.

And when you saw a car on the road with the rear end knocked out of alignment so that it ran a bit sideways, you said it was “dog-tracking.”

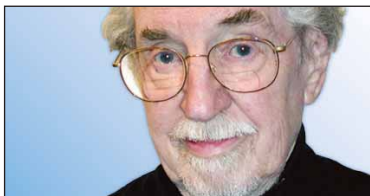
NASCAR Cup cars got some attention recently when it was observed that some of the infamous Cars of Tomorrow were running conspicuously catty-wampus, taking a sort of sideways tack on the track—in other words, dog-tracking. There was some mild panic and whining from a few teams that were afraid someone had discovered a new speed secret, so NASCAR put a limit on the amount of right-side wheelbase adjustment teams could use.

But this was no new speed secret. It was just another instance of ingenious home-brewed short-track “technology” finding its way to the big leagues. There’s been a lot of that going on as NASCAR teams—most of which privately consider the CoT to have the handling characteristics of a brick—look for ways to make it work. The wheelbase adjustment is a good example.

An ESPN.com writer recently reported that Jeff Gordon (in his apparent new role as self-appointed competition cop) complained to NASCAR about excessive right-side wheelbase adjustment, which the ESPN writer thought was—in his words—“to create more side force heading into the turns.”

Gordon is quoted as saying, “It makes the cars drive so terrible [and] doesn’t really help us in any way...” A strange comment from someone getting consistently outrun by those cars that drive so terrible. It tells you that Gordon and his team need to do a lot more homework on the idea of wheelbase adjustment.

CYNIC IN THE STANDS



STEW REAMER

OK, what is wheelbase adjustment, and why and how does it work? It is simply turning or cocking the car’s rear end slightly to lengthen the outside wheelbase. This makes the car run a little sideways, like your boyhood pooch. The increased wheelbase also compensates for the fact that a race car’s outside wheels travel a slight-

ly longer distance because they are higher on the track.

With the correct tires, caster and camber adjustments, the “adjusted” car will pull to the inside and drive itself into the corners. They’ve been doing it on the short tracks for decades.

Thinking about the dog-tracking “mystery” recalled our days of announcing and watching racing on the short paved tracks in the Chicago area in the early 1950s. In those days the rules were loose and drivers and car builders were free to apply their ingenuity to all sorts of imaginative experimentation.

We remember watching events at Raceway Park in Blue Island and marveling at their creativity. Some cars had right-front wheels laid down with such extreme camber that it looked like the suspension had collapsed. Others made huge cars like Buick eights or oddballs like Nashes and Packards work on the short tracks. A few were experimenting with wheelbase adjustment, and it was refined and became common practice through the ‘60s, ‘70s and onward.

We find it fascinating—not to mention ironic—that racing’s top attraction has developed and mandated a cloned car that is apparently so evil that teams are reaching back into short tracking’s bag of tricks to find ways to make it work.

If they complain, they are told how lucky they are and to shut up and drive. NASCAR homers like Gordon and Dale Earnhardt, Jr. parrot the company line. Tony Stewart seems to be the only one to tell it like it is.

Miller Reunion A Fine Event

MILWAUKEE

The Millers at Milwaukee, Vintage Indy Car event is one of racing’s best-kept secrets. The Harry A. Miller Club hosts the event held annually in July at The Milwaukee Mile. The club was founded to honor the achievements of the distinguished engine and race-car designer Harry A. Miller and features notable race cars built before 1966.

The 14th annual event was held recently and featured 39 cars from 26 entrants ranging from the 1912 Mercer to a dozen Indy Car roadsters. Additional classic vehicles including several midgets, sprint cars and hot rods were on display in the paddock area along with vendors selling antique race parts.

Yes, the event is about the cars, but if it was just to see them run and look at them. It’s a short event. It’s about talking to participants from the ‘40s and ‘50s, hearing their stories and understanding the history of the sport, that makes it a day-long event. It’s great to see legendary Indy-car mechanic A.J. Watson working on a roadster, as well as many open-wheel drivers walking around from the pre-1966 era of open-wheel racing.

It is a great father-son outing as many duos can be seen through the pit area, reminding me of the many generations of true race fans we have in the country. Those at the event have a true respect for the sport’s history. In today’s world, it’s about today and tomorrow not yesterday, that is why the Miller is such a refreshing event.

I personally never saw roadsters race, except on tape and in pictures, but to see five of them speed down the front stretch four-car lengths apart, I now know what I missed from the era. It was great to see current midget drivers Matt Smith and Dan Mecum both take laps in a 1937 Sparks-Throne Indy Car, and later that evening race in a Badger Midget Series event. Seeing drivers and mechanics reunited with

WITHOUT WINGS



BRYAN GAPINSKI

their former cars is always interesting. Standout midget driver Frank Burany saw the Marchese/Wilke Midget he drove to countless feature wins for the first time in more than 40 years.

The best story I heard at this year’s event came from former midget driver Chuck Zunker, as the Jack McGrath’s Hinkle Spl.

Indy Car drove by a group of people in the pits.

“It was 1955, I jumped the fence in the infield for the Indy car race. I was 14 years old at the time. McGrath was alone and starting to unload the car, I got in it and steered it off the open trailer and then helped him for a while before being chased out of the pits. After the races, McGrath bought me a hot dog. He was my hero. I was crushed when I read about his death a few months later at Phoenix.”

It’s stories like this from Zunker and others that make the Miller event unique.

Everyone in attendance at the event should thank founder David Uihlein for forming the Miller event. Last year, automobile dealer/auctioneer Dana Mecum took over as president of the group.

The event means different things to different people. Twenty-five years ago, I admit I wouldn’t have appreciated this event as much as I do today. On the flip side, the event can also be “difficult” on someone like myself, to see many of the drivers and those in the sport. I first met growing up, now gray and getting older. It’s just the cycle of life. Hopefully, 30 years from now I’ll be the old guy walking around with a cane at the event, still writing my NSSN column.

I’m not saying everyone needs to rush to next year’s Miller event, but if you like cars, drivers and stories from this era, mark it down as a must attend event in 2009, to use the worn out MasterCard commercial slogan: admission to Miller \$25, memories: priceless!

Parker Bohn Was One Of Modified Racing’s Greats

VALLEY STREAM, N.Y.

Modified stock-car racing’s “salad” days were the 1950s and ‘60s. At that time, no other type of racing put on as many races. The state of New Jersey, while one of the smaller in size, had many race tracks in those days.

A lot of great drivers raced during that era. One was Parker Bohn. Two weeks ago, Bohn died at age 90.

He began to race when stock-car racing was becoming very popular in 1950. Bohn was already 32 years old. His career started at Long Branch Speedway, but he raced all over the Garden State. He raced mostly at Old Bridge and Wall Stadium.

The Freehold, N.J., ace was a success when 1963 brought a change in his career: Carl Van Horn had been

driving Tom Skinner’s unique coupe with a GMC six-banger under the hood. He gave up the ride when he turned his attention to opening Harmony Speedway. Skinner decided to run the 659 (the origin for the number came from the Gates belt part number that kept breaking) on asphalt.

Bohn got the ride and drove it almost exclusively for the rest of his career. Many drivers have told me it takes a special talent to drive a six-cylinder-powered race car. They torque quickly and peak suddenly. It was a perfect match. Bohn really drove that car.

The car was always part of the show. It had a loud roar. It had a huge exhaust pipe, which many called a “mustache burner.” Some have said

RACING JOURNAL



GARY LONDON

that riding several laps close behind Bohn could make one ill. The heat actually burned some rivals’ pony tire.

For years it ran as a sportsman car, which meant it started in front of most modifieds. Bohn knew how to stay in front of the faster V-8s.

He won races and championships with the Chevy coupe. Bohn especially enjoyed beating Don House’s XL-1, which often had more than 500 cubic inches for power under the hood.

In 1970, Skinner added fuel injection to the car, making it a modified. Bohn had one of his best years, waltzing away with the championship at Wall.

Known for his feistiness, he was a nice man to talk to. In the mid-60s, I sent questionnaires to several drivers. Bohn sent me the most complete response, and I got a nice column out of it.

He hung up his helmet in the late ‘70s, but remained a fixture in the pits, watching his son Eddie become a winning modified driver.

The biggest star of the family turned out to be his grandson, Parker III. PB 3, as he is called, is a hall of fame professional bowler. He ranks fourth in tournaments won and has thrown more perfect 300 games (88) than any pro bowler in history.

It’s always sad to lose someone, but there is little reason to feel sorrowful. Parker Bohn lived a long and fruitful life and had a large close-knit family and friends. He’ll be missed. Happily, ole 659 has been restored which helps maintain many memories we all have of Parker Bohn.

Fielding gripes about griping at 25 Emerson Place Valley Stream, N.Y. 11580. E-mail to Racewri771@AOL.com.

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STEVE ETHERINGTON PHOTO

DAMAGED GOODS: One of the Toyota Formula One cars is removed from the circuit after an accident during the Grand Prix of Germany.

Sauber Curbs KERS System

By DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — BMW Sauber abandoned testing of its Kinetic Energy Recovery System after one of its mechanics suffered an electric shock. The team had previously done extensive dyno testing with the system, and then had a successful shake-down at the Miramas track.

The first full-track test was supposed to take place at Jerez last week. After the installation lap, **Christian Klien** brought the car back to the pits where the mechanic tumbled to the ground after putting his hands on it.

The mechanic suffered slight injuries to his left hand and grazing on his left arm, but later complained of dizziness and spent the night in a hospital for further observation.

"He was subsequently released by the doctors who were happy with the results of their tests," the team said in a statement.

Following the fire alarms going off at the Red Bull factory when a KERS battery failed and let off steam, the BMW incident emphasizes the fact that the KERS systems need more development to improve their overall safety.

■ Toyota's **Timo Glock** tested at Jerez just four days after his huge accident in the German GP. "I've made a full recovery from my accident and I feel fine," he said.

■ Eleven drivers from eight teams have had podium finishes this year. The drivers from Force India and Toro Rosso have yet to spray the champagne.

■ When **Kimi Raikkonen** didn't set the fastest race lap in the German GP, it meant that he failed to tie **Alberto**

Ascari's record of six-consecutive fastest race laps set over the 1952 and 1953 seasons.

■ Although a British judge ruled there was no Nazi theme to **Max Mosley's** private sex saga, three-time World Champion **Jackie Stewart** has again called for Mosley to resign.

■ Plans for a Grand Prix of India are on track.

"The CEO of one of India's biggest banks...confirmed to me that they sanctioned a facility for the development of the Indian track [and] that he has actually bought the land, and on October 1st, construction of a brand new track will begin," Force India owner **Vijay Mallya** said. "I feel very confident to be able to say to you that there will be a brand new track and that we will have our first Grand Prix in 2010. It's just outside New Delhi."

■ **Mark Webber** topped the times on day three of the four days of testing at Jerez. The Red Bull family was quick at the test with **Sebastian Vettel** setting the best laps on days one and two in his Toro Rosso Ferrari. **Heikki Kovalainen** was fastest on the final day in his McLaren Mercedes.

■ McLaren's long-serving team manager **Davey Ryan** has been promoted to sporting director. He has been with the team since 1974. "He has played a central role in developing the race team into what it is today," said McLaren's **Martin Whitmarsh** said.

■ The upcoming race in Budapest is a favorite of **Robert Kubica's**.

"For sure we can expect a lot of Polish fans in Budapest," he said. "The Hungarian Grand Prix is the closest race to my home country, so in some way it is my home race. The Hungaroring is the track where I had my first F-1 race in 2006. As a driver,

you always have a special relationship with the track where you had your first Grand Prix."

■ Mercedes-Benz is the first engine manufacturer this season to have its engines closely checked by the FIA. The random inspections are done to ensure that the teams are adhering to the rules that freeze on engine development.

■ **Mark Webber** says that the current safety car rules are ridiculous. Drivers who pit while the safety-car is out but before pit lane is declared "open" get penalized. And who pits when, if at all, during a safety car period turns strategy into a lottery.

"The safety car threw up a bizarre result and I think the rules are a joke," Webber told the BBC after the German Grand Prix. "I was happy for Renault's **Nelson Piquet** that he finished second, given the start to the season he has had, but F-1 is more professional and better than the rules we have for the safety car at the moment."

Piquet pitted only once and not when the safety car was on track.

"It looks very amateurish when the guy who nearly wins the race starts 17th and only overtakes one car, **Kazuki Nakajima's** Williams, because he spun," Webber said. "For me, that is not what F-1 is all about."

■ With two-consecutive victories, **Lewis Hamilton** is edging ahead in the championship chase. He plans to continue the momentum, but not change his approach in this weekend's Hungarian Grand Prix.

"I haven't changed my style. It seems to work for me, and I enjoy pushing hard to achieve a good result," he said. "That's when I feel I am operating at my maximum, and it's potentially dangerous to start thinking about changing your approach at this point in the season."

Max Mosley Wins London Lawsuit

By DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — Embattled and embarrassed FIA President Max Mosley won his lawsuit against *News of the World*, the British tabloid that broke the story about him participating in an S&M sex orgy with five sex workers in a London apartment.

Justice David Eady ruled that the newspaper

invaded Mosley's privacy, and Eady also stated that contrary to the newspaper's headline, there was no Nazi theme involved.

Mosley, who says that the newspaper has ruined his life, released a statement after the ruling.

"This judgment has nailed the Nazi lie upon which *News of the World* sought to justify their disgraceful intrusion into my private life," Mosley said. "By law, we are all entitled to have our privacy respected. *News of the World* invaded my privacy, dreamt up the most offensive headline possible, and decided I should not be contacted before publication to prevent me asking the court for the injunction I would have been entitled to."

Eady ordered *News of the World* to pay Mosley \$120,000. While the amount is not large by the standards set by lawsuits in the U.S., it was a record amount for Great Britain. The newspaper will also have to pay Mosley's legal fees estimated to be

about \$1 million.

Mosley did not receive the exemplary damages he was seeking. Eady said Mosley should have been more careful about his private life.

"To the casual observer therefore, and especially with the benefit of hindsight, it might seem that the claimant's behavior was reckless and almost self-destructive," Eady said. "This does not excuse the intrusion into his privacy, but it might be a relevant factor to take into account when assessing causal responsibility for what happened. It is part and parcel of human dignity that one must take at least some responsibility for one's own actions."

Mosley will donate the money to the FIA road-safety campaign.

Mosley will now sue the newspaper for libel. And he may also sue news outlets in Europe that published embarrassing photos of him.

"I feel very strongly that some newspapers literally ruin people's lives and more has to be done to stop this," Mosley said in an interview with the *Sunday Telegraph*.

Meanwhile, "Woman E," whom the paper paid \$24,000 to secretly film the orgy, has apologized.

"No money is worth the sort of trouble and anguish it's caused everybody," she told *Sky News*. "I have been stupid and naive, and I wish I'd never done it."

JUSTICE DAVID EADY

"To the casual observer therefore, and especially with the benefit of hindsight, it might seem that the claimant's behavior was reckless and almost self-destructive."

F-1 NOTES

Monticello: Play Only, No Racing

MONTICELLO, N.Y. — The newest in an ever-increasing array of country club-type road courses, Monticello Motor Club, was formally announced at its hilltop site in the foothills of the Catskill Mountains Sunday.

On 650 acres atop rolling hills here, a 22-turn, 4.1-mile road course has been installed for member-only use. The course, located only 90 miles from New York City, has been created. It incorporates 12 distinct configurations including more than 1.5 miles of straightaway and has 450 feet of elevation change.

Designed by celebrated British road-racing driver Brian Redman, who

with Mario Andretti, led a parade of first-day visitors around the track, Redman in a 908 Porsche racing sports car with Andretti in a Cosworth-engined John Player Lotus, strongly reminiscent of one in which he gained the pole position for the U.S. Grand Prix at Watkins Glen in his first Formula One drive. Dozens of members-to-be followed in their pleasure cars.

Currently under construction is a 12-car garage with spectator amenities above; a 20,000 square-foot members pavilion; glass timing tower; café and hot-pit garages.

No mention was made for the conduct of professional races on the circuit. Apparently, it will be reserved for member use only. For membership information, call (845) 468-7083.

Hurley Arrives On Jet Set

PORTLAND, Ore. — Josh Hurley had won both previous VW Jetta TDI Cup poles, but Sunday he won the race at Portland Int'l Raceway, part of the Mazda Grand Prix of Portland. Starting second, Hurley finished

ahead of Liam Kenney in second and David Jurca completing the podium.

The finish:
Josh Hurley, Liam Kenney, David Jurca, Chris Castagna, Chris Holman, Andy Lee, Gary Williams, Jr., Timmy Megenier, Caleb Kenney, Nick Mancuso, Wyatt Dallenbach, Derek Jones, Taylor Broekemeier, Andrew Cordeiro, Michael DeNino, Chris Kuenning, Juan Pablo Sierra Lendle, John Shim, Adam Crepin, Adam Love, Chad Brassfield, David Richert, Ryan Buetzer, Evan Pfluck, Noah Arundel, Mark Pombo, Jake Dallenbach, Adam Kretschmer, David Heinz, Jimmy Underhill.

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Darland Tames Terre Haute

By **MIKE O'LEARY**
NSSN CORRESPONDENT

TERRE HAUTE, Ind. — Taming a track that proved as treacherous as it was fast, Dave Darland captured the First Financial Bank Sumar 100 for the USAC K & N Silver Crown Series at the Terre Haute Action Track.

The fastest qualifier, Darland led 68 laps and was followed by Jerry Coons, Jr., Shane Cottle, Brian

Tyler, Mat Neely and Levi Jones.

Darland allowed that simply winning the Sumar 100 was important.

"I never have won this," said Darland, who posted his 12th-career Silver Crown triumph. "We've been close a lot of times, had a good race car here, but I've just never had the luck to go along with it to survive the whole 100 laps. It's good to come back to Terre Haute; it's a famous old place. I just wish the guard rail was still up."

Darland's Jarvis Enterprises-Plastic Express Beast, fielded by Galen Fox's Foxco Motorsports, led the first 11 laps from the pole. Coons applied continuous pressure, getting under Darland on a lap-seven restart, only to have Darland charge back using the outside line. On the 12th circuit, Coons made the pass stick.

Levi Jones found the top line to his liking and while Darland experiment-



Dave Darland

ed with different parts of the track, took over second.

"I led while I was on the bottom," Coons explained. "I told my spotter that the bottom's going to go away and the top's going to come back — just let me know when the top comes back. I knew it wasn't going to last down there."

Darland followed Jones past Coons and for the next dozen laps worked him furiously, battling low and high, running through the turns side by side.

"I was just getting a better run off of turn two than he was and also getting out of turn four a little better, too. I was getting good runs and I was able

to slide him. The first time I did, the yellow came out and I had to go back behind him," Darland pointed out.

A lap after the restart, he dove to the bottom as they went into turn three, sliding up in front of Jones in four.

While Darland led easily, opening a three-second lead over Coons, the fast line around the top became thinner. On lap 93, Darland slipped over the top of turn four and bounced off the wall, turning completely sideways before catching the car and accelerating away.

In the closing laps, Darland settled into a dozen car-length advantage at the finish.

"I'm not perfect," Darland admitted. "Once I got a good rhythm going, I tried to hit the same spots most laps. I was able to pull it off most times, but when I got into lapped cars, it made it dusty on top and I couldn't really see."

The summary:

Qualifications: 1. Dave Darland, Foxco 56, 21.663; 2. Tracy Hines, Stewart 22, 21.715; 3. Jerry Coons, Jr., RW 27, 21.732; 4. Jon Stanbrough, Baldwin 5, 21.745; 5. Shane Hollingsworth, Nolen 20, 21.870; 6. Levi Jones, Stewart 10, 21.907; 7. Ricky Stenhouse, Jr., Edwards/RE 199, 21.997; 8. Tyler Walker, RFMS 32, 22.061; 9. Chris Windom, Dooling 03, 22.076; 10. Bud Kaeding, BK 29, 22.117; 11. Shane Cottle, Contos 4, 22.187; 12. Cole Whitt, Hartenstine 65, 22.251; 13. Brian Tyler, Team Six-R 21, 22.282; 14. Darren Hagen, DDK 92, 22.381; 15. Jesse Hockett, Pierson 28, 22.572; 16. Kevin Huntley, SC 97, 22.970; 17. Mat Neely, RW 17, 23.026; 18. Craig Dori, Shoestring 38, 23.215; 19. Russ Gamester, Gamester 51, 23.617; 20. Chris Urish, Urish 77, 23.700; 21. Tom Capie, Capie 153, 23.791; 22. Patrick Bruns, Foster 81, 24.522; 23. Rex Norris III, Norris 163, 29.829; 24. Dustin Morgan, M & M 93, no time.

Feature (100 laps): Darland, Coons, Cottle, Tyler, Neely, Jones, Hockett, Capie, Urish, Bruns, Gamester, Dori, Huntley, Hollingsworth, Norris, Kaeding, Hagen, Stanbrough, Walker, Whitt, Stenhouse, Hines, Windom.



DAVID E. HEITHAUS PHOTO

THE FIRST ONE: Chuck Gurney, Jr. posted his first USAC National midget victory Thursday at O'Reilly Raceway Park at Indianapolis.

Gurney Breaks Through In ORP Midget Battle

By **BRYAN GAPINSKI**

CLERMONT, Ind. — Third-generation driver Chuck Gurney, Jr. scored the biggest victory of his career, winning the 30-lap USAC Mopar National Midget Series feature Thursday night at O'Reilly Raceway Park.

The event was the second in the three-race MIDGETS Toyota Challenge Racing Classic.

Gurney received his first advantage of the race when cars were being pushed off for the start. Fast-qualifier Bobby East's car failed to fire, moving Gurney to the pole. At the start, Gurney quickly moved into the lead followed by Darren Hagen and Levi Jones. The caution appeared on laps seven and eight when Jason Leffler and Dave Darland each stopped on the track with mechanical problems.

On the restart, point-leader Tracy Hines, running fourth, hit the wall. Attention shifted from the track to the pit area as Hines returned the car to the pits for repairs. The Tony Stewart crew quickly changed the right rear tire. USAC officials gave the one-lap to restart signal. Debate over whether Hines's car was ready for push-off, before the signal was given ensued. Car owner Tony Stewart in attendance had a "loud, heated" discussion with a USAC official, but Hines was not allowed to restart.

USAC announced Monday (July 28) that it fined Stewart \$10,000.

Gurney held a 1.5-second lead over Hagen, Bobby Santos III and Kasey Kahne at the midway point. Kahne, who started eighth, passed Santos for third on lap 26. Gurney appeared headed for an

easy victory when Brad Sweet stalled on the track, setting up a three-lap shootout.

Gurney, driving the Gurney Racing Beast-Fontana No. 51, was flawless on the restart, finishing four car lengths ahead of Kahne.

Santos, Jones and Billy Wease, who started 18th, completed the top five.

East holds a three-point lead over Hines heading into this weekend's Speedway Motors Belleville Midget Nationals.

The summary:

Qualifications: 1. Bobby East, Klatt 4, 20.720; 2. Chuck Gurney, Jr., Gurney 151, 20.855; 3. Darren Hagen, Kunz 67, 20.926; 4. Kody Swanson, Nine Racing 19, 20.975; 5. Bobby Santos III, Western Speed 45, 20.976; 6. Cole Carter, Carter 7, 20.977; 7. Levi Jones, Stewart 20, 21.006; 8. Bradley Galegridge, Galegridge 29, 21.019; 9. Dakota Armstrong, Kunz 67x, 21.022; 10. Parker Klingerman, Perona/Cunningham 44, 21.023; 11. Kevin Swindell, Pedregon 75, 21.037; 12. Chris Windom, Windom 17, 21.038; 13. Zach Schiff, East 5, 21.082; 14. Brady Bacon, Kahne 99, 21.087; 15. Jason Leffler, Leffler 71x, 21.114; 16. Tracy Hines, Stewart 21, 21.117; 17. Dave Darland, Nine Racing 9, 21.141; 18. Billy Wease, Western Speed 80, 21.150; 19. Brent Beauchamp, Beauchamp 112, 21.154; 20. Brian Olson, Olson 77, 21.156; 21. Brad Sweet, Kahne 49, 21.169; 22. Alfred Galegridge, Jr., Galegridge 26, 21.181; 23. Ricky Ehrigott, Rev 1 8, 21.199; 24. Kasey Kahne, Kahne 199, 21.202; 25. Cole Whitt, Kunz 71, 21.234; 26. Bryan Clauson, Clauson 47, 21.251; 27. Stephanie Mockler, East 6, 21.303; 28. Dan Drinan, Daum 33d, 21.308; 29. Justin Overfelt, Zephyr 78, 21.313; 30. Jerry Coons, Jr., Wilke 11, 21.320; 31. Mario Marietta, Marietta 85, 21.336; 32. Adam Kramer, Kramer 2, 21.363; 33. Shane Hmiel, RFMS 32, 21.365; 34. James Robertson, Steele 3, 21.378; 35. Ryan Kaplan, Clauson 27, 21.449; 36. Chad Boat, Boat 30, 21.470; 37. Dave Steele, Nine Racing 91, 21.551; 38. Slade Miller, Miller 16, 21.571; 39. Mario Clouser, MCM 06, 21.732; 40. Danielle Dickson, Perona/Cunningham 54, 21.743; 41. Jim Anderson, Guess 36, 22.040; 42. Mark Overpeck, Overpeck 21m, 22.906; 43. Caitlin Shaw, Shaw 89, no time; 44. Mike Murgotio, Murgotio 10, no time; 45. Kevin Studley, Studley 57, no time.

First Heat (8 laps): East, Santos, Armstrong, Schiff, Sweet, Steele, Darland, Hmiel, Anderson, Whitt, Overfelt.

Second Heat (8 laps): Gurney, Carter, Klingerman, Clauson, Coons, Wease, Miller, Overpeck, Robertson, A. Galegridge, Bacon.

Third Heat (8 laps): Jones, Hagen, Swindell, Leffler, Ehrigott, Marietta, Beauchamp, Mockler, Murgotio, Kaplan, Clouser.

Fourth Heat (8 laps): Hines, Kahne, Windom, B. Galegridge, Olson, Kramer, Boat, Drinan, Dickson, Swanson.

First Semi (8 laps): Swanson, Darland, Steele, Murgotio, Sweet, Mockler, Anderson, Beauchamp, Clouser, Ehrigott, Marietta, Hmiel, Kaplan.

Second Semi (8 laps): Wease, Bacon, Olson, Whitt, Coons, Kramer, Miller, A. Galegridge, Dickson, Overpeck, Boat, Drinan, Robertson.

Feature (30 laps): Gurney, Kahne, Santos, Jones, Wease, Carter, Schiff, Swindell, Swanson, Armstrong, Whitt, Windom, Bacon, Clauson, Olson, Steele, Sweet, Hagen, Leffler, Galegridge, Klingerman, Hines, Darland, East.

East Flawless In Backup Car at ORP

By **BRYAN GAPINSKI**

CLERMONT, Ind. — Bobby East completely dominated the 100-lap USAC K & N Filters/Optima Batteries Silver Crown race at O'Reilly Raceway Park Thursday night, scoring a half-lap victory over Daytona 500 winner Ryan Newman.

The victory capped off a tough day for the 23-year-old, who resides only a few miles away from the track.

East's primary Silver Crown car suffered engine problems in practice, forcing the Klatt Enterprises team to use their backup car. East was also the fastest qualifier in the accompanying USAC Mopar National Midget Championship event, but failed to start the feature.

On the start, East moved into the lead over fast-qualifier Shane Hmiel. Newman passed Hmiel for second on lap five. By lap 15, East opened up a 2.3-second advantage over Newman.

Seven laps later, East began lapping the tail of the field. East increased his lead to nearly four seconds over Newman, when the event's second and final caution appeared when Zach Schiff and Mario Marietta tangled on lap 45.

Due to East's blistering pace only six cars remained on the lead lap. On the restart, East continued to increase his lead each lap. East held a straightaway lead, when he began lapping traffic again on lap 70.

East, driving the Klatt Enterprises Ford Racing/The Car Lot No. 6, finished 10.91 seconds ahead of Newman.

"Our backup car was flawless," East



DAVID HEITHAUS PHOTO

FORD POWER: Bobby East (6) works under Ricky Stenhouse, Jr. Thursday night at O'Reilly Raceway Park during the USAC Silver Crown event.

said. "It freed up after the caution, and I could drive it even faster the second half of the race."

The event was the first for the traditional Silver Crown cars at the track since the Aug. 4, 2005, event that was also won by East.

Chet Fillip and Dave Darland were the only other drivers to complete the full distance. Jerry Coons, Jr. finished fifth and increased his series point lead to 23 over Levi Jones.

The summary:

Qualifications: 1. Shane Hmiel, RW 17, 21.197; 2. Bobby East, Klatt 6, 21.206; 3. Ryan Newman, DDK 192, 21.308; 4. Chet Fillip, Advanced Racing 177, 21.425; 5. Eric Gordon, Boca/Bowman 2, 21.444; 6. Levi Jones, Stewart 10, 21.525; 7. Tracy Hines, Stewart 22, 21.552; 8. Mike Murgotio, Team Six-R 19, 21.553; 9. Jerry Coons, Jr., RW 27, 21.575; 10. Shane Cottle, Contos 4, 21.575; 11. Aaron Pierce, Pierce 26, 21.615; 12. Wayne Reutimann, Jr., Boca/Bowman 11, 21.620; 13. A.J. Fike, RFMS 32, 21.635; 14. Brian Tyler, Team Six-R 21, 21.679; 15. Mario Marietta, Beach 15, 21.691; 16. Zach Schiff, East 3, 21.739; 17. Dave Darland, DDK 92, 21.767; 18. Shane Hollingsworth, Nolen 20, 21.816; 19. Ryan Smith, S & S 155, 21.850; 20. Jacob Wilson, Wilson 07, 21.853; 21. Steve Arpin, Edwards/RE 35, 21.870; 22. Brad Armstrong, Armstrong 08, 22.013; 23. Cameron Dodson, Patemoster 47, 22.168; 24. Ricky Stenhouse, Jr., Edwards/RE 199, 22.209; 25. Michael Annett, TMC 121, 22.407; 26. Tom Capie, Capie 153, 22.562.

Feature (100 laps): East, Newman, Fillip, Darland, Coons, Pierce, Jones, Fike, Reutimann, Murgotio, Tyler, Gordon, Wilson, Hmiel, Hines, Arpin, Stenhouse, Annett, Armstrong, Smith, Schiff, Marietta, Hollingsworth, Capie, Dodson, Cottle.



Bobby East

CURB RECORDS POINTS PAGE

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Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car
Top 5/Busch Grand National
Championship



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



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LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	3,004
2. Dale Earnhardt, Jr.	2,751
3. Jeff Burton	2,733
4. Jimmie Johnson	2,689
5. Carl Edwards	2,684
6. Jeff Gordon	2,544
7. Greg Biffle	2,460
8. Denny Hamlin	2,453
9. Kasey Kahne	2,441
10. Tony Stewart	2,399
11. Matt Kenseth	2,366
12. Clint Bowyer	2,362
13. Kevin Harvick	2,360
14. David Ragan	2,306
15. Brian Vickers	2,230
16. Ryan Newman	2,218
17. Martin Truex, Jr.	2,146
18. Kurt Busch	2,081
19. Bobby Labonte	2,020
20. Jamie McMurray	1,973

Nationwide

1. Clint Bowyer	3,216
2. Brad Keselowski	3,043
3. Carl Edwards	3,036
4. David Reutimann	2,926
5. David Ragan	2,885
6. Mike Bliss	2,838
7. Kyle Busch	2,828
8. Mike Wallace	2,618
9. David Stremme	2,587
10. Jason Keller	2,534

Craftsman Truck

1. Johnny Benson	2,071
2. Ron Hornaday, Jr.	2,056
3. Matt Crafton	2,040
4. Rick Crawford	1,916
5. Mike Skinner	1,914
6. Todd Bodine	1,867
7. Erik Darnell	1,846
8. Terry Cook	1,825
9. Jack Sprague	1,787
10. David Starr	1,749

IndyCar Series

1. Scott Dixon	505
2. Helio Castroneves	440
3. Dan Wheldon	390
4. Tony Kanaan	387
5. Ryan Briscoe	324
6. Danica Patrick	296
7. Hideki Mutoh	286
8. Oriol Servia	280
9. Ryan Hunter-Reay	276
9. Marco Andretti	276

Indy Lights

1. Richard Antinucci	376
2. Raphael Matos	375
3. Ana Beatriz	332
4. J.R. Hildebrand	325
5. Arie Luyendyk, Jr.	316
6. Dillon Battistini	299
7. Jeff Simmons	278
8. Pablo Donoso	259

Formula One

9. Logan Gomez	251
10. Andrew Prendeville	247

Formula One

1. Lewis Hamilton	58
2. Felipe Massa	54
3. Kimi Raikkonen	51
4. Robert Kubica	48
5. Nick Heidfeld	41
6. Heikki Kovalainen	28
7. Jarno Trulli	20
8. Mark Webber	18
9. Fernando Alonso	13
10. Rubens Barrichello	11

WoO Sprints

1. Donny Schatz	5,066
2. Jason Meyers	4,915
3. Craig Dollansky	4,818
4. Joey Saldana	4,804
5. Steve Kinser	4,657
6. Jac Haudenschild	4,579
7. Kerry Madsen	4,474
8. Chad Kamenah	4,450
9. Shane Stewart	4,323
10. Daryn Pittman	4,313

WoO Late Models

1. Darrell Lanigan	4,141
2. Josh Richards	4,015
3. Steve Francis	3,999
4. Shane Clanton	3,967
5. Chub Frank	3,943
6. Shannon Babb	3,923
7. Clint Smith	3,903
7. Rick Eckert	3,903
9. Tim Fuller	3,722
10. John Blankenship	3,576

NHRA Top Fuel

1. Tony Schumacher	1,414
2. Antron Brown	1,018
3. Larry Dixon	953
4. Rod Fuller	905
5. Cory McClenathan	891
6. Brandon Bernstein	890
7. Hillary Will	843
8. Doug Herbert	773
9. Dave Grubnic	651
10. Doug Kalitta	629

NHRA Funny Car

1. Tim Wilkerson	1,082
2. Robert Hight	933
3. Tony Pedregon	899
4. Ashley Force	830
5. Cruz Pedregon	828
6. Gary Densham	796
7. Ron Capps	757
8. John Force	740
9. Mike Neff	686
10. Jack Beckman	632

NHRA Pro Stock

1. Greg Anderson	1,106
2. Jason Line	1,000
3. Kurt Johnson	991

NASCAR West

1. Eric Holmes	1,506
2. Jason Bowles	1,425
3. Jeff Barkshire	1,372
4. Mike David	1,341
5. Jim Inglebright	1,324
6. Austin Cameron	1,254
7. Moses Smith	1,230
8. Johnny Borneman	1,178
9. Mike Gallegos	1,177
10. Jim Warn	1,124

NHRA Motorcycle

1. Andrew Hines	762
2. Matt Smith	686
3. Chip Ellis	644
4. Chris Rivas	569
5. Matt Guidera	563
6. Eddie Krawiec	554
7. Angelle Sampey	478
8. Craig Treble	449
9. Steve Johnson	434
10. Hector Arana	408

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	2,855
2. Scott Speed	2,800
3. Frank Kimmel	2,755
4. Matt Carter	2,740
5. Justin Allgaier	2,615
6. Tom Hessert III	2,480
7. John Wes Townley	2,450
8. Tayler Malsam	2,390
9. Dexter Bean	2,320
10. Patrick Sheltra	2,245

Badger Midget

1. Mike Hess	1,212
2. Brandon Waelti	1,079
3. Scott Hutton	1,056
4. Jerry Coons, Jr.	944
5. Aaron Fiscus	803
6. Bubba Altig	762
7. Joe Wipperfurth	734
8. David Gough	733
9. Chad DeSelle	684
10. Davey Ray	673

National Midget Driver Of The Year

1. Brad Loyet	779
2. Dave Darland	647
3. Jerry Coons, Jr.	639
4. Bobby East	631
5. Mike Hess	569
6. Tracy Hines	545
7. Kody Swanson	460
8. Dakoda Armstrong	442
9. Cole Whitt	397
10. Brad Sweet	385

USAC Silver Crown Series

1. Jerry Coons, Jr.	194
2. Levi Jones	171
3. Dave Darland	153
4. Brian Tyler	142
5. Tracy Hines	136
6. Shane Cottle	135
7. Mat Neely	124

NASCAR West

8. Chet Fillip	117
9. Wayne Reutimann, Jr.	111
10. Shane Hollingsworth	102

NASCAR West

1. Eric Holmes	1,506
2. Jason Bowles	1,425
3. Jeff Barkshire	1,372
4. Mike David	1,341
5. Jim Inglebright	1,324
6. Austin Cameron	1,254
7. Moses Smith	1,230
8. Johnny Borneman	1,178
9. Mike Gallegos	1,177
10. Jim Warn	1,124

NeSmith Dirt LM

1. Chip Brindle	978
2. Larry Boutwell	894
3. Chris Tays	878
4. Scott Knowles	866
5. Jason Hiatt	830
6. Derrick Rainey	828
7. Eric Cooley	820
8. Hunter Peacock	804
9. Jeff Fields	768
10. Matthew Turner	744

USAC National Midget

1. Bobby East	492
2. Tracy Hines	489
3. Cole Whitt	454
4. Kody Swanson	446
5. Brad Sweet	416
6. Levi Jones	381
7. Darren Hagen	374
8. Brady Bacon	366
9. Dave Darland	349
10. Jerry Coons, Jr.	347

POWRi Midget

1. Brett Anderson	1,250
2. Brad Loyet	1,220
3. Mike Hess	1,180
4. Zach Daum	1,075
5. Derek King	1,055
6. Nick Knepper	860
7. Bubba Altig	805
8. Tyler Robbins	770
9. Tim Siner	700
10. Daniel Robinson	685

IRA Sprint Series

1. Bill Balog	1,641
2. Mike Reinke	1,603
3. Scotty Neitzel	1,598
4. Steve Meyer	1,539
5. John Haeni	1,461

CRA Super Series

1. Scott Hantz	722
2. Boris Jurkovic	737
3. Rick Turner	710
4. Aaron Pierce	657
5. Jason Dietsch	654
6. Jason Shively	651

Northern Pro Cup

1. Benny Gordon	910
2. Gary St. Amant	764
3. Derek Kale	758
4. Mikey Kile	745
5. Jeff Agnew	727
6. Jay Fogleman	700
7. Brandon Ward	693
8. Mike Hampton	654
9. Allen Purkhiser	650
10. Ray Love, Jr.	649

USAC National Sprint Car

1. Levi Jones	944
2. Jerry Coons, Jr.	897
3. Cole Whitt	840
4. Tracy Hines	838
5. Dave Darland	794
6. Shane Cottle	763
7. Brady Bacon	746
8. Darren Hagen	745
9. Damion Gardner	659
10. Brad Sweet	654

O'Reilly ASCoT

1. Jason Johnson	3,109
2. Gary Wright	3,018
3. Wayne Johnson	2,969
4. Zach Chappell	2,939
5. Garry Lee Maier	2,738
6. Eric Baldaccini	2,555
7. Nick Smith	2,444
8. Kenneth Walker	2,243
9. Travis Rilat	2,125
10. Gary Taylor	2,002

Sprints On Dirt

1. Brett Mann	1,892
2. Ben Rutan	1,880
3. Dain Naida	1,848
4. Tim Norman	1,770
5. Ryan Grubaugh	1,765
6. Gregg Dalman	1,628
7. Gary Fast	1,515
8. Joe Bares	1,509
9. Louie Caruffel	1,392
10. Dustin Daggett	1,374

ASCS Canyon

1. Jeremy Sherman	2,326
2. Charles Davis, Jr.	2,246
3. Nathan High	2,126
4. Mike Martin	2,124
5. R.J. Johnson	2,118
6. Josh Pelkey	2,090
7. Andrew Reinbold	2,037
8. Mike Leslie	2,032
9. Justin Fisher	2,013
10. Thomas Ogle	1,711

USAC W. Sprint

1. Tanner Swanson	481
2. Nick Rescino, Jr.	429
3. Eric Humphries	425
4. Jo Jo Helberg	410
5. Porter Smith	387
6. Greg Anderson	273
7. Chase Scott	261
8. Tony Hunt	249
9. Brian McClish	231
10. Snake Livemash	202

ASCS N. Plains

1. Lee Grosz	980
2. Eric Lutz	960
3. Dave Glennon	585
4. Jody Rosenboom	552
5. Jason Tostenson	510
6. Jack Dover	446
7. Clint Garner	422
8. Gordy Vogelaar	416
9. Gregg Bakker	410
10. Natalie Sather	394

ASCS Sooner

1. Brian McClelland	1,721
2. Kolt Walker	1,672
3. Joe Wood, Jr.	1,640
4. Gary Taylor	1,630
5. Matt Covington	1,562
6. Michael Brown	1,475
7. Justin Melton	1,424
8. Sherman Davis	1,169
9. Eric Baldaccini	975
10. Johnny Miller	833

BoB Super LM

1. Victor Lee	3,129
2. Tyrel Todd	2,555
3. Tim Tungate	2,432
4. David Webb	2,418
5. Eric Wells	2,275
6. Zach Carney	2,198
7. Larry Gray	2,139
8. Mike Jewell	1,840
9. Arnie Fields	1,799
10. Chris Combs	1,782

ASCS Patriot

1. Bryan Howland	1,632
2. Jared Zimbardi	1,568
3. Chris Muhleisen	1,492
4. Bubba Broderick	1,404
5. Scott Kreutter	1,279
6. Don Adamczyk	1,246
7. Chuck Hebing	1,222
8. Mike Stelter	1,170
9. Bobby Breen	1,168
10. Kyle Moffit	1,150



TIM MCGRAW

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



AUTOSTOCK PHOTO

BUSY DAY: A member of the No. 11 FedEx Office crew makes a tire run during Sunday's Allstate 400 at the Brickyard at Indianapolis Motor Speedway.

▶ IT'S BELLEVILLE TIME

The 31st annual Speedway Motors Belleville Nationals is scheduled for Friday and Saturday night at the historic Belleville (Kan.) High Banks half-mile dirt track.

Eddie Jackson won the first Belleville Nationals in 1978 and every summer since, the best midget racers from around the country have trekked to the small Kansas town.

Two-time and defending Belleville winner Jerry Coons, Jr. headlines this year's entry list, which also includes Tracy Hines, Brad Loyet, Brad Kuhn, Bobby East, Brady Bacon, Davey Ray and Michael Pickens among other top drivers and teams from across the country.



▶ BOOK OF THE WEEK

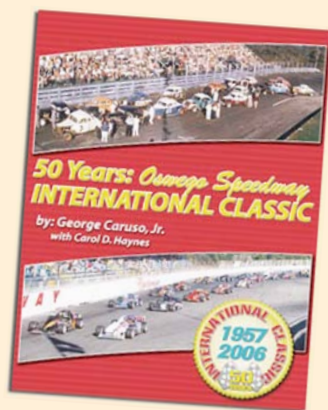
50 Years: Oswego Speedway International Classic

By George Caruso, Jr. with Carol D. Haynes
If you are a fan of supermodified racing and Oswego Speedway, this book is certainly for you.

Published in the fall of 2006, "50 Years: Oswego Speedway International Classic", gives readers an up close look at the first 50 runnings of the Oswego Classic supermodified race, which is held every Labor Day weekend.

The 440-page hard cover book includes quotes from race winners and a 32-page section feature full-color photographs of Oswego Classic memories.

\$.50. Published by Speedway Press, Inc. Available from coastal181.com.



▶ BY THE NUMBERS

2,663

laps led by **Kyle Busch** in NASCAR's top-three series this season



▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"How those folks maintain their sanity after months on the road is a mystery to me. In all honesty, I'm not sure I'm capable of spending more than half of the year away from home. Another tremendous grind is the UMP late model Summer Nationals, which this year featured 27 races in 31 days. Amazing!"

— Dave Argbright, July 21 blog

■ NSSN Senior Editor Mike Kerchner writes about Miracle's work at Ohio's Millstream Speedway.



JIM FEENEY PHOTO

WING DANCE: Chris Perley dances atop the wing on his Vic Miller-owned Supermodified after winning the prestigious Hy-Miler Nationals at Sandusky (Ohio) Speedway for the third time.

Thrice Is So Nice For Chris Perley

SANDUSKY, Ohio — Chris Perley joined Bentley Warren and Russ Wood as the only drivers to win three-straight Hy-Miler Nationals titles, winning the 31st-annual running of the 100-lap event Saturday at Sandusky Speedway.

ISMA

Friday-night winner Charlie Schultz, who finished second.

"My crew is great. We bent the car up last night, but my crew got it back for me," Perley said. "That's what I

count on. That's why the car goes so good; because these guys don't miss anything."

Mike Lichty, who led briefly early in the race before tangling with a lapped car and being sent to the rear of the field, charged back to a third-place finish.

The veteran Wood and Timmy Jedrzejek completed the top five.

The finish:

Chris Perley, Charlie Schultz, Mike Lichty, Russ Wood, Timmy Jedrzejek, Joe Gosek, Johnny Benson, Jr., Tim Ice, Vern Romanoski, Jon Henes, Mark Sammut, Bobby Dawson, Dave McKnight, Jr., Bobby Bond, Howie Page, Jeff Holbrook, Rob Summers, Dave Shullick, Sr., Dave Shullick, Jr., Jeff Abold, Moe Lijje, Kyle Edwards, Dave Trytek, Gene Lee Gibson, Bobby Haynes, Jr., Dave Mumaw.

Barkshire Captures First

MONROE, Wash. — Rookie Jeff Barkshire captured his first-career NASCAR Camping World Series West victory Saturday night at Evergreen Speedway.

NASCAR WEST

Eric Holmes has been the driver to beat this season in series competition, and that is exactly what Barkshire did, battling the former series champion for the win from start to finish.

As Barkshire worked through lapped traffic in the late stages of the event, he had a constant view of Holmes in his rear view mirror. Holmes captured the spotlight early — winning his fifth Coors Light Pole Award of the season, while setting a new track record of 100.280 miles per hour. Although he set the initial pace, Barkshire shot by on the outside, going down the backstretch on lap 16

as Holmes quickly slipped back to fifth.

Although Holmes did gain the lead back just before the midway break, Barkshire took command on lap 77 and remained out front to the finish. He crossed the finish line with a margin of victory of .509 second, to collect \$7,865.

Following Holmes across the line were Jason Bowles in third, Jeff Jefferson in fourth and Jim Inglebright completing the top five.

The finish:

Showing driver, car, laps completed, money won: 1. Jeff Barkshire, Dodge, 150, \$7,865; 2. Eric Holmes, Toyota, 150, \$5,500; 3. Jason Bowles, Ford, 150, \$3,500; 4. Jeff Jefferson, Chevrolet, 150, \$3,236; 5. Jim Inglebright, Chevrolet, 150, \$4,000; 6. Johnny Borneman, Ford, 150, \$2,250; 7. Moses Smith, Toyota, 150, \$2,150; 8. Jonathan Gomez, Chevrolet, 149, \$1,550; 9. Jim Warn, Chevrolet, 148, \$1,975; 10. Daryl Harr, Chevrolet, 146, \$1,950; 11. Mike David, Ford, 146, \$2,500; 12. Jason Patison, Ford, 145, \$1,875; 13. Mike Gallegos, Chevrolet, 144, \$1,850; 14. Austin Cameron, Toyota, 143, \$1,825; 15. Tony Toste, Chevrolet, 142, \$1,300; 16. David Mayhew, Chevrolet, 128, \$1,775; 17. Jamie Dick, Chevrolet, 71, \$1,750.

Schultz Nets ISMA Victory

SANDUSKY, Ohio — Charlie Schultz earned the first ISMA victory of his successful career in the familiar surroundings of Sandusky Speedway Friday night.

ISMA

Schultz, who had visited victory lane at Sandusky several times as an MSA competitor, took advantage of an early pileup that ended the hopes of then-leader Dave Shullick, Jr. and easily held on for the 40-lap win.

"This first ISMA win means a whole lot. It's really special," Schultz said. "You have guys here who are some of the best supermodified racers in the country. We've won races in MSA, but this means we've just stepped up our program enough to win some ISMA shows too."

Mike Lichty finished second ahead of Russ Wood in third. Dave Trytek was fourth and Vern Romanoski completed the top five.

The finish:

Charlie Schultz, Mike Lichty, Russ Wood, Dave Trytek, Vern Romanoski, Joe Gosek, Jon Henes, Timmy Jedrzejek, Tim Ice, Bobby Bond, Rob Summers, Dave Mumaw, Gene Lee Gibson, Bobby Hanes, Jr., Jeff Holbrook.

Kobyluck Again In NASCAR East

BEAVER FALLS, N.Y. — Series veteran Matt Kobyluck got the best of development drivers Trevor Bayne and Austin Dillon in the late stages of Saturday's Edge Hotel 150 at Adirondack Int'l Speedway en route to collecting his second-straight NASCAR Camping World Series East victory.

Kobyluck led just three laps in winning for the third time in six trips to the New York half-mile. His No. 40 Mohegan Sun Chevrolet was running third as Bayne and Dillon swapped the lead five times between laps 113 and 130.

Kobyluck got by Dillon, the 18-year-old Richard Childress Racing development driver, to grab second on a lap-136 restart. He got the jump on Bayne, a 17-year-old Dale Earnhardt, Inc. development driver, on a lap-148 restart. The race ended under caution following a multi-car accident in turn four of the white-flag lap.

Bayne held on for second, followed by Dillon. Eddie MacDonald and Jeffrey Eanhardt. The finish:

Showing driver, car, laps completed, money won: 1. Matt Kobyluck, Chevrolet, 150, \$8,000; 2. Trevor Bayne, Chevrolet, 150, \$4,615; 3. Austin Dillon, Chevrolet, 150, \$3,700; 4. Eddie MacDonald, Chevrolet, 150, \$4,500; 5. Jeffrey Eanhardt, Chevrolet, 150, \$2,500; 6. Jody Lavender, Ford, 150, \$2,250; 7. Ricky Carmichael, Chevrolet, 150, \$2,550; 8. Jesus Hernandez, Chevrolet, 150, \$2,550; 9. John Salemi, Chevrolet, 150, \$1,350; 10. Peyton Sellers, Chevrolet, 150, \$2,250; 11. Marc Davis, Toyota, 150, \$1,700; 12. Bryon Chew, Chevrolet, 150, \$2,670; 13. Max Dumarey, Chevrolet, 150, \$2,670; 14. Craig Goess, Toyota, 150, \$1,125; 15. Steve Park, Chevrolet, 150, \$1,550; 16. Ryan Duff, Chevrolet, 150, \$950; 17. Dustin Delaney, Chevrolet, 150, \$930; 18. Levi Arthur, Chevrolet, 150, \$920; 19. Scott Bouley, Chevrolet, 150, \$900; 20. Rogelio Lopez, Chevrolet, 150, \$1,400; 21. Jeff Anton, Chevrolet, 150, \$1,400; 22. Jamie Hayes, Chevrolet, 149, \$1,400; 23. Jonathan Smith, Dodge, 148, \$900; 24. James Pritchard, Dodge, 148, \$900; 25. Brian Ickler, Chevrolet, 120, \$1,400.



CHUCK GONZALEZ PHOTO

TURN IT AROUND: Trent Snyder celebrates victory in Saturday's ASA Late Model Series race at Rockford (Ill.) Speedway.

Snyder Crowned

LOVES PARK, Ill. — ASA Late Model driver Trent Snyder's tough-luck season took a turn toward victory lane Saturday at Rockford Speedway.

Snyder, a year removed from winning the ASA LMS Northern Division championship, had been plagued this season by untimely accidents and just plain bad luck — until Saturday night's King of Rockford 100.

Early leader Brett Moffitt was forced to pit after he made contact with cars involved in a

crash in front of him. Moffitt's flat tire handed the lead to Snyder, who kept it for the duration of the event over Bobby Wilberg in second and Nate Haseleu in third.

Dave Gentile, Jr. and Troy Hintzsche completed the top five.

"The car was great tonight, and I sure hope that this turns our luck around," Snyder said.

The finish:

Trent Snyder, Bobby Wilberg, Nate Haseleu, Dave Gentile, Jr., Troy Hintzsche, Eddie Hoffman, Chris Eggleston, Jesse Saunders, Rebecca Kasten, Alec Carl, Jason Tyler, J. Herbst, Wes Griffith, Jr., Nick Bussell, Jeremy Miller, Brett Moffitt, Griffin McGrath, Josh Lane, Steven Brooks, Joey King, Michael Bilderback, Michael Pickens, Josh Nelms, Jerick Johnson, Brent Brevak, Jamie Dorsey.

Joosten Tops Duel At Dells

WISCONSIN DELLS, Wis. — Kenny Joosten's opening-race win coupled with fifth-place in the second of twin 35-lap features was enough to land him the overall victory in the Hanks Craft Dells Duel Two Saturday night at Dells Raceway Park.

Joosten won the title by virtue of a tie-breaker with Jeremy Spoonmore, who finished third in both events.

Joosten dominated the first race with strong restarts and a cruise to victory lane as Bill

Prietzl and Spoonmore battled for second behind him. Prietzl finished in the runner-up spot ahead of Spoonmore, Kyle Shear and James Swan.

In the second feature, Tim Schmitt led from the outset, out-distancing constant challenger Bobby Gutknecht for the win. Spoonmore was third ahead of Scott Null and Joosten.

The finish:

Feature No. 1: Kenny Joosten, Bill Prietzl, Jeremy Spoonmore, Kyle Shear, James Swan, Jake Finney, Rod Brewe, Mark Kissinger, Tom McClintock, Scott Null. Feature No. 2: Tim Schmitt, Bobby Gutknecht, Spoonmore, Null, Joosten, Swan, Prietzl, Shear, Kissinger, Mark Pluer.

Setser Pierces HOSS Field

FT. WAYNE, Ind. — Home-town-driver Cory Setser charged from his ninth-starting spot to win the Hoosier Outlaw

Sprint Series feature Saturday night at Baer Field Speedway.

Setser passed Aaron Pierce for the lead and the win on lap

25.

Pierce settled for second ahead of Geoff Kaiser in third, Doug Berryman in fourth and Greg Wheeler in fifth.

The finish:

Cory Setser, Aaron Pierce, Geoff Kaiser, Doug Berryman, Greg Wheeler, Sam Davis, Jerry Caryer, Kris Leming, Kyle Flint, Jim Swain, John Hotchkiss, Chad Levingston, Chris Jagger, Steve Ball, Jimmy McCune, Jim Payne, Matt Rademaker, Ron Koehler, Dale Wood, Tom Geren, Hank Lower.

Pyle's Late-Race Charge Powers Him To Victory

OREGON, Wis. — Robbie Pyle won a thrilling battle over the final laps to take the ASA Late Model Series Mayor of Madison 100 Sunday at Madison Int'l Speedway.

Pyle passed then-leader Andrew Morrisey for the point on lap 98 and was followed to the front by Steve Carlson, who got around Morrisey for second place as

the white flag appeared.

Morrisey led the first 97 laps of the race and appeared early on to have the car to beat, but a caution on lap 95 closed the field and allowed Pyle and Carlson to get within striking distance on the restart.

Earlier, Carlson led a group of 10 cars in breaking the track record. Carlson's time bested the old time by more than three-tenths of a second.

"When Robbie got to my back bumper, he

loosened me up exiting turn four and that cost us a win," said Morrisey. "This is a good example of good, hard racing."

Morrisey settled for third ahead of Nate Haseleu and Jason Tyler in the top five.

The finish:

Robbie Pyle, Steve Carlson, Andrew Morrisey, Nate Haseleu, Jason Tyler, Jeremy Miller, Eddie Hoffman, Travis Dassow, Brett Moffitt, Jesse Saunders, Bobby Wilberg, Blake Brown, Troy Hintzsche, Alec Carl, Chris Eggleston, Nick Bussell, Griffin McGrath, J. Herbst, Josh Lane, Wes Griffith, Jr., Dave Gentile, Trent Snyder, Michael Bilderback, Joey King, Chuck Mactrinder, Steven Brooks, Brent Brevak, Rebecca Kasten, Michael Pickens, Josh Nelms.

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What's making news in motorsports

POWER RANKINGS

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

Tony Schumacher

U.S. Army Dragster, NHRA Top Fuel
Sunday's victory at Sonoma gave Schumacher a dominant sweep of the NHRA's three-race West Coast swing. He has now won five of the last six NHRA Top Fuel events and has eight victories on the season. A fifth-straight Top Fuel title appears in his future.

NO. 1



AUTOIMAGERY.COM PHOTO

REST OF THE BEST

2. Kyle Busch

Nos. 18/51 NASCAR Sprint Cup/Nationwide/Truck Series
Busch's Nationwide Series victory Saturday set a single-season mark for wins among NASCAR's top three series with 15.

3. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Helped by a lightning-fast pit stop by his Ganassi crew at Edmonton, Dixon notched his fifth victory of the season.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz made it an even dozen, picking up his 12th WoO victory of the season, giving him twice as many wins as anyone else.

5. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The Daytona Prototype duo will go for its seventh victory of the season this weekend at Circuit Gilles Villeneuve in Montreal.

6. Lewis Hamilton

No. 22 Vodaphone McLaren Mercedes, Formula One
Coming off successive victories at Silverstone and Hockenheim, Hamilton is looking to stretch his championship lead in Hungary.

7. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
Phenom Joey Logano was back behind the wheel at Indy and drove the No. 20 to a eighth-place finish.

8. Johnny Benson

No. 23 Toyota, NASCAR Craftsman Truck Series
Benson has now won three of his last four NCTS races to go along with two poles in that span.

9. Jerry Coons, Jr.

No. 69 Hoffman Sprint Car/Silver Crown, USAC
Coons remained strong after a dominant week, turning in a fifth and a second in a pair of Silver Crown events.

10. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers has six WoO victories on the season, but has recorded four-straight third-place finishes.

Honorable Mention

Scott Speed captured his second-straight ARCA RE/MAX Series victory. . . Matt Kobyluck recorded his second-straight victory in the NASCAR Camping World East Series.

Last Week

Tony Schumacher and Kyle Busch trade places at the top of the rankings, while Scott Dixon leaps over Donny Schatz for third, despite another win by Schatz. Johnny Benson enters the rankings.

Investors To Reopen Pikes Peak

ISC Sells Facility It Bought, Closed In 2005

FOUNTAIN, Colo. — A group of investors reportedly led by promoter and track manager Arden Weatherford has purchased Pikes Peak Int'l Raceway from International Speedway Corp., a sister company of NASCAR.

The purchase was completed on June 27 and announced Monday. ISC purchased the property, which includes a 1.3-mile road course and a one-mile D-shaped oval, in 2005 and closed it in November of that year.

The track previously hosted the Indy Racing League as well as the NASCAR Nationwide Series. Future plans include lower-level racing in addition to other offerings. About 10,000 grandstand seats of the 40,000 on the property will remain when the track reopens.

"Our vision is to create a destination that fully encompasses all aspects that appeal to the motorsports industry, including participant-based events, driving experiences, corporate entertainment, testing and retail," said John H. Molloy, chief executive officer of Pikes Peak Int'l Raceway, LLC, the investment company that purchased the property. "PPIR is a unique facility, and it provides an excellent platform for further expansion and development."

No time frame has been announced for the reopening of the facility, but the *Colorado Springs Gazette* reported that the National Auto Sport Ass'n has scheduled an event at PPIR for Labor Day weekend.

The price paid for the 1,200-acre facility was not disclosed.

Modified Driver Dies After Motorcycle Crash

DAYTONA BEACH, Fla. — NASCAR driver Brian Pack died Friday in North Carolina following injuries sustained in a motorcycle accident.

"NASCAR is deeply saddened to learn of Brian's passing, and our thoughts and prayers go out to his family and friends," said Jim Hunter, NASCAR vice president of corporate communications.

Pack, 34, from Walkertown, N.C., was a regular in the modified division at Bowman Gray Stadium in Winston-Salem, N.C., and on the NASCAR Whelen Southern Modified Tour.

Rock's Road Course Will Host ASA Southeast Tour

ROCKINGHAM, N.C. — When the ASA Southeast Asphalt Tour visits Rockingham Speedway Aug. 30, drivers will be racing on the speedway's road-course configuration.

The seven-turn, 1.4-mile road course that uses part of the mile speedway and an infield course will be the only road course on the inaugural RC Cola/Moonpie ASA Southeast Asphalt Tour calendar this season. ASA Southeast Asphalt Tour officials have also added a Sept. 13 event at



RON MCQUEENEY/IRL INDYCAR PHOTO

PEAK PERFORMANCE: The field lines up along pit lane prior to the running of the Pikes Peak Honda Indy 225 in 2004.

Lanier National Speedway in Braselton, Ga., to its calendar.

Tickets for the Rockingham event are \$10 for general admission to the frontstretch grandstands. Children under 12 are admitted free. Fans with a ticket for the Nov. 1-scheduled Hooters Pro Cup American 200 will also be admitted free. The free ticket can be acquired by bringing the American 200 ticket to the ticket office on Aug. 30.

Fund Set Up To Aid Injured Crew Member

BROWNSBURG, Ind. — A fund has been established to assist injured De Ferran Motorsports crew member Keith Jones during his recovery from burn injuries he sustained during the American Le Mans Series race at the Mid-Ohio Sports Car Course.

Jones, 49, has been transferred to the Richard M. Fairbanks Burn Center at Wishard Health Services in Indianapolis and was listed in serious condition upon his arrival at Wishard.

The Keith E. Jones Fund has been

opened at National City Bank and contributions can be made there. Well wishes should be sent to Keith Jones c/o De Ferran Motorsports, 485 Southpoint Circle, Suite 900, Brownsburg, Ind., 46112.

PASS Making Return To Southern National

CHARLOTTE, N.C. — The Pro All Star Series has an agreement with Southern National Raceway Park to bring the PASS South Super Late Models back to the Kenly, N.C., track.

The PASS South Super Late Models will join the NASCAR Whelen All-American Series Late Model Stocks for Twin 150s at Southern National Raceway Nov. 29. The inaugural Southern National Thanksgiving Classic will pay \$5,000 to win in each of the Twin 150s.

PASS South will also make three trips to Southern National Raceway Park in 2009 for points races on March 28 and July 18. The second Thanksgiving Classic is scheduled for Nov. 28.

Lucas Oil To Sponsor Phoenix NCTS Race

PHOENIX — Lucas Oil Products reached an agreement as the title sponsor of the Nov. 7 NASCAR Truck Series event — the Lucas Oil 150 — at Phoenix Int'l Raceway.

"We are very pleased and honored by Lucas Oil's commitment to sponsor our NASCAR Craftsman Truck Series race in November," said PIR President Bryan R. Sperber.

The race is scheduled to begin under the lights at 6 p.m.

MacLeod Named Winner Of Hendrick Award

INDIANAPOLIS — Alison MacLeod, of Mississauga, Ontario, received the Kara Hendrick Award during last week's "Women in the Winner's Circle" gala at Indianapolis Motor Speedway.

MacLeod, 19, finished second in the 2007 USAC National Ford Focus Championship and became USAC's winningest female driver with her sixth-career USAC victory July 23 at Anderson (Ind.) Speedway.

The award honors the memory of driver Kara Hendrick, who was killed during a USAC Western Midget event in 1991.

Budweiser's Shootout Sponsorship Continues

DAYTONA BEACH, Fla. — The Budweiser Shootout, NASCAR's season-opening event, will return in 2009 as part of Budweiser's multi-year sponsorship renewal with Daytona Int'l Speedway.

Since its inception in 1979, the Budweiser Shootout has become one of the most anticipated events on the racing calendar for both drivers and fans. The race marks the start of a new NASCAR season and provides a benchmark for teams as they gear up for the annual Daytona 500.

NUTS AND BOLTS

▶▶ **Q Racing Engine Oil** has signed on as the official engine oil of the Interstate Racing Ass'n Outlaw Sprint Series. . . Speed has agreed with the organizers of the street-legal **AKA Rally** to air six 30-minute high-definition programs covering the high-speed, cross-country rally. The shows are scheduled to premier on Speed this fall. . . The **NASCAR Whelen Southern Modified Tour** has rescheduled two previously rained out races for Aug. 22 and Sept. 27 at Caraway Speedway in Asheboro, N.C. . . Missouri-based **Buzzard Racing Engines** has launched its new Web site at www.buzzardracingengines.com . . . Open-wheel driver **Jonathan Beason's** new Web site is up and running at www.jonathanbeason.com . . . The **International Hot Rod Ass'n** will visit Michigan's U.S. 131 Motorsports Park for the Torco Northern Nationals Aug. 1-3 . . . Actor and IRL team owner **Paul Newman** and the Newman's Own Foundation were recognized for being the inaugural partner in Project Podium, offering matching grants for worthy female drivers as decided by the Women in the Winner's Circle Foundation. . . **Ken Howes**, vice president of competition for Hendrick Motorsports, was awarded the 2008 True Grit Award, which is presented annually by C & R Racing, Inc. to honor dedicated crew chiefs and mechanics.

GREAT JOB JUSTIN!



Photo courtesy of ARCA

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BERLIN RACEWAY PHOTO

STANDING TALL: Scott Speed plays to the fans after his second-consecutive ARCA RE/MAX Series triumph Saturday night at Berlin Raceway in Michigan.

Winning Dose Of Scott Speed

MARNE, Mich. — SunTrust Rookie of the Year contender Scott Speed held off veterans Justin Allgaier and Frank Kimmel to win the ARCA RE/MAX 200 Saturday night at Berlin Raceway.

ARCA

Speed, in the No. 2 Red Bull Toyota, took the lead from Kimmel on the 153rd lap of the 200-lap race and never relinquished it to earn his third-career victory and second-consecutive triumph.

"It was an epic battle," said Speed, who was one of four different lap leaders. "This track is like nothing I've ever raced on. It's actually a lot of fun and quite challenging to drive. Had a great time out there tonight. Really feel good for the guys on this team, who worked so hard to give me the perfect race car. They certainly

met the challenge tonight."

Allgaier, in the No. 16 AG Tech-Hoosier Midwest Chevrolet, also raced past Kimmel late in the race to finish second.

"We just didn't have quite enough," said Allgaier. "Scott (Speed) was on his game there and really good on restarts. Actually, he was good all the way around. The guys did awesome and we did everything we knew how and they just did it a little bit better. All in all, a good night and we had a good points night. Anytime you can be disappointed and finish second you've had a good night believe me."

Allgaier established a one-lap track record in qualifying, surpassing a mark set by Fred Campbell in 2003.

Kimmel, after leading the most laps, finished third in the No. 44 Ford.

"It was nice to lead some laps and be competitive all night," said Kimmel.

"We needed longer runs at the end there to be competitive, but overall, I'm pretty happy with the Ford Fusion. In the middle of the race, we were even faster than some of the guys who had four new tires. We love coming to Berlin and maybe this started something for us and we'll get it going for the rest of the season from here."

Justin Lofton, who led 22 laps, finished fourth, with Matt Carter fifth.

The finish:

Showing driver, car and laps completed: 1. Scott Speed, Toyota, 200; 2. Justin Allgaier, Chevrolet, 200; 3. Frank Kimmel, Ford, 200; 4. Justin Lofton, Dodge, 200; 5. Matt Carter, Ford, 200; 6. Billy Leslie, Ford, 200; 7. Ricky Stenhouse, Jr., Ford, 200; 8. John Wes Townley, Ford, 200; 9. Tom Hessert, Ford, 200; 10. Todd Bowsher, Ford, 200; 11. Dominick Casola, Dodge, 200; 12. Tayler Malsam, Dodge, 200; 13. Bryan Silas, Chevrolet, 200; 14. Todd Hodrick, Dodge, 200; 15. Michael Phelps, Dodge, 200; 16. Dexter Bean, Chevrolet, 199; 17. Daniel Bop, Chevrolet, 199; 18. Mike Harmon, Chevrolet, 197; 19. Donny Kelley, Chevrolet, 195; 20. Larry Hollenbeck, Chevrolet, 192; 21. Norm Benning, Chevrolet, 191; 22. Darrell Basham, Chevrolet, 189; 23. Brad Smith, Ford, 122; 24. Tim Mitchell, Ford, 115; 25. Ken Butler III, Toyota, 107; 26. Patrick Sheltra, Chevrolet, 50; 27. Corey La Costa, Chevrolet, 9; 28. James Hylton, Dodge, 8; 29. Gabi DiCarlo, Chevrolet, 3; 30. Wayne Peterson, Chevrolet, 0; 31. Greg SeEVERS, Chevrolet, 0.

Rainy Oxford 250 Goes To Kevin Harvick

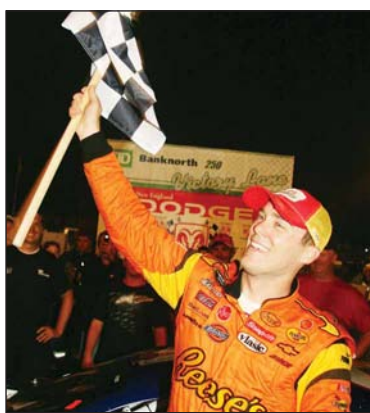
OXFORD, Maine — The ringer arrived with bells on Thursday, waited a weekend awash with rain and basked in a deluge of adulation in TD Banknorth 250 presented by New England Dodge Dealers victory lane.

Kevin Harvick won the 35th annual Oxford 250 July 21 at Oxford Plains Speedway, dominating the second half of the event and becoming the first to carry the checkered flag as an active NASCAR Sprint Cup driver.

The 32-year-old California native, a champion of both the Daytona 500 and the Allstate 400 at the Brickyard, denied runner-up Glen Luce and third-place Joey Polewarczyk, Jr. the victory of a lifetime.

Just don't assume with his thick résumé that Harvick puts this grass-roots short track win in small print.

"This race is a big deal," said Harvick. "You look at the history of it and see names like Harry Gant, Jeff Gordon and those true short-track drivers like Junior Hanley who have



Kevin Harvick

won it. Chuck Bown, too. They can keep the check if they want. I wanted that trophy."

Harvick took the lead from Eddie MacDonald on a lap-126 restart that followed a mid-race competition caution necessitated by a wet pit road, giving everyone in the field a chance to change tires and refuel safely. MacDonald battled back to put a fend-

er in front on lap 132 before Harvick dived to the inside and returned the favor, forging ahead to stay.

"Ever since we got here, people have been telling me, 'you've got to run the outside to win the race,'" Harvick said. "Then all weekend the outside was slow as hell. Finally, tonight, after about 60 or 70 laps into the race, it was really good."

Luce was happy to finish second.

"Finishing second to a guy like that is the same as a win for us," said Luce, 40, who has competed regularly at OPS for 20 years.

Harvick started 11th. He's the third consecutive driver to win the 250 in his initial start, following Jeremie Whorff in 2006 and Roger Brown in 2007.

The finish:

Kevin Harvick, Glen Luce, Joey Polewarczyk, Jr., Shawn Martin, Ben Rowe, Nicholas Sweet, Brent Dragon, Eddie MacDonald, Dennis Spencer, Jr., Randy Potter, Brad Leighton, Scott Payea, Larry Gellinas, Bill Whorff, Jr., Jeff White, Derek Ramstrom, Eric Williams, Rick Thompson, Jr., Joey Becker, T.J. Watson, Karl Allard, Roger Brown, Scott Luce, Daren Ripley, Carey Martin, Scott Robbins, Ricky Rolfe, Dale Verrill, John Donahue, Phil Scott, Quinny Welch, Ricky Morse, Jean Paul Cyr, Jeremie Whorff, Patrick Laperle, Kurt Hewins, Cris Michaud, Dave MacDonald, Travis Adams, Corey Morgan, Tommy Ricker.

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A look back at the formative years of racing



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

INDY RIDE: Bobby Grim poses with his 1968 Indy 500 ride after qualifying for the race for the ninth and final time.

Grim's Equipment Rarely Matched His Driving Skill

By BOB GATES

Curly-haired Bobby Grim charged out of Coal City, Ind., to become one of the best short-track drivers this country has ever produced. In a racing career that began in 1946 and ended in 1971, he snared 199 victories, including a USAC Championship car victory at Syracuse, N.Y., and a dozen USAC midget triumphs.

It was in the IMCA sprint cars, however, that Grim was most renowned, and it was sprint cars that launched his amazing career.

Born in 1924, he served in the army during World War II, fighting at Normandy and the Battle of the Bulge. When the post-war midget racing boom caught his attention, Grim and three of his buddies bought a Studebaker-powered car of questionable pedigree, to get in on the seven-night-a-week action.

By the time they had readied the car, however, they had converted it into a sprint car, with its first outing at the infamous Jungle Park Speedway. That race was less than memorable, but Grim eventually made enough of an impression while competing with the Midwest Dirt Track Racing Ass'n that when its champion, Cliff Griffith vacated the highly regarded Hector Honoree car in 1948, Grim got the ride.

Moving to the IMCA, Grim improved steadily against tough competition. He finished fifth in points in 1951, fourth in 1952, third in 1953, and second in 1954. In 1955, he won the championship, repeating in 1956, 1957 and 1958.

For years, many very talented drivers passed through the IMCA, honing their skills for USAC, and Indianapolis. Though Grim wasn't particularly enthralled with running USAC sprints, he certainly dreamed of racing in, and winning, the Indianapolis 500.

Pursuing that goal, he moved to USAC in 1958, making his first Indy appearance in 1959. Driving the same car that fellow Hoosier, Pat O'Connor died in the year before, Grim qualified in the middle of the second row. He ran strong in the race, until falling out early. When he threw up his arm up to warn the drivers behind him of his faltering car his shoulder, injured previously, was dislocated in the 160-mile-per-hour slipstream. Still, he walked away with rookie-of-the-year honors.

He competed at Indianapolis nine times, but never had the equipment to match his vast talent. He does have the honor, however, of qualifying the last roadster at Indianapolis, having put Herb Porter's turbo-Offy in the show in 1966. Unfortunately, he never made it to the starting line. He got caught in the frontstretch melee that eliminated 11 cars before the green flag waved.

Bobby Grim's bravery, versatility and talent have secured his place in racing history. He was one of America's best.

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Through The LENS

A visual tour through the history of motorsports

DUANE CARTER

▶ Duane Carter will long be remembered as one of the pioneers of midget racing. Carter began racing while attending Fresno State College in the early 1930s.

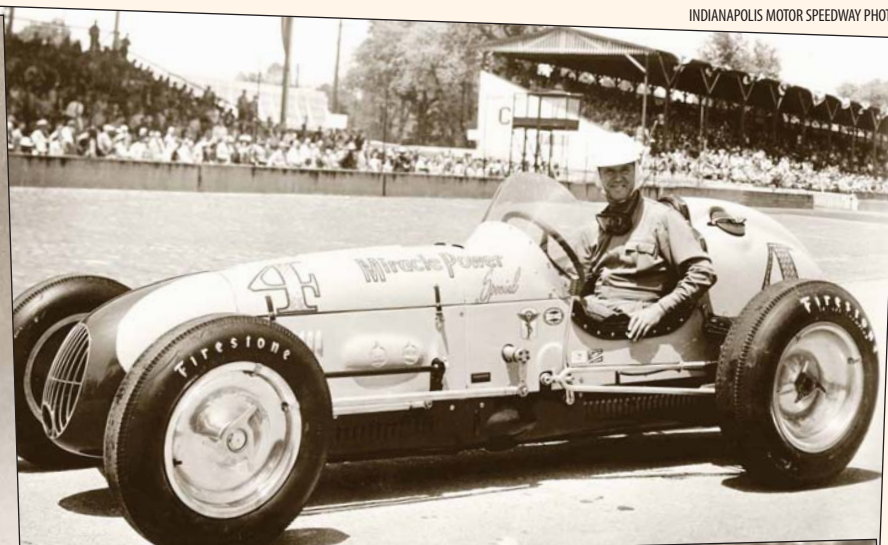
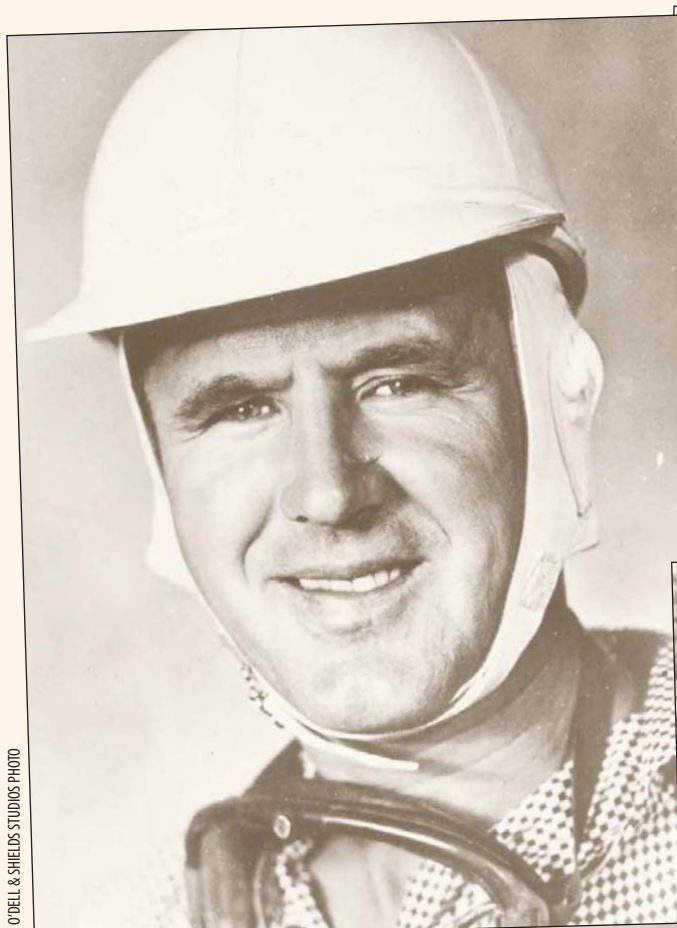
He went on to race midgets and sprint cars across the country, eventually competing in 11 Indianapolis 500s.

Carter won the driving title at Detroit VFW Motor Speedway in 1940 and was champion at Cleveland's Sportsman Park in 1942. He eventually made the move to sprint cars and won the Midwest championship in 1950. Carter also served as USAC's first director of competition in 1956.

Carter died in 1993 at age 79. His sons, Duane, Jr. (Pancho) and Dana, who died in 1982, also raced, as did Carter's stepson, Johnny Parsons, Jr.

Featured here (clockwise from top left): Posing with helmet and goggles; Behind the wheel of the No. 4 Miracle Power Special at Indianapolis Motor Speedway in 1953; With son Duane, Jr. in 1989; Aboard the No. 18; At Indy in the No. 17 Thompson Industries machine; Receiving congratulations from NSSN Editor Chris Economaki after winning an October 1950 feature in Greensboro, N.C.; As a USAC official in 1958.

— NSSN Archives



ODELL & SHIELDS STUDIOS PHOTO

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: July 31-Aug. 3.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- KONI Challenge Series from Barber Motorsports Park (taped), 3 a.m., Speed
- Classic Drag Racing: 2003 NHRA from Las Vegas, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Allstate 400 at the Brickyard (taped), 12 p.m., Speed
- Classic NASCAR: 1999 Pepsi 400, 2 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2

Friday

- "NASCAR Now," 2 a.m., ESPN2
- F-1 Hungarian Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: 2003 NHRA Spring Nationals, 11 a.m., ESPN Classic
- "NASCAR Live," 1:30 p.m., Speed
- NASCAR Nationwide Series NAPA Auto Parts 200 practice, 2 p.m., ESPN2
- NASCAR Sprint Cup Sunoco Red Cross Pennsylvania 500 qualifying, 3:30 p.m., ESPN2
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- Grand Am Rolex Series from Montreal, 8 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "Inside Grand Prix," 1 a.m., Speed
- Grand Am Rolex Series from Montreal (taped), 1:30 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- F-1 Hungarian Grand Prix qualifying, 8 a.m., Speed
- NASCAR Sprint Cup Sunoco Red Cross Pennsylvania 500 practice, 10 a.m., ESPN2
- "Trackside," 11 a.m., Speed
- NASCAR Nationwide Series NAPA Auto Parts 200 qualifying, 12:30 p.m., ESPN2

TUNE IN TO ...

The Formula One Hungarian Grand Prix from Budapest Sunday at 7:30 a.m. on Speed.

- "NASCAR Countdown," 2:30 p.m., ESPN2
- "Chasing Baja," 3 p.m., Speed
- NASCAR Nationwide Series NAPA Auto Parts 200, 3:30 p.m., ESPN2
- "Motorsport Hour," 6 p.m., Vs.
- "NASCAR Performance," 7:30 p.m., Speed
- "Tradin' Paint," 8 p.m., Speed

Sunday

- World of Outlaws from Dodge City (Kan.) Raceway Park (taped), 3 a.m., Speed
 - "Chasing Baja," 4 a.m., Speed
 - GP2 Championship from Hungary, 6 a.m., Speed
 - F-1 Hungarian Grand Prix, 7:30 a.m., Speed
 - "NASCAR Now," 10 a.m., ESPN2
 - "NASCAR Performance," 10 a.m., Speed
 - "NASCAR in a Hurry," 10:30 a.m., Speed
 - "NASCAR RaceDay," 11 a.m., Speed
 - NHRA Sportsman Series from Sonoma, Calif. (taped), 11 a.m., ESPN2
 - "NASCAR Countdown," 1 p.m., ESPN
 - NASCAR Sprint Cup Sunoco Red Cross Pennsylvania 500, 2 p.m., ESPN
 - F-1 Hungarian Grand Prix (taped), 2:30 p.m., Speed
 - "Inside Drag Racing," 5 p.m., Ion
 - "Speed Report," 7 p.m., Speed
 - "NASCAR Victory Lane," 8 p.m., Speed
 - "Wind Tunnel with Dave Despain," 9 p.m., Speed
 - "NASCAR Now," 10 p.m., ESPN2
- all times Eastern

MOTORSPORTS CALENDAR

- July 30 USAC Midget, POWri Midget Series
Junction Motor Speedway, McCool Junction, Neb., Midget Cars
- July 30 All Star Circuit of Champions
81 Speedway, Park City, Kan., Sprint Cars
- July 31 All Star Circuit of Champions
Belleville High Banks, Belleville, Kan., Sprint Cars
- July 31 Lucas Oil Late Model Series
Bedford Speedway, Bedford, Pa., Late Models
- July 31-Aug. 2 ASCS Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 1 Advance Auto Parts World of Outlaws
Wilnot Speedway, Wilnot, Wis., Sprint Cars
- Aug. 1 Grand Am Rolex Series
Circuit Gilles Villeneuve, Montreal, Quebec, Sports Cars
- Aug. 1 Lucas Oil Late Model Series
Winchester Speedway, Winchester, Va., Late Models
- Aug. 1 Empire Super Sprints
Autodrome Granby, Granby, Quebec, Sprint Cars
- Aug. 1-2 Belleville Midget Nationals
Belleville High Banks, Belleville, Kan., Midget Cars
- Aug. 1-3 International Hot Rod Ass'n
Knoll Gas Motorsports Park, Grand Rapids, Mich., Dragsters
- Aug. 2 NASCAR Nationwide Series
Circuit Gilles Villeneuve, Montreal, Que., Stock Cars
- Aug. 2 Advance Auto Parts World of Outlaws
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars
- Aug. 2 USAC Western Sprint Car Series
Magic Valley Speedway, Twin Falls, Idaho, Sprint Cars
- Aug. 2 ARCA RE/MAX Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- Aug. 2 NASCAR Camping World West Series
Miller Motorsports Park, Tooele, Utah, Stock Cars
- Aug. 2 Hooters Pro Cup Series
Hickory Motor Speedway, Hickory, N.C., Stock Cars
- Aug. 2 NASCAR Whelen Modified Tour
Riverhead Speedway, Riverhead, N.Y., Modifieds
- Aug. 2 NASCAR Whelen Southern Modified Tour
Bowman-Gray Stadium, Winston-Salem, N.C., Modifieds
- Aug. 2 Lucas Oil Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- Aug. 2 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Aug. 2 All Star Circuit of Champions
Eagle Raceway, Eagle, Neb., Sprint Cars
- Aug. 2 Lucas Oil Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- Aug. 2 Northeastern Midget Ass'n
Waterford Speedbowl, Waterford, Conn., Midgets
- Aug. 2 United Racing Company
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Aug. 2 Empire Super Sprints
Autodrome Drummond, Drummondville, Quebec, Sprint Cars
- Aug. 2 Interstate Racing Ass'n
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars
- Aug. 2 Tampa Bay Area Racing Ass'n
New Smyrna Speedway, New Smyrna Beach, Fla., Sprint Cars
- Aug. 3 NASCAR Sprint Cup Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- Aug. 3 Formula One World Championship
Hungaroring, Budapest, Hungary, Formula Cars
- Aug. 3 USAC National Sprint Car Series
Salem Speedway, Salem, Ind., Sprint Cars
- Aug. 3 Brodix Tournament of Champions
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 3 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- Aug. 4 Advance Auto Parts Super DIRTcar Series
Merrittville Speedway, Thorold, Ontario, Modifieds
- Aug. 5 USAC Mopar Midget National Championship
Kamp Motor Speedway, Boswell, Ind., Midget Cars



PHIL CAVALLI PHOTO

MAYHEM IN MONTREAL: Robby Gordon (55) dogs Marcos Ambrose in the closing laps last season at Circuit Gilles Villeneuve in Montreal.

MARK IT DOWN!

Aug. 2, NASCAR Nationwide Series NAPA Auto Parts 200

Circuit Gilles Villeneuve, Montreal, Stock Cars

The NASCAR Nationwide Series makes its second foray north of the border for the NAPA Auto Parts 200 at Circuit Gilles Villeneuve in Montreal. Last season, the race ended in controversy with Kevin Harvick taking the checkered flag after a late-race incident between Robby Gordon and Marcos Ambrose.

- Aug. 5 O'Reilly Sprint Bandits
Southern Iowa Speedway, Oskaloosa, Iowa, Sprint Cars
- Aug. 6 USAC Mopar Midget National Championship
Gas City I-69 Speedway, Gas City, Ind., Midget Cars
- Aug. 6 O'Reilly POWri National Midget Series
Belle-Cair Speedway, Belleville, Ill., Midget Cars
- Aug. 6-9 Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 7 USAC Mopar Midget National Championship
Union County Speedway, Liberty, Ind., Midget Cars
- Aug. 7-10 National Hot Rod Ass'n
Brainerd Int'l Raceway, Brainerd, Minn., Dragsters
- Aug. 8 Grand Am Rolex Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- Aug. 8 USAC Mopar Midget National Championship
Bloomington Speedway, Bloomington, Ind., Midget Cars
- Aug. 8 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- Aug. 8 ASCS Coastal Region
Southern Speedway, Hattiesburg, Miss., Sprint Cars
- Aug. 8 O'Reilly United Sprint Car Series
North Alabama Speedway, Tusculumbia, Ala., Sprint Cars
- Aug. 9 NASCAR Nationwide Series
Watkins Glen Int'l, Watkins Glen, N.Y., Stock Cars
- Aug. 9 NASCAR Craftsman Truck Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- Aug. 9 IRL IndyCar Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 9 Indy Pro Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 9 American Le Mans Series
Road America, Elkhart Lake, Wis., Sports Cars
- Aug. 9 USAC Mopar Midget National Championship
Lawrenceburg Speedway, Lawrenceburg, Ind., Midget Cars
- Aug. 9 USAC Western Sprint Car, Midget Series
Altamont Raceway Park, Tracy, Calif., Sprint and Midget Cars
- Aug. 9 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Aug. 9 ARCA RE/MAX Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- Aug. 9 ARCA Lincoln Welders Truck Series
Sandusky Speedway, Sandusky, Ohio, Stock Cars
- Aug. 9 Hooters Pro Cup Series
South Boston Speedway, South Boston, Va., Stock Cars
- Aug. 9 ASA Late Model Series
Bristol Motor Speedway, Bristol, Tenn., Late Models
- Aug. 9 Advance Auto Parts Super DIRTcar Series
Canandaigua Speedway, Canandaigua, N.Y., Modifieds
- Aug. 9 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Aug. 9 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- Aug. 9 ASCS Southwest Region
Thunder Raceway, Show Low, Ariz., Sprint Cars
- Aug. 9 ASCS Coastal, Rebel Regions
Whynot Motorsports Park, Meridian, Miss., Sprint Cars
- Aug. 9 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midgets
- Aug. 9 International SuperModified Ass'n
Mansfield Motorsports Park, Mansfield, Ohio, Modifieds
- Aug. 9 O'Reilly POWri National Midget Series
Washington Town and County Fair, Washington, Mo., Midget Cars

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





2008 BADGER MIDGET SERIES SCHEDULE

AUGUST SCHEDULE

- Sun., Aug. 3 Angell Park Speedway (Sun Prairie, Wis.)
- Sun., Aug. 10 Angell Park Speedway
- Sun., Aug. 17 Angell Park Speedway
- Sat., Aug. 23 Angell Park Speedway
Hall of Fame Classic • USAC co-sanction
- Sun., Aug. 24 Angell Park Speedway
Hall of Fame Classic • USAC co-sanction
- Fri., Aug. 29 Dodge County Fairgrounds (Beaver Dam, Wis.)
USAC co-sanction
- Sat., Aug. 30 Angell Park Speedway
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KAINHOFER: Kainhofer First Employee At Penske Racing

CONTINUED FROM PAGE 2

Indy car wins, including nine Indianapolis 500s and nine Indy car championships.

His meticulous attention to detail, methodical approach and fussy cleanliness set a standard for perfection that made him as responsible as anyone — with the exception of Penske himself — for Penske Racing becoming the archetype team of American motorsports.

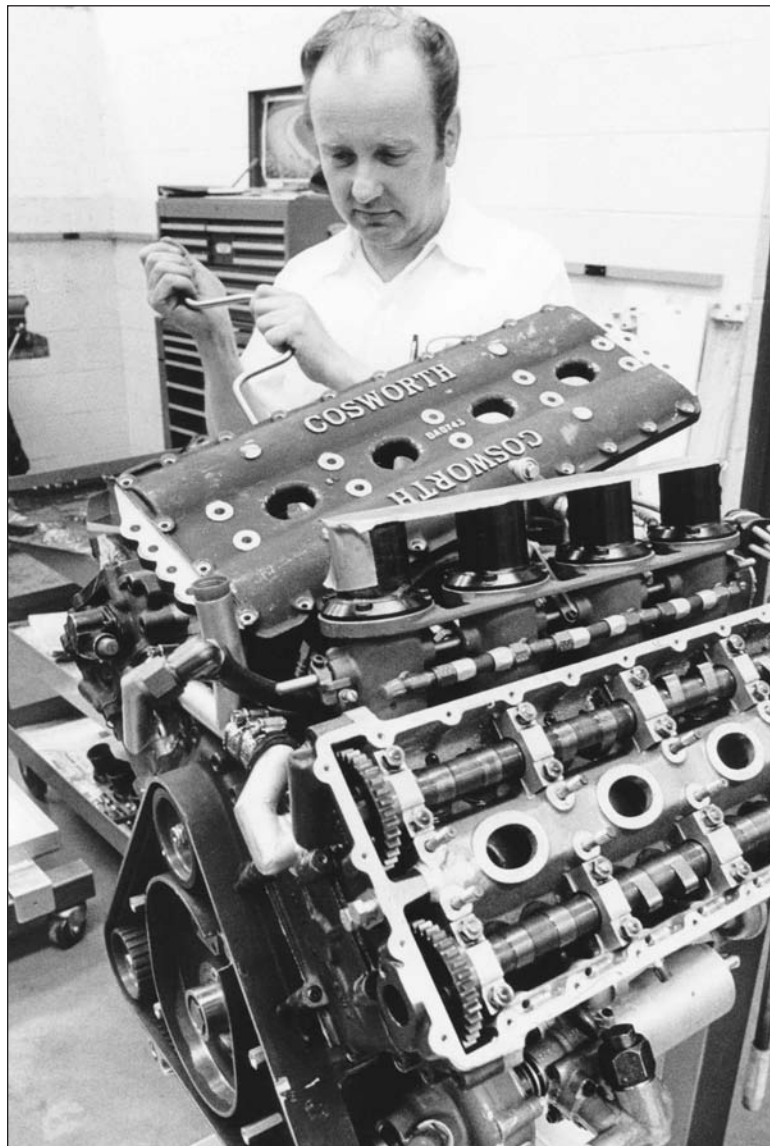
Born in Graff, Austria, perseverance has been a driving force in Kainhofer's success in life, as well as in racing. As an orphan, that perseverance took him out of school and the foster home he was raised in, to pursue a motorcycle mechanic's apprenticeship when he was only 13.

His fervor for racing was kindled when his boss took him to motorcycle races, and he soon became engrossed in that sport. His love for racing led him to Porsche, where he became a specialist, working on both factory and customer race cars throughout Europe.

His dogged perseverance pushed him to the top of his profession, and Porsche sent him to America in 1958 for a two-year stint maintaining their American racers. Once embroiled in the American racing scene, however, he never returned.

In 1959, Kainhofer met a young driver, Roger Penske, at a race in Vineland, N.J. Kainhofer prepped Penske's Porsche RSK and so impressed Penske with his thoroughness that he routinely requested Kainhofer's services.

When Penske started his own racing business in April 1966, he hired Kainhofer as his first employee. He agreed to pay Kainhofer \$10,000 and 10 percent of the winnings annually. They closed the deal with a handshake. As Penske Racing grew, Kainhofer's compensation grew, yet the agreement between the two men



PENSKERACING ARCHIVES PHOTO

IN THE SHOP: Karl Kainhofer disassembles an engine at Penske Racing's Reading, Pa., shop during the 1978 season.

never went beyond a handshake confirmation.

Both Kainhofer and Penske were pursuing their own racing dreams. The reason their relationship became so successful, remained strong and endured so long, is that their dreams and the methods they employed to accomplish them, most often inter-

twined.

In the beginning, there was little sponsorship and only a small budget. Penske bought a Lola T70 from John Mecom and Kainhofer readied it in a tiny, one-car garage that Penske rented in Reading, Pa.

"It was just me and my hand tools when we first started," laughed

Kainhofer, reminiscing of times that were tough, grueling, but so rewarding. "We had a little sponsorship from Sun Oil, but barely enough to get from one race to another. We had one car, no spares. If something broke, you had to fix it and get on to the next race.

"The system today dictates a different approach, but back then we did all the work ourselves," continued Kainhofer. "We had to be able to do everything, make anything, fix anything: an engine, a gearbox, chassis, the body. You name it — we had to be able to fix it.

"We worked long, hard hours. Roger would drive down after working all day in his dealership in Philadelphia and help where he could. At the end of the night, he'd sometimes just watch me work until he fell asleep, and then early in the morning, head back to Philadelphia. He was always there. I'd often work until two or three in the morning, and then load up and be on the road for three days."

There was, perhaps, no better test of Kainhofer's resolve than the young team's first few races. Penske intended for Dr. Dick Thompson, an accomplished road racer, to drive the Lola. However, he met Mark Donohue at Walt Hansgen's funeral. They struck up a conversation — and a deal.

Kainhofer pushed to have the Lola ready for the 1966 USRRC race at St. Jovite, Quebec. The outcome was disappointing, primarily because of the notorious cooling problems inherent with the Chevrolet 427. So, for the next race at Watkins Glen, Kainhofer installed a Traco Engineering 333 Chevy, initiating a long, successful relationship between Traco and Penske Racing.

The car was quick. Donohue qualified third. During the race, though, a fuel leak ignited and the car burned to the ground. There was no spare, and no budget for another until Elmer Bradley of Sun Oil, visiting Donohue in the hospital, agreed to purchase a car.

While Donohue mended, Kainhofer hurriedly prepped the replacement Lola, just in time to haul it across the country to Kent, Wash. The effort paid off as Penske Racing scored the

very first of its hundreds of victories.

"That is what you remember," reflected Kainhofer on his 50 years in racing, "the firsts. That first win. Our first 500-mile race win at Pocono. Our first win at Indianapolis.

"Of course, it wasn't all a bed of roses," continued Kainhofer. "There were the bad times that stick with you as well. The races you should've won. The exhausting days. The drivers you lost."

The loss of one driver, in particular, Donohue, would be especially difficult. That chain of events was set in motion after the 1974 500, when Penske presented Kainhofer with a new challenge. He wanted to try Formula One racing and sent Kainhofer to England to build the car. The result was the PC1, the first of a string of potent, successful Penske cars.

"I was the first to drive the car," chuckled Kainhofer. "I ran it on the skid pad back in Reading. Our first race was in late 1974, at the Canadian Grand Prix. Mark finished 12th, which was really a good beginning for a new Formula One car."

1975 was to be a full Formula One season. Tragically, Donohue, who retired after the 1973 500, returned to run the Formula One car and died while practicing for the Austrian Grand Prix. Kainhofer was exceptionally close to Donohue. They had been together since the beginning, and his loss sorely tried Kainhofer's racing resolve.

"After Mark died," related Kainhofer, "I went to one more race and decided that I was done going to race tracks. I'd lost too many guys at the track. So, Roger asked me to head the engine shop. The first engine I built was the Mercury for Bobby Allison's stock car. After that, I had some success as an engine builder."

Kainhofer's "some success" was instrumental in laying the groundwork for the phenomenal achievements that Penske Racing has obtained. As often is the case, it's the quiet, behind-the-scenes efforts that lay the foundation for excellence.

Karl Kainhofer provided such a foundation.

ARMSTRONG: 400 Circuits For A \$10,000 Pay Day

CONTINUED FROM PAGE 3

the car, which lasted until there were 20 laps to go.

"I knew he (Bobby East) was there," he said of East attempting to get back on the lead lap with less than 60 laps remaining. "He kept bumping me, so I finally let him go."

Armstrong said the team put new tires on his mount for the final 100 laps.

Ehrgott also went the final laps without power steering to record the second-place finish.

"Without those problems, I would have had a car good enough to win," he said. "The race wasn't as physically bad as I thought."

MacLeod said after the final caution period, her car lost the brakes.

"This was a great experience," she said. "Third is better than we expected to finish. The pace slowed quite a

bit during the first 300 laps because it was going to be every man for himself over the final 100 laps."

The driver to watch was East, who led early in the event, giving up the lead on lap 109 to Tracy Hines and having to pit three laps later with a blown right-front tire. That put East four laps down.

During a long green flag run from lap 151 to lap 300, East gained two laps on the leaders and in the final 100 circuits made up the gap to finish fourth. Rounding out the top five was Joe Liguori, two laps down.

Eight-time Little 500 winner Eric Gordon pitted early with mechanical problems and fell several laps down, completing only 172 laps and finishing 13th.

There were 11 lead changes among six drivers and the race was slowed a total of six times, not counting the two competition-yellow periods, for 49 laps. Eight of the 21 cars starting the event were still running at the finish.

The finish:

Dakota Armstrong, Ricky Ehrgott, Alison MacLeod, Bobby East, Joe Liguori, Mike Murgotio, Chett Gehrke, Tracy Hines, Adam Schuyler, Jeremy Warren, Katie Hargitt, David Fuhrman, Eric Gordon, Rex Norris III, Palmer Eicher, Jon Laski, James Robertson, Jacob Thompson, Travis Young, Rob Wyman, Mike Schenker.



DAVID SINK PHOTO

STRONG SHOWING: Dakota Armstrong takes the checkered flag Saturday night after leading the final 74 laps to win the inaugural Anderson Midget Classic 400 at Anderson (Ind.) Speedway.

Allard Claims Second GSC Crown

Friday

CHICO, Calif. — Tyler Walker won a main event for the first time at Silver Dollar Speedway Friday night, passing Sammy

five.

The finish:

Tyler Walker, Sammy Swindell, Brent Kaeding, Tim Kaeding, Sean Becker, Jonathan Allard, Kyle Hirst, Stephen Allard, Shane Golobic, Evan Suggs, Greg DeCaires, Mike Henry, Colby Copeland, Christian Stover, Destiney Hayes, Bud Kaeding, Dan Simpson, Kevin Sharrah, Andy Gregg, Andy Forsberg, Jason Statler, Jason York.

GSC

Swindell for the lead with five laps remaining to take the Golden State Challenge feature.

From there, Walker held on for his fifth King of California main-event victory of the year, which cut Jonathan Allard's series lead to 20 points heading into Saturday night's series finale. Allard, who set fast time earlier in the evening, finished sixth.

The victory was worth \$4,000 to Walker.

Swindell held on for second place ahead of Brent Kaeding in third place. Tim Kaeding finished fourth, while Sean Becker rounded out the top

Saturday

CHICO, Calif. — Tim Kaeding was a highlight film again, and Jonathan Allard was a champion again.

Kaeding won Saturday night's Golden State Challenge Series finale, passing Tyler Walker coming out of turn four on the penultimate lap to sweep the night's competition and pick up \$4,000 for the victory.

Allard won his second King of California Golden State Series title, edging out Walker for the championship by virtue of a fifth-place finish. He also won the 2006 title.

"I'm glad it's over," said a



TOM PARKER PHOTO

WINNING WAY: Tim Kaeding (83) moves past Tyler Walker out of turn four to take the checkered flag Saturday night.

relieved Allard. "It's been a trying couple of weeks."

Allard entered Saturday's finale with a 20-point lead over Walker, who appeared on his way to a second-straight victory before Kaeding's winning pass.

Sammy Swindell finished

behind Walker in third. Bud Kaeding finished fourth ahead of Allard.

The finish:

Tim Kaeding, Tyler Walker, Sammy Swindell, Bud Kaeding, Jonathan Allard, Brent Kaeding, Evan Suggs, Greg DeCaires, Kyle Hirst, Mike Henry, Andy Gregg, Jason York, Colby Copeland, Destiney Hayes, Chris Masters, Stephen Allard, Brent Bjork, Shane Golobic, Brett Miller, Mark Workentine, Tyler Wolf, Mark Tabor, Jr.

Button Snaps 9-Year Winless Streak; Suprick Wires Field

Saturday

BATAVIA, N.Y. — Twenty-one years after his first trip to Genesee Speedway and nine years since his last sprint-car victory, Gordy Button won Saturday night's ASCS Patriot

ASCs PATRIOT

track.

Button scored only his second win in the last 20 years, taking the lead from Bryan Howland on a lap-23 restart and holding off Chuck Hebing and Scott Kreutter.

The sprint-car veteran start-

ed on the pole, but lost the lead to Howland on lap 15. Button stayed close and took advantage of the late restart.

"Bryan was really strong. I'm not sure we would have caught him without his problems," noted Button. "I could see his frame dragging on the track, so I knew I had to get him on the restart."

Hebing finished second ahead of Kreutter, Kyle Moffit and Howland.

The finish:

Gordy Button, Chuck Hebing, Scott Kreutter, Kyle Moffit, Bryan Howland, Jared Zimbardi, Chris Muhleisen, Brad Knab, Ray Preston, Mike Stelter, Howard Singer, Bubba Broderick, Jeremy Barnard, Gary Troutman, Don Adamczyk, Dave Dykstra, Derek Jonathan, Brandon Warner, Tim Zack, Mark Schulz.

Sunday

WEEDSPORT, N.Y. — George Suprick scored his 12th-career ASCS Patriot victory, leading all 25 laps at the tricky three-eighths Cayuga County Fair Speedway Sunday night.

The victory also came in the third feature of the year in the King of Central New York Series.

Suprick started on the outside of the first row and took the lead at the initial green

flag, holding on through a couple of restarts.

Bryan Howland finished second ahead of Scott Kreutter, who challenged for the lead to no avail early on. Rick Wilson and Blake Breen completed the top five.

The finish:

George Suprick, Bryan Howland, Scott Kreutter, Rick Wilson, Blake Breen, Doug Emery, Mike Stelter, Tommy Wickham, Ray Preston, Bobby Breen, Don Adamczyk, Chuck Hebing, Bubba Broderick, Jared Fink, Gordy Button, Kyle Moffit, Chris Muhleisen, Robbie Shuttleworth, Brandon Warner, Howard Singer, Jared Zimbardi, Dave Wickham.

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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 34-35, July 25 and July 26

FINAL RESULTS

WINNER



Steve Kinser

Friday

July 25, I-96 Speedway, Lake Odessa, Mich.

Qualifications: 1. Steve Kinser, Kinser 11, 15.093; 2. Jason Meyers, Stockbridge 14, 15.106; 3. Craig Dollansky, Woodward 2, 15.248; 4. Donny Schatz, Stewart 15, 15.256; 5. Kraig Kinser, Stewart 20, 15.370; 6. Daryn Pittman, Titan 21, 15.385; 7. Chad Hillier, Hillier 5c, 15.397; 8. Joey Saldana, Kahne 9, 15.408; 9. Chad Kemenah, Hard Eight 8k, 15.445; 10. Jac Haudenschild, Carnahan r19, 15.460; 11. Shane Stewart, Roth 83, 15.468; 12. Dean Jacobs, Jacobs 7s, 15.575; 13. Jason Sides, Sides 7s, 15.591; 14. Terry McCarl, McCarl 24, 15.637; 15. Kerry Madsen, VerMeer 55, 15.689; 16. Tony Bruce, Jr., Bruce 18, 15.720; 17. Dustin Daggett, Mott 2m, 15.834; 18. Sam Hafertepe, Jr., Hafertepe 15h, 15.894; 19. Robinson, Robinson 1, 16.033; 20. Paul McMahan, Parsons 6, 16.077; 21. Robert Huisken, Huisken 46, 17.009; 22. Mark Aldrich, Aldrich 1a, 17.292; 23. Chad Blonde, Blonde 5b, 21.584.

First Heat (8 laps): Haudenschild, S. Kinser, Schatz, Hillier, Bruce, Sides, Robinson, Aldrich.

Second Heat (8 laps): Stewart, Saldana, Meyers, K. Kinser, Daggett, McCarl, McMahan, Blonde.

Third Heat (8 laps): Kemenah, Dollansky, Jacobs, Pittman, Madsen, Hafertepe, Huisken.

Crane Cams Dash (6 laps): S. Kinser, Kemenah, Saldana, Dollansky, Stewart, Haudenschild, Schatz, Pittman, K. Kinser, Meyers.

Feature (30 laps): 1. S. Kinser, \$10,000; 2. Schatz, \$5,500; 3. Meyers, \$3,200; 4. Saldana, \$2,800; 5. Kemenah, \$2,500; 6. Haudenschild, \$2,300; 7. Pittman, \$2,200; 8. Stewart, \$2,100; 9. K. Kinser, \$2,050; 10. Madsen, \$2,000; 11. McCarl, \$1,500; 12. Dollansky, \$1,200; 13. Hillier, \$1,100; 14. Sides, \$1,050; 15. Bruce, \$1,000; 16. McMahan, \$900; 17. Hafertepe, \$800; 18. Aldrich, \$800; 19. Daggett, \$800; 20. Jacobs, \$800; 21. Blonde, \$800; 22. Robinson, \$800; 23. Huisken, \$800.

WINNER



Donny Schatz

Saturday

July 26, K-C Raceway, Chillicothe, Ohio

Qualifications: 1. Dale Blaney, Fisher 2b, 11.829; 2. Donny Schatz, Stewart 15, 11.885; 3. Jimmy Stinson, Stinson 84, 11.922; 4. Craig Dollansky, Woodward 2, 11.933; 5. Todd Kane, Kane 6x, 11.939; 6. Daryn Pittman, Titan 21, 11.946; 7. Jason Meyers, Stockbridge 14, 11.968; 8. Joey Saldana, Kahne 9, 12.005; 9. Shane Stewart, Roth 83, 12.008; 10. Butch Schroeder, Brecht b20, 12.070; 11. Tim Shaffer, Call 83a, 12.075; 12. Chad Kemenah, Hard Eight 8k, 12.078; 13. Sam Hafertepe, Jr., Hafertepe 15h, 12.083; 14. Terry McCarl, McCarl 24, 12.092; 15. Jason Sides, Sides 7s, 12.093; 16. Paul McMahan, Parsons 6, 12.104; 17. Jac Haudenschild, Carnahan r19, 12.116; 18. Rob Chaney, Hammer 24h, 12.142; 19. Blake Feese, Feese 7k, 12.177; 20. Steve Kinser, Kinser 11, 12.179; 21. Kerry Madsen, VerMeer 55, 12.217; 22. Tony Bruce, Jr., Bruce 18, 12.227; 23. Greg Wilson, Warmint w20, 12.248; 24. Spud Gustin, Gustin 80, 12.260; 25. Caleb Griffith, Griffith 12, 12.272; 26. James Nier, Nier 00, 12.297; 27. Aaron Higgins, Higgins 51, 12.344; 28. Kraig Kinser, Stewart 20, 12.405; 29. Chad Hillier, Hillier 5c, 12.453; 30. Dean Jacobs, Holbrook 8, 12.538; 31. Brandon Martin, Martin 22, 12.545; 32. Mark Imler, Imler 40, 12.721; 33. Adam Strausser, Strausser 65, 12.754; 34. Brandy Bower, Bower 06, 12.948; 35. Cale Conley, Conley 3c, 13.063; 36. Josh Davis, Davis 22d, 13.082; 37. Kirk Jeffries, Jeffries 59j, 13.106; 38. Dave Dickson, Dickson 7a, 13.302; 39. Hud Horton, Horton 28x, 13.313; 40. Danny Smith, Smith 4, 13.497; 41. Randy Fink, Fink 41, 13.948; 42. Keith Baxter, Baxter 33s, 14.091.

First Heat (10 laps): Stewart, Haudenschild, Hafertepe, Blaney, Madsen, Hillier, Strausser, Griffith, Jeffries, Fink, Kane.

Second Heat (10 laps): Schatz, McCarl, Pittman, Nier, Schroeder, Chaney, Bruce, Jacobs, Dickson, Bower.

Third Heat (10 laps): Meyers, Sides, Stinson, Shaffer, Wilson, Feese, Martin, Conley, Horton, Higgins.

Fourth Heat (10 laps): Kemenah, Saldana, Dollansky, S. Kinser, Smith, Imler, K. Kinser, Davis, McMahan, Gustin.

Crane Cams Dash (8 laps): Kemenah, Schatz, Sides, Blaney, Meyers, McCarl, Haudenschild, Stinson, Stewart, Saldana.

C Main (10 laps): 1. Strausser; 2. Conley; 3. Davis, \$125; 4. Bower, \$125; 5. Dickson, \$125; 7. Fink, \$100; 8. Jeffries, \$100; 9. Horton, \$100; 10. Baxter, \$100.

B Main (12 laps): 1. Kane; 2. McMahan; 3. Chaney; 4. Bruce; 5. K. Kinser, \$200; 6. Feese, \$180; 7. Griffith, \$175; 8. Gustin, \$160; 9. Hillier, \$150; 10. Jacobs, \$150; 11. Higgins, \$150; 12. Martin, \$150; 13. Conley, \$150; 14. Strausser, \$150.

Feature (40 laps): 1. Schatz, \$10,000; 2. Blaney, \$5,500; 3. Meyers, \$3,200; 4. Kemenah, \$2,800; 5. Saldana, \$2,500; 6. Madsen, \$2,300; 7. Haudenschild, \$2,200; 8. S. Kinser, \$2,100; 9. Schroeder, \$2,050; 10. Shaffer, \$2,000; 11. K. Kinser, \$700; 12. McMahan, \$1,200; 13. Hafertepe, \$1,100; 14. Sides, \$1,050; 15. Chaney, \$1,000; 16. Smith, \$900; 17. Pittman, \$800; 18. Wilson, \$800; 19. Dollansky, \$800; 20. Stewart, \$800; 21. Bruce, \$800; 22. Kane, \$800; 23. McCarl, \$800; 24. Nier, \$800; 25. Stinson, \$800.

FIRST



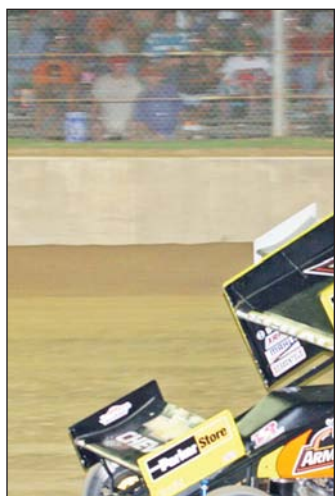
Donny Schatz

Top 10

1. Donny Schatz	5,066
2. Jason Meyers	4,915
3. Craig Dollansky	4,818
4. Joey Saldana	4,804
5. Steve Kinser	4,657
6. Jac Haudenschild	4,579
7. Kerry Madsen	4,474
8. Chad Kemenah	4,450
9. Shane Stewart	4,323
10. Daryn Pittman	4,313

UP NEXT

July 30, 34 Raceway, West Burlington, Iowa
 Aug. 1, Wilmot Speedway, Wilmot, Wis.
 Aug. 2, Charter Raceway Park, Beaver Dam, Wis.
 Aug. 12, Red River Valley Speedway, West Fargo, N.D.
 Aug. 14, Gillette Thunder Speedway, Gillette, Wyo.



R.A. SMITH PHOTO

THE MAN: Donny Schatz celebrates his 12th World of Outlaws victory of the season Saturday night at K-C Raceway in Ohio. Steve Kinser won Friday at I-96 Speedway and the two events at Ontario's Ohsweken Speedway were rained out.

Even Dozen For Schatz

CHILLICOTHE, Ohio — Donny Schatz won for the third time in his last four starts at K-C Raceway Saturday night, picking up his series-leading 12th Advance Auto Parts World of Outlaws Sprint Car Series triumph of the season.

Schatz passed leader Chad Kemenah on the 24th lap and paced the remainder of the 40-lap contest. In five starts at the three-eighths-mile track with the Advance Auto Parts World of Outlaws Sprint Car Series, he has finished fourth or better every time.

"It's been a good place for me," said Schatz. "We qualified well and got ourselves in the right spot. We had a great race car tonight. We had to borrow our time a little bit and get to halfway to burn some of the fuel off that thing to get it to drive forward."

The race began with Kemenah, who started on the pole, charging into the lead with Schatz close behind.

Near the 10th lap, Kemenah found himself in traffic, which gave Schatz a couple of opportunities to make a pass for the lead. The caution flag waved twice in the next few laps, with Schatz closing in on the leader.

Kemenah continued to work the high side of the track after the halfway point. Schatz got even with him a couple of times on the straightaways before diving under Kemenah exiting the third and fourth turns on the 24th lap.

"You have to go where he is not, and he was not going to get off that middle and top," explained the winner. "It was good up there, though



R.A. SMITH PHOTO

FOR THE LEAD: Donny Schatz (15) races under Chad Kemenah (8) to grab the lead in Saturday's World of Outlaws event at K-C Raceway.

when the track slows down you aren't going to run 40 laps up there. We had to bide our time and try to get my tires set in there on the bottom and let the race track get cleaned off a little bit and it worked. It didn't work as soon as I would have liked, but I'm glad to get back to victory lane again."

For the last 15 laps of the event, Schatz had to negotiate lapped traffic while fighting off fast-qualifier Dale Blaney.

"I think we finished in that same spot in 2006 to (Donny) Schatz," said

Blaney. "We've always been pretty good here and always good against the Outlaws here. We felt like we had a good chance."

The win for Schatz was the 82nd of his Advance Auto Parts World of Outlaws Sprint Car Series career, which places him in sole possession of the fifth spot on the all-time win list, ahead of 2001 series champion Danny Lasoski.

Jason Meyers scored his eighth-consecutive top-five finish in third, with Kemenah and Joey Saldana completing the top five.

Kinser Keeps On Trucking At I-96

LAKE ODESSA, Mich. — Steve Kinser began and ended Friday on top, as he first set a track record in time trials at I-96 Speedway and wrapped up the night in victory lane, after claiming his fourth Advance Auto Parts World of Outlaws Sprint Car Series triumph of the season.

The win was the fourth of Kinser's career at I-96 Speedway with the Advance Auto Parts World of Outlaws Sprint Car Series. He took home \$10,000 for the triumph, which was the 547th of his career.

"We had a good car all night," said Kinser. "We've always run good here and you can't complain about that. I do enjoy coming here to race."

Kinser started on the pole of the 30-lap feature at the half-mile oval aboard the Q Oil Maxim and quickly shot to the lead at the green flag, with Craig Dollansky chasing him.

On the 13th lap, Dollansky dove under Kinser exiting the third and fourth turns and won a drag race down the frontstretch to be officially credited with leading the lap.

As the pair charged into the first

and second turns on the 14th lap, Chad Blonde got sideways right in front of Dollansky, collecting him, while Kinser took evasive action.

"I stuck on the bottom too long and I knew I was getting loose down there and not carrying enough steam," Kinser noted. "I probably should have moved up about four, five or six laps earlier, or maybe even before that. I waited a little too long and Craig (Dollansky) got by us just before the (No.) 5 car got sideways in front of him. I don't know if I would have been able to have reeled him back in or not, but I should never have let him get by me anyway."

Dollansky went to the pits with a flat right-rear tire while Kinser reclaimed the lead.

"It was real close, but I had enough room to dive off the end of the track," Kinser explained. "I gathered everything back up."

While Kinser cut the path through lapped traffic, Donny Schatz made his way to second spot and was in a position to challenge when the final yellow flag of the night waved with four laps remaining.

Schatz made a strong run at the leader, pulling even, but Kinser used the high groove to prevail.

"I didn't really want to come around the top and have anyone get a run on me in (turn) one, since I wasn't getting into one very good up high," Kinser said. "I ran in there about three-quarters of the way and pretty good up in there."

Schatz, the series point leader, lined up seventh and finished second.

"We had a decent car," said Schatz. "That last yellow gave us a shot at Steve (Kinser). I had every bit as good of a car, and I just pushed myself a little bit too far. I needed to slow down to go faster and I pushed myself to go faster. That's the way it goes. You win some and you lose some. This is a very tough place to race and we overcame some of the problems we have had here in the past. At least we were up there racing for a win anyway."

Jason Meyers raced from 10th to finish third with Joey Saldana and Chad Kemenah rounding out the top five.

No More Waiting For Brad Waits In USMTS Modified Competition

July 21

CORNING, Iowa — Eight-time O'Reilly USMTS National Champion Kelly Shryock collected his ninth main-event victory of the season July 21 with a dominating performance at Adams County Speedway.

The \$2,000 triumph was his second straight and third overall at the half-mile oval and also propelled him into the points lead of the Central States Region over on-track rival Jason Hughes.

Hughes stalked Shryock for most of the race, but faded to third after a yellow with eight laps remaining, as Zack VanderBeek finished second.

Jon Tesch and Scott Green completed the top five.

The finish: Kelly Shryock, Zack VanderBeek, Jason Hughes, Jon Tesch, Scott Green, Derek Ramirez, Ryan Gustin, Jake Neal, Ron Ver Beek, Kenny Wallace, Jason Krohn, Dean Mahlstedt, Alan Mondus, Brandon Kenny, Donovan Lodge, Jeff James, Jesse Dennis, Jeremy Tibben, Colt Mather, Dennis Elliott, Mike Albertsen, Al Hejna, Steve Kosiski, Chris Spieker.

July 23

SLAYTON, Minn. — Tim Donlinger took the lead from Al Hejna on lap 10, then kept his race car out of trouble for the final 25 laps to win the fifth annual Minnesota Spring Challenge July 23 at Murray County Speedway.

Several cautions kept the field close, but Donlinger held

on to score the \$2,000 top prize. Kelly Shryock had to settle for second, with Derek Ramirez third. Jon Tesch raced from 23rd to finish fourth. Tommy Myer was fifth.

The finish: Tim Donlinger, Kelly Shryock, Derek Ramirez, Jon Tesch, Tommy Myer, Zack VanderBeek, Marlin Kracht, Mike Steensma, Scott Green, Al Hejna, Chris Prussman, Jim Mathieson, Steve Kosiski, Anthony Mann, Brandon Kenny, Josh Reisch, Jason Hughes, Jim Horejzi, Corey Dripps, Jim Gregoire, Ron Luitjens, Jake Neal, Kenny Wallace, Jason Krohn.

Thursday

KASSON, Minn. — Bridesmaid. Say the word out loud and it actually sounds similar to the name Brad

Waits. But after Thursday night's performance at Kasson Speedway, bridesmaid is a term that can no longer be associated with the veteran modified racer. After settling for the runner-up paycheck in all four of his previous starts, Waits finally visited victory lane.

Waits inherited the lead from Kelly Shryock with fewer than 10 laps remaining, handing the lead to Waits, who hung on for the victory.

Jon Tesch finished second ahead of Tim Donlinger, Zack VanderBeek and Bob Timm.

The finish: Brad Waits, Jon Tesch, Tim Donlinger, Zack VanderBeek, Bob Timm, Tommy Myer, Alan Mondus, Derek Ramirez, Mike Sorensen, Scott Green, Jason Krohn, Corey Dripps, Jason Hughes, Brandon Kenny, Jeff Schluetter, Kenny Wallace, Dan Bohr, Doug Hillson, Kelly Shryock, Al Hejna, Steve Wetzstein, Todd Scharkey, Joe Wernecke, Jake Neal.

Friday

FOUNTAIN CITY, Wis. — Brad Waits picked up right where he left off Thursday night, winning his second-con-

secutive O'Reilly USMTS National Tour feature Friday night at Tri-Oval Speedway.

The win, worth \$2,000, catapulted Waits into third place in earnings for drivers in the Yeager Machine Upper Midwest Region, despite having raced in just half of the eight events.

Zack VanderBeek started on the pole, but was no match for

Waits and had to settle for second place at the checkered flag. Jon Tesch, Bob Timm and 17th-starting Tim Donlinger filled the top five.

The finish: Brad Waits, Zack VanderBeek, Jon Tesch, Bob Timm, Tim Donlinger, Jason Hughes, Scott Green, Jake Neal, Josh Angst, Al Hejna, Dan Bohr, Corey Dripps, LeRoy Scharkey, Alan Mondus, Brandon Kenny, Jeff Rolling, Derek Ramirez, John Doelle, Paul Hamerik, Kelly Shryock, Dean Mahlstedt, Hank Rollinger, Jeremy Jonsgaard, Jeff Schluetter, Bob Bauth, Brian Albrecht.

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Danny Bags Two In Va.

CALLAWAY, Va. — The International Sport Compact Auto Racing Series Dash Touring Series returned to Franklin County Speedway for the first time since 1986, and Danny Bagwell swept twin 40-lap features in the return.

Series officials made a pre-race decision to run the twin 40s instead of the planned 150-lap event.

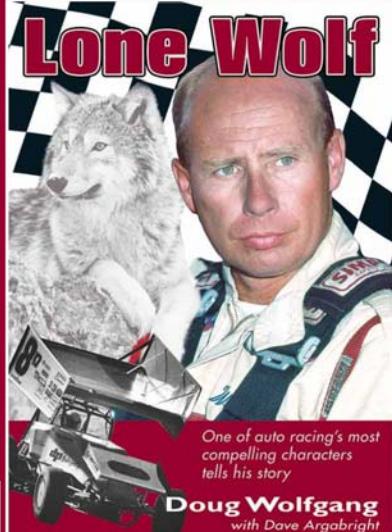
In the first feature, Bagwell, the defending series champion, took over the point with four laps to go after then-leader Gary Young, Jr. got a flat tire. Justin Hobgood finished second, Chelsea Schillig was third, and Brad Queen and Joey Jones completed the top five. Young settled for sixth.

In the second race, Bagwell again had to hold off Hobgood for the win after Queen, the early leader, went out with mechanical problems.

Hobgood finished second followed by Young, Schillig and Jones.

The victories were Bagwell's 15th and 16th of his career, tying him with 1995 champion David Hutto on the series's all-time list.

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Francis Only Repeat Winner In Ohio LM Speedweek

July 21

ALBION, Neb. — Nothing was going to stop Shane Clanton from finally breaking into victory lane July 21 at Boone County Raceway.

Not the World of Outlaws Late Model Series point leader. Not lapped traffic. And certainly not an overheating engine.

Clanton fought through all the obstacles to score a very satisfying victory at the three-eighths-mile Nebraska oval.

“Finally!” Clanton exclaimed after becoming the last driver ranked among the top nine in the WoO LMS standings to win this season. “We’ve been close so many times this year, but just couldn’t get the job done, so it feels good to win again — real good.”

After crossing the finish line 1.249 seconds ahead of Brian Birkhofer, Clanton celebrated his first WoO LMS triumph since July 20, 2007, at Virginia Motor Speedway — a winless stretch of 42 races. It was his seventh career win on the tour.

Point-leader Darrell Lanigan finished third after leading laps 1-13. Polesitter Steve Francis placed fourth and eighth-starter Shannon Babb was fifth.

While Clanton swept the night (he also set fast time and won a heat race) and dominated the action after passing Lanigan for the lead on lap 14, he experienced plenty of anxious moments.

No problem was more worrisome to Clanton than the steaming engine he battled for the race’s final circuits.

“I thought our luck was gonna bite us again,” said Clanton. “With 10 laps to go, I started puking water again (out of the powerplant), like I did in the heat race. The water started covering me up, and I thought we were gonna have to pull in when I saw the temperature (gauge) get up to 220, 230 (degrees).”

“The last two laps it got to 240, but it was two laps to go. What do you do at that point? You gotta go for it. If that motor didn’t break to pieces, I was gonna win it.”

The finish:

Shane Clanton, Brian Birkhofer, Darrell Lanigan, Steve Francis, Shannon Babb, Tim Fuller, John Anderson, Clint Smith, Rick Eckert, Chub Frank, Josh Richards, Andrew McKay, Jeremy Grady, John Blankenship, John Kaanta, Frank Heckenast, Jr., Sean Beardsley, Danny Johnson, Vic Coffey, Dustin Hapka, Joe Isabella, Chris Simpson, Kyle Berck, Dave Eckrich.

Thursday

ZANESVILLE, Ohio — Steve Francis let out a giant sigh of relief after capturing the Alltel Ohio Speedweek opener Thursday night at Muskingum County Speedway. The victory snapped a 19-race winless streak for the defending World of Outlaws Late Model Series champion. “We needed this like nobody knows,” said Francis, whose only previous WoO LMS triumph this season came April 19 at The Dirt Track @ Lowe’s Motor Speedway. “We’ve just been off for awhile — making dumb decisions, missing stupid things. We finally were able to put it all together tonight.”

Francis, 40, was the class of the field in the first WoO LMS event at Ronnie Moran’s three-eighths-mile oval. He steered his Dale Beitler-owned Reliable Painting/Valvoline Rocket car forward from the fifth-starting spot to take the lead from Earl Pearson, Jr. on lap 14 and was never



HEIN BROTHERS PHOTO

CHARGING: Donnie Moran (99) drives under Tim McCreddie on his way to victory Saturday night at Sharon Speedway in Hartford, Ohio, during the World of Outlaws Late Model Alltel Ohio Speedweek.

threatened thereafter.

A caution flag for a multi-car tangle on lap 35 gave Francis some pause since it put the hard-charging, 18th-starting Tim Fuller on his rear bumper, but he easily glided away on the restart to defeat the 2007 WoO LMS Rookie of the Year by nearly a half-straightaway.

“The car was real good tonight from the start, like it was on a rail,” said Francis, who earned \$7,150 for his first touring-series victory at Muskingum County since 2003. “I was just able to drive into the corner and stick to the bottom like we were on glue.”

“Tires could’ve been an advantage for us tonight — they definitely performed flawless, there’s no doubt about that,” he added, singling out his American Racer rubber. “But more than anything, we really got our car good again. It was kind of a combination of the two — when the two come together, it’s a good night.”

Pearson settled for third after leading laps 12-13. Point-leader Darrell Lanigan was fourth — his 17th top-five finish in the last 18 tour events — and polesitter Steve Shaver was fifth.

The finish:

Steve Francis, Tim Fuller, Earl Pearson, Jr., Darrell Lanigan, Steve Shaver, Donnie Moran, Bart Hartman, Robbie Blair, Mike Marlar, Shane McLoughlin, Shannon Babb, John Blankenship, Josh Richards, Lance Elson, Shane Clanton, Doug Dodd, Rick Eckert, Clint Smith, Rick Aukland, Vic Coffey, Joe Isabella, Eddie Carrier, Jr., Chub Frank, Mike Marlar, Corey Conley.

Friday

ROSSBURG, Ohio — Earl Pearson, Jr. is still the only winner the World of Outlaws Late Model Series has ever known at Eldora Speedway.

The standout driver from Jacksonville, Fla., repeated his triumphant performance in last year’s inaugural tour event at NASCAR star Tony Stewart’s famed half-mile oval, rolling to a flag-to-flag victory in Friday night’s Subway 50.

This time, however, Pearson didn’t have to survive any last-lap challenges. He surged off the outside pole to assume command at the initial green flag and never looked back, turning back mid-race pressure from Shane Clanton and Brian Birkhofer en route to his fourth-career WoO LMS checkered flag.

“Last year there, were cars everywhere in this race, and that slide job Shannon Babb gave me (on the final



CHRIS KOVACHEVICH PHOTO

SALUTE: Earl Pearson, Jr. celebrates his World of Outlaws Late Model Series victory Friday night at Eldora Speedway in Rossburg, Ohio.

lap) was tough to handle,” said Pearson, who earned \$10,150. “This year was just a good race for us. We started off strong and the car just came to me late in the race.”

Pearson, 36, drove his Bobby Labonte Enterprises/LifeLong Locks MasterSbilt car across the finish line 1.820 seconds ahead of Birkhofer, who started 12th and ran in the runner-up spot for the final 20 laps.

Clanton finished third after making several bids for the lead near the halfway mark, while Josh Richards and Scott Bloomquist filled the top five.

Pearson’s most worrisome moment came on lap 26, when Clanton, who started 11th but reached second place by the 19th circuit, used a slider to pull ahead in turn two.

“Luckily, the caution came out when Shane Clanton put a run on me,” conceded Pearson. “He was all the way ahead of me, and I don’t know if I would’ve ever got back by him.”

“When that happened, I knew I had to go somewhere else and try something different. We started off good, right up against the (outside) wall and then we moved down in the mid-part of the race. On the restart, I got right back up against the wall and it handled good after that.”

The finish:

Earl Pearson, Jr., Brian Birkhofer, Shane Clanton, Josh Richards, Scott

Bloomquist, Tim McCreddie, Darren Miller, Darrell Lanigan, Scott James, Clint Smith, Brady Smith, Chub Frank, Shannon Babb, Rick Eckert, Matt Miller, Tim Fuller, Tony Stewart, Steve Francis, Donnie Moran, Aaron Scott, Billy Moyer, Brian Ruhlman, John Blankenship, Jeep VanWormer, Kevin Claycomb, Ben Adkins, Chad Ruhlman.

Saturday

HARTFORD, Ohio — Donnie Moran caught the breaks he needed to win Saturday night’s 50-lap World of Outlaws Late Model Series event at Sharon Speedway.

On an evening that saw two rounds of rain delay the racing action for more than four hours, Moran benefited from Billy Moyer’s misfortune and survived heavy track conditions that exacted a toll on his equipment en route to capturing the third leg of Alltel Ohio Speedweek.

Moran, 45, of Dresden, Ohio, inherited the lead on a lap-44 restart when Moyer slowed with mechanical trouble. The driver known as the Million Dollar Man went on to triumph by .814 of a second over Ricky Elliott, whose runner-up placing matched his career-best WoO LMS finish.

It was the first WoO LMS win of the 2008 season for Moran, who pumped his career-victory total on the tour to four.

“This is like a second home to me,” said Moran. “Even before Dave (Blaney) was involved here (as a co-owner) and the track was real big, I always liked coming to Sharon. But

since they changed it to a smaller oval, for some reason the configuration really fits my driving style.”

Shane Clanton settled for a second-consecutive third-place finish on the tour after bidding for the lead midway through the race. Defending WoO LMS champion Steve Francis and polesitter Clint Smith completed the top five.

Moran acknowledged afterward that the sudden departure of Moyer, whose Victory Circle car tossed its fan belts after he had led laps 17-44, was ultimately the key to his win.

“On a couple late restarts (laps 36 and 44), Billy couldn’t open (distance) up on me like he could earlier,” said Moran. “But if he didn’t have a problem (on the second of three lap-44 restarts), I’d say he probably would’ve won. We won, though, and that’s the story.”

The finish:

Donnie Moran, Ricky Elliott, Shane Clanton, Steve Francis, Clint Smith, Darrell Lanigan, Matt Miller, Shannon Babb, Rick Eckert, Chub Frank, Brent Rhebergen, David Scott, Gregg Satterlee, Vic Coffey, John Blankenship, Josh Richards, Tim Fuller, Billy Moyer, Jeremy Miller, Dutch Davies, Russell King, Tim McCreddie, Dan Stone, Brian Birkhofer, Mickey Wright.

Sunday

HAMMETT, Pa. — Steve Francis made World of Outlaws Late Model Series history Sunday night at Eriez Speedway.

With a victory in the 50-lap finale of Alltel Ohio Speedweek, Francis set a modern-era (2004-present) WoO LMS win standard. His 17th-career triumph on the tour broke him out of a three-way tie atop the win list with Scott Bloomquist and Rick Eckert.

Francis, 40, earned \$10,250 for his second win in four Alltel Ohio Speedweek events.

It was the third WoO LMS victory of 2008 for Francis, who started from the outside pole and led all but three laps of Sunday’s A-main. He swapped the lead twice with polesitter Robbie Blair just before the race’s halfway mark, but maintained firm control of the top spot from lap 21 to the checkered flag.

Francis drove his Dale Beitler-owned Reliable Painting/Valvoline Rocket No. 19 across the finish line with a .379-second margin over Blair, who used the outside lane to draw close to Francis in the waning moments.

“We pretty much focused on hitting our marks all night,” Francis said. “The race track was very, very physical. It had icy-slippery spots, wet spots, rough spots — just really, really physical. You had to make sure you hit all of your marks. If you missed one, you could kill your whole lap.”

“We just tried to stay in our lane. If somebody was going to get us high and wide, then they were going to get us and we were going to have to get up on the wheel and try to get back by them on the bottom.”

Josh Richards finished third. Tim McCreddie ran predominantly the outside groove to charge from the 22nd-starting spot to a hard-earned fourth-place finish, and 21-year-old Mike Knight registered a career-best WoO LMS placing of fifth at the track where he is the reigning champion.

The finish:

Steve Francis, Robbie Blair, Josh Richards, Tim McCreddie, Mike Knight, Darrell Lanigan, Vic Coffey, Shane Clanton, Ron Davies, Rich Gardner, Dan Stone, Dave Hess, Jr., Chub Frank, Andy Bozell, Rick Eckert, Doug Eck, David Scott, Shannon Babb, Clint Smith, Chad Malone, Andy Kania, Donnie Moran, Greg Oakes, Randy Lobbs, Dutch Davies.

Last-Lap Move Earns Ely URC's First-Place Purse

BECHTELSVILLE, Pa. — Dave Ely made a last-lap pass for the lead to win the 25-lap Rislone United Racing Company Sprint Series feature Saturday night at Grandview Speedway.

Ely moved into second on lap 23 and reeled in race-leader and rookie driver David Gravel. With a run off of turn four, Ely took the outside groove and nosed ahead of Gravel at the finish line, scoring his third victory of the sea-

son and earning \$2,000 for his efforts.

Gravel, who was disqualified after an apparent victory the previous weekend, finished second. Becca Anderson, Curt Michael and Trevor Lewis rounded out the top five.

A large crowd was on hand and a field of 31 URC sprint cars took part in the program.

The finish:

Dave Ely, Dave Gravel, Becca Anderson, Curt Michael, Trevor Lewis, Ed Aikin, Michael Carver, Davey Sammons, Joey Biasi, Chris Coyle, Kyle Purks, Rory Janney, Kevin Welsh, Mark Bitner, Robbie Stillwaggon, Ken Carberry, Jimmy Reppert Schoenly, Jason Clauss, Dave Gable, Gary Gollub, Scott Pursell, Josh Weller, Kevin Darling, Chuck Palmucci.



TWC PHOTO

ROCKETT: Jesse Hockett (77) chases down Terry Hinck en route to a WOW victory Sunday at Double X Speedway.

Gimme 5: Davis Does It Again

PHOENIX — Charles Davis, Jr. posted his fifth Discount Tire Co. American Sprint Car Series Canyon Region feature win of the year by topping Saturday night's 30-lap feature atop Manzanita Speedway's third-mile clay oval.

Davis took command midway through the main event and

held off current series point-leader Jeremy Sherman to secure the win.

Sherman settled for second, with Shon Deskins, Stevie Sussex and Justin Fisher rounding out the top five.

The finish:

Charles Davis, Jr., Jeremy Sherman, Shon Deskins, Stevie Sussex, Justin Fisher, Bob Ream, Jr., Leland Michael, Mike Leslie, Andrew Reinbold, Seainn Hendricsen, Zach Sawyers, Jesse Dunham, Nathan High, Thomas Ogle, Adam Wirth, Jody Wirth, Steve Tellas, Derek Sell, R.J. Johnson, Bernie Smith, Chris Bonneau, Josh Pelkey, Mike Martin, Steve Sandrolini, Carson Ditsch.

Peters Is Perfect On The Plains

HARTFORD, S.D. — Jake Peters picked off his first victory of the 2008 season by wiring the field in Friday night's 25-lap American Sprint Car Series Northern Plains Region feature at I-90 Speedway.

Peters fended off Eric Lutz in the early stages and held off Jack Dover over the final rounds to post the win in the Weseman-powered Folkens Brothers Trucking No. 57x Schne.

Jack Dover finished second, with Jody Rosenboom, Lutz and Gordy Vogelaar rounding out the top five.

The finish:

Jake Peters, Jack Dover, Jody Rosenboom, Eric Lutz, Gordy Vogelaar, Austin McCarl, Gregg Bakker, Clint Garner, Donovan Peterson, John Cressman, Lee Grosz, Lee Goos, Jr., Micah Schliemann, Mark Toews, Casey Abbas, Kevin Ingle, Jason Tostenson, Shawn VanWyhe, Mitch Runge, Greg Gunderson.

Hockett Rebounds, Charges To Triumph

CALIFORNIA, Mo. — Starting from the back row due to problems earlier in the evening, Jesse Hockett drove to a convincing victory in the WOW

Auto Parts Winged Outlaw Warrior 6th-annual Clyde Wood Memorial Sunday at Double X Speedway. Hockett, who won the third heat earlier in the evening, was disqualified due to an illegal tire and was forced to start the feature from the tail.

But Hockett raced his way to the lead on lap 20 of the 25-lap main. Hockett caught leader Randy Martin, who jumped the cushion, slowed and spun

out when Hockett made contact with him. From there, Hockett held off Terry Hinck over the final five laps, until Hinck hit the wall on the final lap, handing second place to Rex Combs.

Adam Jones was third ahead of Jon Corbin and Frank Brown in the top five.

The finish:

Jesse Hockett, Rex Combs, Adam Jones, Jon Corbin, Frank Brown, Jeff Wingate, Curtis Boyer, Chris Walker, Mark Shirshakan, Tony Crank, Randy Martin, Ryan Marsch, Terry Hinck, David Brown, Steven Cross, Tyler Blank, Jonathan Cornell, Curtis Evans, Kyle Bell.

Vasbinder Visits Va. Sprints Victory Lane

NATURAL BRIDGE, Va. — Scott Vasbinder captured his first Virginia Sprint Series victory, wiring the field Saturday night at Natural Bridge

Speedway. Ivan Shaver finished second, ahead of Billy Norfleet, Tony Harris and Satch Worley.

The finish:

Scott Vasbinder, Ivan Shaver, Billy Norfleet, Tony Harris, Satch Worley, Anthony Linkenhoker, French Grimes, Bill Rice, Jack Rice, Chris Ware, Paul White, Jerald Harris, Donnie Rodeffer.



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HIDDEN GEM

Large Car Counts, Loyal Fans Keep Oregon Track Thriving

The folks at Oregon's Willamette Speedway were full of apologies on a recent July evening because "only" 112 cars checked into the pits. With the car count down about 15 from this season's average, the fans were going to have to make do with five trophy dashes, 18 heat races, a C-main in one class, three B-mains and A-mains in all five classes — about 300 laps of green-flag action crammed into five hours and interrupted only long enough to squirt the track with water a few times.

For decades, Willamette Speedway, a third-mile dirt oval on the edge of Lebanon, Ore., has featured huge stock-car fields. Few tracks on the West Coast can match Willamette's weekly car counts or loyal following. Many competitors have raced at Willamette virtually every week from April through September for 15 years, 20 years or more. Second- and even third-generation drivers are not unusual.

By PAUL SHIGLEY
NSSLN CORRESPONDENT

"It's the only game in town, but it's a good game," said Rob Mayea, the track's 2007 late-model champion. Like many states, Oregon has seen its share of track closures over the years. Nearby tracks in Eugene and Salem have shut down. An hour's drive north of Lebanon, the Portland area has only one short-track remaining. But Willamette continues to thrive. Nearly every Saturday night sees five classes of stock cars in action headlined by the late models. Sprint cars and midgets also make a few appearances, and there is the occasional doubleheader and mid-week event to fill out a 30-plus race card.

Everything that happens at Willamette is due to the dedication of the Arnold family. In 1966, family patriarch Clair Arnold built the speedway on the site of what was a rough track. The property owner offered Clair and his wife, Evelyn, the land and told them to start making payments when they began turning a profit on the race track. "His goal was to build a track that was fair and square to the drivers because he had been on the other side of that," Evelyn recalled of her racer-turned-promoter husband.

The track featured open-wheel classes at the beginning, but during the mid-1970s Clair Arnold decided stock cars would be the feature attraction every Saturday night. That was a turning point. Willamette Speedway began attracting more cars and more fans, and it soon turned a profit. The Arnolds, who live on the property, now "own it lock, stock and barrel," Evelyn said.

Today, the extended Arnold family oversees every aspect, from promotion to track preparation to concessions to making trophies. They also run the I-5 Challenge, a six-race series for late models at Willamette and a few other tracks. Evelyn Arnold still handles the business side of things — including the cash payouts to competitors on the night of the race. But with 80-year-old Clair Arnold now retired, son Bill oversees most day-to-day operations.

"He's the one who had the vision," Bill said of his father. "He's the one who truly ate, slept and drank racing. He just truly loves everything about it."

"It's a good show," commented late-model racer Mike Brooks, whose extended family brings four cars to the track. "I think that's one of the things that makes it so successful — the same family has owned it since 1966 and they do everything."

After the races one recent evening while Bill was winding down in his golf cart, a driver approached to complain about not receiving a bonus for running a super sportsman-legal car in the late-model class. Bill listened to the gripe before explaining that the bonus was intended for weekly super sportsman competitors who step up in class, not for someone like this driver who simply dropped an iron-block super sportsman engine into his late-model car. The driver didn't like the answer, but he was extremely respectful. Later on, a different driver, Jeff Biffle, brother of NASCAR Sprint Cup racer Greg Biffle, handed Bill \$100 because his team received payment twice — once from an I-5 race promoter last month and once at Willamette — for the same finish.

Biffle's gesture demonstrated the fairness that is paramount at Willamette. The track has lots of rules — including strict provisions against fighting and rough driving — and enforcement appears to be unwavering. It's probably the only way to get through the night's ambitious program in a timely manner. Drivers know they must line up for their race while the prior one is on the track. There is absolutely no waiting for anybody. If you jump the start from the front row, you go the back. If you cause a yellow flag during your heat, you go to the pits. If you crash the car in front of you, you go to the back and the victim often gets his spot back.

The program is something of a throwback. Every single car qualifies each week in a long process that is typically completed well before the 6 p.m. scheduled start of racing. Every race lineup is based on those qual-



BOB FISK PHOTO

IN THE GAS: Jeremy Shank, Willamette Speedway's 2006 late-model champion, powers around the one-third-mile dirt track in Lebanon, Ore.

Willamette Speedway

Location: Lebanon, Ore.
Owners: Clair, Evelyn and Bill Arnold
History: Built in 1966
Type: One-third-mile dirt track
Divisions: Late models, super sport, sportsman, classic sportsman and modified
Night: Saturday
Web: www.trophymotorsports.com/willamettespeedway.htm

2007 Champions
 ■ Outlaw Division: Trevor Glaser
 ■ Super Sport Division: Jimmy Schram
 ■ Sportsman Division: Brian Cronk
 ■ Classic Sportsman: David Cronk
 ■ Modified: Rob Mayea

ifying laps, with the field fully inverted. That means the fastest late-model qualifier usually lines up in the eighth row — right next to the previous week's winner — even though the slowest racer in the event may have qualified only three- or fourth-tenths of a second slower.

"When we have a good two-groove race track here, it's just fine." 2006 late-model champion Jeremy Shank said. "The fastest cars will make their way to the front."

Is it possible to win from the back? Well, at the July 12 race, local legend Russ Sell tagged the end of the 17-car late-model field after transferring from the B-main. While everyone was glued to the bottom, Sell found a middle groove and grabbed the lead a little more than halfway through the 40-lap event.

"Everybody is so even right now," Sell claimed, despite having just passed the entire field. A three-time track champion, Sell has raced at Willamette for nearly 30 years. "The biggest change was in the early 1990s when they put that wall in," he said, motioning to the low wall that surrounds the track. "Otherwise, it's the same old surface. But the cars are so much faster."

In fact, many competitors say the late models and even the iron-block super sportsmen are faster than the track, which is typically dry-slick. But few complain.

"It's a real finesse track," said Mayea. "It's not a real horsepower track. You go around here most of the time at quarter to half throttle. That makes it easy on equipment. I hardly tear up anything at this track."

Shank agrees. "It's easy on every mechanical piece on the car," he said. "The track won't take what we have. There's no cushion to slam into." As at tracks across the country, much of the talk at Willamette these days concerns gas prices. The track has lost a few long-tow competitors, but Bill Arnold said the front gate is up because people are staying close to home.

Huge car counts and increasing fan attendance? At a short track? "We are race track promoters. We are not tire sellers. We don't run a campground," Bill Arnold explained. "My father was right: As long as we concentrate on our race track, and concentrate on our drivers, as long as we do the best we can to be fair to everyone, we'll do fine. I think that's what has built this place and kept it going all these years."



BOB FISK PHOTO

PACKING IN: Fans enjoy a Saturday night at Oregon's Willamette Speedway. Weekly programs include late models and five classes of stock cars.

RACE REWIND

Race 20 of 36: Allstate 400, Sunday, July 27
Indianapolis Motor Speedway, Indianapolis, Ind.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Jimmie Johnson	Carl Edwards	Denny Hamlin

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	48	Jimmie Johnson	Lowe's Chevrolet	160	\$509,236	Running
2	9	99	Carl Edwards	Aflac Ford	160	366,700	Running
3	23	11	Denny Hamlin	FedEx Office Toyota	160	331,516	Running
4	6	19	Elliott Sadler	Stanley Dodge	160	290,745	Running
5	5	24	Jeff Gordon	DuPont Chevrolet	160	275,111	Running
6	8	26	Jamie McMurray	Crown Royal Ford	160	206,850	Running
7	4	9	Kasey Kahne	Budweiser/LifeLock Dodge	160	225,491	Running
8	12	16	Greg Biffle	Dish Network Ford	160	196,225	Running
9	32	31	Jeff Burton	Prilosec OTC Chevrolet	160	233,783	Running
10	26	84	A.J. Allmendinger	Red Bull Toyota	160	178,775	Running
11	2	8	Mark Martin	U.S. Army Chevrolet	160	210,383	Running
12	11	88	Dale Earnhardt, Jr.	National Guard Chevrolet	160	180,950	Running
13	3	12	Ryan Newman	Alltel Dodge	160	207,975	Running
14	16	6	David Ragan	AAA Insurance Ford	160	170,000	Running
15	19	18	Kyle Busch	M&M's Toyota	160	180,700	Running
16	27	43	Bobby Labonte	Cheerios/Totino's Dodge	160	195,536	Running
17	22	41	Reed Sorenson	Target Dodge	160	184,689	Running
18	15	10	Patrick Carpentier	Sears Auto Center/Valvoline Dodge	160	154,375	Running
19	40	07	Clint Bowyer	Jack Daniel's Chevrolet	160	169,875	Running
20	20	38	David Gilliland	freecreditreport.com Ford	160	175,183	Running
21	38	77	Sam Hornish, Jr.	Mobil 1 Dodge	160	195,400	Running
22	24	47	Marcos Ambrose	Little Debbie Snacks Ford	160	148,825	Running
23	14	20	Tony Stewart	Home Depot Toyota	160	197,461	Running
24	25	1	Martin Truex, Jr.	Bass Pro Shops/Cub Cadet Chevrolet	160	182,408	Running
25	35	66	Scott Riggs	State Water Heaters Chevrolet	160	166,133	Running
26	31	5	Casey Mears	Kellogg's/CARQUEST Chevrolet	160	162,725	Running
27	43	45	Terry Labonte	Marathon Motor Oil Dodge	160	161,083	Running
28	39	96	J.J. Yeley	DLP HDTV Toyota	160	153,825	Running
29	36	78	Joe Nemechek	Furniture Row Racing Chevrolet	160	142,225	Running
30	33	44	David Reutimann	UPS Toyota	160	145,200	Running
31	42	01	Regan Smith	Principal Financial Group Chevrolet	160	152,600	Running
32	21	70	Jason Leffler	Hunt Brothers Pizza Chevrolet	160	140,700	Running
33	29	7	Robby Gordon	Menards/Johns Manville Dodge	160	163,558	Running
34	30	00	Michael McDowell	Champion Mortgage Toyota	160	150,097	Running
35	41	22	Dave Blaney	Caterpillar Toyota	160	140,300	Running
36	28	28	Travis Kvapil	HITACHI Power Tools Ford	160	168,214	Running
37	18	29	Kevin Harvick	Shell/Pennzoil Chevrolet	148	186,661	Running
38	10	17	Matt Kenseth	DeWalt Ford	144	187,241	Running
39	13	42	Juan Pablo Montoya	Wrigley's Big Red Slim Pack Dodge	124	167,408	Accident
40	7	2	Kurt Busch	Miller Lite Dodge	119	139,425	Running
41	37	15	Paul Menard	Menards/Johns Manville Chevrolet	118	147,300	Running
42	17	83	Brian Vickers	Red Bull Toyota	93	147,600	Engine
43	34	55	Michael Waltrip	NAPA Auto Parts Toyota	91	139,494	Running

RACE STATISTICS

Race time: 3 hour, 28 minutes, 29 seconds
Average speed: 115.117 miles per hour
Victory margin: 0.332 second
Caution flags: 11 for 52 laps
Lead changes: 26 among 16 drivers
Lap leaders: Jimmie Johnson 1-15; Dale Earnhardt, Jr. 16-23; Jeff Gordon 24-29; Johnson 30; Scott Riggs 31; Kyle Busch 32-35; Gordon 36; Johnson 37-48; Travis Kvapil 49-51; Busch 52-61; Johnson 62-66; Brian Vickers 67; A.J. Allmendinger 68-71; Johnson 72-82; Michael McDowell 83; Regan Smith 84; Martin Truex, Jr. 85-87; Carl Edwards 88-90; Johnson 91-99; Dave Blaney 100; Elliott Sadler 101-105; Jeff Burton 106-115; Johnson 116-123; Denny Hamlin 124-138; Edwards 139; Hamlin 140-150; Johnson 151-160.

TALK OF TIME TRIALS

Two-time defending series champion Jimmie Johnson notched his first Indianapolis pole Saturday, lapping the famed 2.5-mile oval at 49.515 seconds at 181.763 miles per hour in the No. 48 Lowe's Chevrolet.

STANDINGS

FIRST	SECOND	THIRD
		
Kyle Busch	Dale Earnhardt, Jr.	Jeff Burton

Top 12

1. Kyle Busch	3,004	7. Greg Biffle	2,460
2. Dale Earnhardt, Jr.	2,751	8. Denny Hamlin	2,453
3. Jeff Burton	2,733	9. Kasey Kahne	2,441
4. Jimmie Johnson	2,689	10. Tony Stewart	2,399
5. Carl Edwards	2,684	11. Matt Kenseth	2,366
6. Jeff Gordon	2,544	12. Clint Bowyer	2,362

TIRE:

Competition Cautions Wave To Assess Tire Wear

CONTINUED FROM PAGE 3

had to go on.

The decision was made by NASCAR to call a competition-caution period 10 laps into the race to assess wear.

It wasn't enough as tires began to wear the tread down to the cord, especially on the right front, and the first caution came out on lap four when Michael Waltrip had a right-rear tire shred.

From there, it was a constant parade every 10-12 laps, down pit road for tires.

The race went the advertised 400 miles, but the speed was reduced to 115.117 miles per hour.

All teams had at least nine sets of tires for the race, and Goodyear shipped in 800 right-side and 800 left-side Pocono tires to ensure there would be enough to finish the race in a worst-case scenario.

There was criticism aimed at NASCAR and Goodyear because of a lack of testing of the tires to be used by a new race car on a track known to be abrasive.

A three-car test was held in April, but there was no open test.

Driver Matt Kenseth, who suffered a blown tire early in Sunday's race, questioned the lack of open testing as it related to Indianapolis.

BRICKYARD:

Johnson Beats Edwards To Flag By .332 Second

CONTINUED FROM PAGE 3

strategy of four tires on each of the first seven stops, taking two on the final stop, giving him the lead off pit road, and it was all he needed to out-run Edwards in the final seven laps.

"Carl put about as much pressure on us as he could," said Johnson, who won his second Brickyard 400. "I knew by racing Denny (before the final pit stop) that even if (Edwards) was a little faster than us, he couldn't get past us."

Edwards thought that he was just a tick faster than Johnson, but pointed to pit box location as the deciding factor in the strangely conducted event.

"If Jimmie hadn't won the pole and had been pitting down at the other end, things might have been different," Edwards said. "We just have to qualify better."

Edwards admitted to the possibility that he misjudged Johnson's strategy. "All race long, I thought I was better than he was," Edwards said, "but he was just holding back a lot more than I thought he was."

Johnson, winning for only the second time this year, knew Edwards and Hamlin were lurking behind him.

"For the first three-quarters of the race, it seemed that we could run any pace that we needed to and pass guys, kind of control the race," he said. "But at the end, I didn't know if (Hamlin and Edwards) were just kind



JIM HAINES/IMS PHOTO

HARD BLOW: Michael Waltrip was the first victim of tire wear Sunday at the Indianapolis Motor Speedway when his right-rear tire shredded on lap four of the 160-lap Allstate 400.

"It's a really disappointing situation," he said. "This is one of the two biggest races of the year and never having had this tire here before, and not coming in to do an open test and work on these things and work on the tire...It's pretty darn disappointing."

"We were running three-quarter speed because we were worried about the tires blowing out, and they get blown out every eight laps."

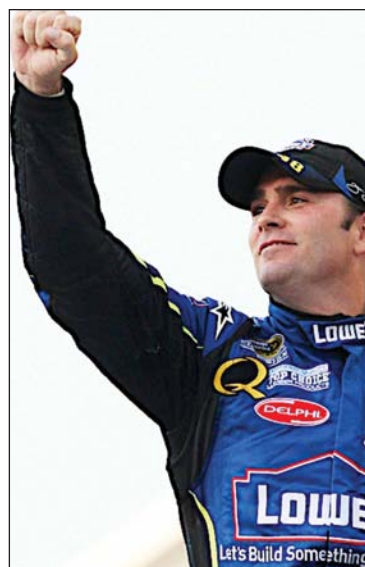
That a problem was likely to arise was not a surprise to NASCAR officials.

"You know, everybody's got a little skin in the game here," said NASCAR

Vice President of Competition Robin Pemberton "You know, I think everybody knew that. The teams knew it. We knew it. Goodyear knew it.

"I think that's why you saw everybody working together on pit road today, in the tower and in the Goodyear building, to do everything we could to manage the tire, to put on the best race we could for the fans.

"So, you know, we've got one time we didn't do the right thing. We tried to put our best foot forward and make the best judgment calls that we could getting prepared for this race. For sure, it didn't come off the way we wanted it to."



Jimmie Johnson

of waiting for the right time to get aggressive with their race pace. Those guys really matched our pace and were tough to race with."

In the final seven laps, Johnson was more than a little concerned with Edwards.

"Carl put a lot of pressure on me there at the end," he said. "I have to commend him on how hard he was driving. Those last seven laps were white knuckle, to say the least."

Like most of the 43 drivers in Sunday's race, the tire problem was a concern for Johnson.

"Every lap, I was concerned about it," he said. "Every corner, for that matter. As a group, we knew we couldn't push the envelope, but at the end, in that seven-lap run, I knew I could blast it off in there and I'd be OK."

The top three drivers in the Chase for the Sprint Cup title had problems that kept them well behind the race leaders. Despite that, point-leader Kyle Busch maintained his lead, finishing 15th. Second-place Dale Earnhardt, Jr. gained nine points on Busch with a 12th-place finish, but trails the leader by 253.

Earnhardt, who had a flat tire early in the race and lost a lap, was one of the few drivers who said he enjoyed the race.

"I liked it because it was less work," he said. "It was kind of fun, little 10-lap heat races, getting new tires every 10 laps. It was great."

Robin Pemberton, NASCAR's vice president for competition, defended the sanctioning body's handling of the situation, and its result.

"Not every race is a barnburner," he said. "If you are a good fan and you didn't get what you wanted, it's OK to be disappointed and we can be disappointed right along with you. We're here to put on the best race we can, and we do a darn good job of it most of the time. Everybody inside these walls works real hard to do that."

Pemberton was disappointed that the tires didn't perform as they had in past races at Indianapolis.

"This isn't the first time we've raced here with the surface the way it is and we've been able to accomplish what we needed to accomplish," he said. "We felt like it would come to us by race day. It didn't happen. We'll just have to take what we learned here and do a better job next year."

Johnson won the pole position in qualifying on Saturday with a speed of 181.763 miles per hour.

NASCAR SPRINT CUP RACE REWIND



GREG S. BASTIN PHOTO

STOP AND GO: Fans sitting in the grandstand along the frontstretch watch the Allstate 400 at the Brickyard Sunday at Indianapolis Motor Speedway.

Smoke To Carry A.J.'s Number

Newman Takes Shot At Former Penske Teammate Wallace

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

INDIANAPOLIS — More parts of the Stewart Haas Racing puzzle dropped into place Friday at Indianapolis Motor Speedway when the team unveiled its sponsorship and car numbers for 2009.

News of the partnership between **Tony Stewart** and Haas CNC Racing has been a badly-kept secret in the past month, and it was no surprise that Stewart opted to run the No. 14 on his Chevrolet next season.

"It means everything to me," he said of the number. "Unless you don't follow at least once a year, I think everybody knows that **A.J. Foyt** has always been my all-time hero."

Stewart confessed that the decision wasn't an automatic slam dunk.

"It was a five-minute tug-of-war between whether I wanted my first number (No. 4 on his first go-kart) back or A.J.'s number."

Stewart said he hadn't spoken directly to Foyt about his decision, but heard Foyt wasn't opposed.

Contacted in Edmonton, Alberta where the Indy Racing League was competing, Foyt confirmed that statement.

"I don't think there is anyone better to carry the No. 14," the four-time Indy 500 winner said.

The chosen number will grace the side of Stewart's cars for next season — 20 times with Office Depot sponsorship and 16 times in Old Spice livery.

Decisions regarding sponsorship and a driver for the second car have yet to be made, but the recent announcement that **Ryan Newman**

would leave Penske Racing at year's end propelled his name to the top of the list.

■ Verbal hostility broke out again between former **Roger Penske** teammates **Ryan Newman** and **Rusty Wallace**.

The bone of contention this time was whether Newman quit or was fired from Penske Racing's Sprint Cup car. Wallace contended on a Brickyard 400 TV show last Friday that Penske fired Newman, whose contract is up at the end of the year.

Upon hearing what Wallace said, Newman retaliated. "Was he conscious when he said it?" Newman said. "It doesn't matter to me...I know Rusty and his personalities — plural."

Penske has let it be known that he didn't like Newman's public comments about Team Penske.

Wallace quoted Penske as saying he told Newman his services weren't needed next season, adding that Newman didn't go to Penske with the news that he was leaving the team.

Newman characterized the situation as "mutually decided."

Newman's current teammate, **Kurt Busch**, appeared on ESPN and insinuated that Newman's leaving the team was a mutual parting of ways.

■ NASCAR Sprint Cup point-leader **Kyle Busch** was anything but optimistic during Friday's practice for the Allstate 400 at the Brickyard. Asked how important he thought the fact that many Brickyard winners had gone on to win the championship, Busch said, "Zero."

Asked if, after his successes to date in 2008, he thought he was the favorite to win at Indianapolis, he replied, "Definitely not."

■ Another driver not happy with his situation was former

Indianapolis 500 winner **Juan Pablo Montoya**, driving the No. 42 Big Red Dodge for **Chip Ganassi** Racing.

Not only did he raise questions about the Car of Tomorrow in its first try at IMS, he also cited Ganassi's rebuilding problems after parking **Dario Franchitti's** No. 40 for a lack of sponsorship.

Montoya's complaint included the contention that all the good engines were going to the 40 car to ensure that it qualified.

After Franchitti's departure, Montoya had moved up two spots to 20th in the standings prior to Indy.

■ "Star power" was in evidence at IMS during the NASCAR weekend. On race day, "Scrubs" star **John C. McGinley** served as grand marshal of the 15th Allstate 400 at the Brickyard, waving the green flag to start the race.

That came just after **Daniel Rodriguez**, "America's Best Loved Tenor," sang the national anthem. It was the second such performance for Rodriguez, who appeared at IMS in 2003 to sing the "Star Spangled Banner" at the Indianapolis 500.

Rodriguez, a New York City policeman, sprang to national prominence in the wake of the Sept. 11 terrorist attacks in 2001.

The **Goo Goo Dolls** and the **Charlie Daniels Band** both appeared in concert at IMS during the weekend.

■ **Charles "Jug" Eckert**, the man who made fried biscuits and apple butter a gourmet staple at Indianapolis Motor Speedway, died four days before the 15th Allstate 400 at IMS. For more than 40 years, Jug's Catering provided cuisine for Central Indiana, including the Speedway. In 1972, the 73-year-old Eckert was presented the Allstate 400 Bricklayer Award in 2006 for enhancing the experience of IMS fans with his catering services.

Could "New" Car Be Root Of Indy Tire Troubles?

INDIANAPOLIS

What do you do if you're NASCAR and you have a problem with your Car of Tomorrow wearing out its Goodyear tires at the Allstate 400 at the Brickyard?

Logic dictates that you schedule a series of competition yellow-flag periods to assess the situation. That's all well and good; it's what you're supposed to do.

But what do you do when the field can't get from yellow to yellow before the tires wear out?

That, in a nutshell, was the 15th Allstate 400 at the Brickyard Sunday at Indianapolis Motor Speedway. Human nature demands that blame be assessed in situations like this.

Unfortunately, the line for that stretch-es almost all the way around the 2.5-mile oval.

Was it just the tire? Goodyear tested at Indianapolis in April with the CoT, then brought the tire it — and NASCAR — thought would work.

Once practice started, it was noticed that the tires, particularly the right sides, were showing excessive wear on a "green" race track.

Instead of the worn rubber adhering to the abrasive asphalt surface, it appeared to scrub off in a black powder.

It was argued that the CoT produces less down force than its predecessors, making it slide across the racing surface rather than adhering to it.

What it all amounted to, according to NASCAR Vice President of Competition **Robin Pemberton**, was that those who are charged with making it all work just missed the mark this time.

Most who were on hand Sunday would agree with that. Those same folks were left wondering why it happened in the first place, and would it happen again next year. Most of the 200,000 or so who watched it have to make a decision in the next couple

THEN AND NOW



RON LEMASTERS, SR.

weeks. The 2008 Brickyard 400 ticket mailings included a renewal order form for next year's race. For many, it will take time to decide.

Too many of them recall the problem of a boycott by Formula One here in 2005. Because of the withdrawal of all but seven starters after the parade lap in the U.S. Grand Prix, unhappy fans were given refunds.

There was that kind of talk buzzing through the grandstands again Sunday. It's not likely to happen since NASCAR ran a full 400-mile event, but a good number of those

fans were offended at seeing what amounted to a series of 10-lap sprints punctuated by pit stops for tires.

The bigger question was why it happened in the first place. Was it inadequate testing? Was it a problem in the production of the tire? Or was it a mismatch among

the tire, the car it was installed on and the surface upon which it was run?

The only constant in that formula is the surface. It's the same as the last three times NASCAR ran at Indy.

So what happened to change the other two components? The tire, according to the manufacturer, was the same as was used here last year.

That leaves the car: The Car of Tomorrow, a car that had yet to run competitively at Indianapolis.

It's the same car the drivers have complained about all season, so much so that NASCAR President **Mike Helton** told the drivers at Michigan Int'l Speedway last month in essence to "shut up and drive."

It's not too early in the life cycle of the CoT to take a long, hard — and objective — look at the car that seems to be at the heart of whatever is ailing NASCAR.



CHRIS JONES/IMS PHOTO

UP NEXT

Pocono Raceway

Long Pond, Pa.

Sprint Cup Race

Sunoco Red Cross Pennsylvania 500, 1 p.m. Sunday, ESPN

Track specs
Length: 2.5 miles
Frontstretch: 3,740 feet
Backstretch: 3,055 feet
Shortstretch: 1,780 feet
Banking
Turn 1: 14 degrees
Turn 2: 8 degrees
Turn 3: 6 degrees

Tickets:
1-800-RACEWAY
Address: P.O. Box 500,
Long Pond, PA 18334



Web site: poconoraceway.com

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 15 of 24: Fram Autolite NHRA Nationals, July 25-27
Infiniteon Raceway, Sonoma, Calif.

FINAL RESULTS

TOP FUEL



Tony Schumacher

FUNNY CAR



Robert Hight

PRO STOCK



Dave Connolly

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Larry Dixon	4.251	243.99	def.	8	Bob Vandergriff, Jr.	4.660	250.60
11	Steve Torrence	3.871	309.77	def.	6	Troy Buff	8.144	87.98
7	Rod Fuller	3.868	313.07	def.	10	Morgan Lucas	5.988	131.73
1	Antron Brown	3.887	313.44	def.	16	Steve Chrisman	4.273	276.13
2	Tony Schumacher	3.865	312.42	def.	15	Doug Kalitta	4.299	284.99
3	Brandon Bernstein	3.862	314.09	def.	14	J.R. Todd	6.448	99.41
12	Hillary Will	3.885	310.77	def.	5	David Grubnic	5.050	144.97
13	Cory McClenathan	3.869	312.42	def.	4	Doug Herbert*	4.322	218.58

SECOND ROUND

1	Antron Brown	4.428	233.32	def.	9	Larry Dixon	9.686	80.19
12	Hillary Will	4.479	223.25	def.	13	Cory McClenathan	4.957	165.29
2	Tony Schumacher	3.921	292.77	def.	7	Rod Fuller	4.500	189.92
11	Steve Torrence	3.867	306.19	def.	3	Brandon Bernstein	3.952	286.56

SEMIFINAL

12	Hillary Will	4.011	299.73	def.	1	Antron Brown	4.042	246.03
2	Tony Schumacher	3.944	300.86	def.	11	Steve Torrence	3.909	306.33

FINAL

2	Tony Schumacher	3.886	307.93	def.	12	Hillary Will	3.988	306.19
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Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
7	Jerry Toliver	4.156	299.60	def.	10	Melanie Troxel	4.986	176.72
3	Cruz Pedregon	4.173	299.80	def.	14	Mike Neff	4.833	173.16
2	Tony Pedregon	4.186	299.46	def.	15	Bob Tasca III	4.224	293.66
1	Ashley Force	4.094	302.01	def.	16	Tommy Johnson, Jr.	5.644	145.89
13	Jack Beckman	4.238	293.98	def.	4	John Force	6.720	96.43
12	Gary Densham	4.399	288.77	def.	5	Ron Capps	4.909	169.08
11	Robert Hight	4.148	288.83	def.	6	Del Worsham	4.181	291.01
8	Tim Wilkerson	4.100	303.37	def.	9	Gary Scelzi	4.227	295.98

SECOND ROUND

2	Tony Pedregon	4.335	260.41	def.	7	Jerry Toliver	4.911	167.78
12	Gary Densham	4.157	296.05	def.	13	Jack Beckman	4.238	267.22
8	Tim Wilkerson	4.113	298.40	def.	1	Ashley Force	4.153	279.27
11	Robert Hight	4.316	279.96	def.	3	Cruz Pedregon	4.624	211.93

SEMIFINAL

11	Robert Hight	4.196	294.24	def.	2	Tony Pedregon	4.406	247.25
12	Gary Densham	4.242	286.50	def.	8	Tim Wilkerson	4.235	279.38

FINAL

11	Robert Hight	4.163	296.50	def.	12	Gary Densham	4.222	289.14
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Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Dave Connolly	6.618	208.75	def.	8	Vinnie Deceglie	6.652	207.62
7	Greg Anderson	6.619	208.97	def.	10	Justin Humphreys	6.642	208.49
6	Jeg Coughlin	6.606	208.26	def.	11	Ron Krisher	BROKE	
15	V. Gaines	6.634	207.43	def.	2	Kurt Johnson	7.372	147.81
1	Mike Edwards	6.619	208.33	def.	16	Larry Morgan	6.658	206.86
4	Allen Johnson	6.625	208.07	def.	13	Jim Yates	6.682	206.67
3	Jason Line	6.590	209.30	def.	14	Greg Stanfield	6.624	208.14
12	Johnny Gray	6.680	207.05	def.	5	Warren Johnson*	TIMED OUT	

SECOND ROUND

12	Johnny Gray	6.694	206.95	def.	4	Allen Johnson	8.074	118.33
7	Greg Anderson	6.617	208.68	def.	15	V. Gaines	6.645	207.24
9	Dave Connolly	6.621	208.42	def.	1	Mike Edwards	6.637	208.10
6	Jeg Coughlin	6.619	207.91	def.	3	Jason Line	6.612	209.10

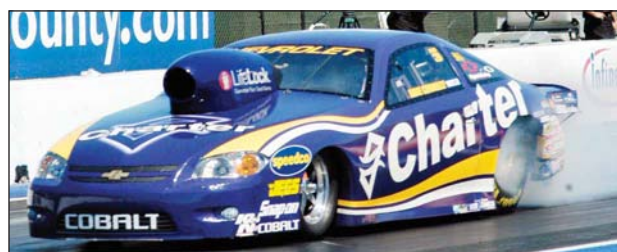
SEMIFINAL

9	Dave Connolly	6.652	207.11	def.	12	Johnny Gray	6.736	205.54
6	Jeg Coughlin	6.637	206.76	def.	7	Greg Anderson	7.015	158.76

FINAL

9	Dave Connolly	6.628	207.69	def.	6	Jeg Coughlin	6.627	207.24
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* — Denotes red light



JERRY JONES PHOTO

QUICK START: Dave Connolly won in Pro Stock Sunday, beating teammate Jeg Coughlin on a holeshot.



JERRY JONES PHOTO

ARMY OF ONE: Tony Schumacher prepares to launch during the Fram Autolite Nationals at Infiniteon Raceway in Sonoma, Calif. Schumacher won his eighth event aboard the U.S. Army Top Fueler this season.

Schu's Wild West Show

SONOMA, Calif. — NHRA Top Fuel ace Tony Schumacher continued his season-long domination by winning the Fram-Autolite NHRA Nationals Sunday at Infiniteon Raceway, completing a sweep of the three-race Western Swing. It was also his eighth victory in 15 races this season.

He became the fourth Top Fuel driver (Larry Dixon in 2003, Cory McClenathan in 1997 and Joe Amato in 1991) and the sixth driver overall (PS Greg Anderson in 2004, FC John Force in 1994) to sweep the Western Swing, the grueling stretch of three-races in three weeks through Denver, Seattle and Sonoma.

"It's been a lot of fun. The last couple of races have just been outstanding," said Schumacher, who ran a 3.886 e.t. at 307.93 miles per hour in his U.S. Army dragster to defeat local-favorite Hillary Will (Fortuna, Calif.) and her KB Racing team's 3.988 at 306.19 in the final. "Who would not trade places with our car? I love having the bulls-eye on me."

The other winners were Robert Hight (Funny Car), Dave Connolly (Pro Stock) and Matt Guidera (Pro Stock Motorcycle).

Schumacher, who beat the arch-rival Caterpillar team in the quarterfinals, clinched the No. 1 seed in Top Fuel and the 20-point bonus that comes with it when the points reset after the final regular season race, the Mac Tools U.S. Nationals Labor Day weekend in Indianapolis.

"We got a lot of races left to win. People are saying we don't even need to show up, but we want to win," Schumacher said.

In Funny Car, Hight ran a 4.163 e.t. at 296.50 mph in his Auto Club Ford Mustang to defeat one of his mentors when he first started working for John Force Racing, Gary Densham, who ran a 4.222 e.t. at 289.14 mph in his Racebricks Chevy Impala.

"It's unbelievable. This is the third-straight year that a JFR Ford has been in the winner's circle," Hight said. "I've been at every national event contested here, came as a spectator before I became a part of the crew, and I dreamed of the day...that I would just work on a car. To finally get a chance to work on a car and then drive in a car, it's a dream come true."

The win was the third straight for John Force Racing at Infiniteon

Raceway, a streak that began in 2006 with the late Eric Medlen's win and continued in 2007 with John Force finding the winner's circle.

Densham, meanwhile, didn't leave empty-handed as he jumped up from eighth to sixth place, leap-frogging John Force and Ron Capps in the standings.

In Pro Stock, late-starter Dave Connolly powered his Charter Communications Chevy Cobalt to a 6.628 e.t. at 207.69 mph to win the final in a narrow holeshot over Jeg Coughlin's 6.627 e.t. at 207.24 mph in his JEGS.com Chevy Cobalt.

"I definitely had my doubts about this weekend (coming off the disappointing loss at Seattle), but you can only beat this team down so much before we're going to bounce back," said Connolly. "I hadn't drove that well, and today I told myself it's time to remove my head from my rear."

In Pro Stock Motorcycle, Matt Guidera won for the second time this season aboard the Mohegan Sun Buell, earning a holeshot victory with a 7.054 e.t. at 185.74 mph over Andrew Hines's 7.026 e.t. at 187.34 mph on his Screamin' Eagle Vance & Hines Harley-Davidson.

NHRA Adds VP Of Technical Operations

GLENDORA, Calif. — After a national search, NHRA has hired Glen Gray, formerly of Delphi Corp. and its electronics-and-safety division, to the newly created position of vice president of technical operations. He will report directly to Graham Light, senior vice president of racing operations at NHRA.

Gray spent 25 years working with Delphi in a number of engineering capacities.

Most recently, he was motorsports engineering manager, leading a Delphi team of software, mechanical and electrical engineers in the development of complex electronics products used in

motorsports worldwide. In addition, he supported motorsports safety initiatives in several race series through the use of electronics and crash-sled testing.

"Glen demonstrated, from the beginning of the process, his extensive experience in technical and safety issues," said Light. "To have someone join NHRA with his knowledge and understanding of these areas provides a great complement to our current team and ongoing initiatives specific to safety and technology."

While at Delphi, Gray served as the lead spokesperson for the company on all motorsports technical issues, and throughout his career has shown

his versatility in the area of motorsports engineering, programming and systems.

"I am excited about the opportunity to join NHRA and bring new, fresh ideas into the sport as it relates to technical and safety measures," said Gray. "NHRA is a unique form of motorsports and will require me to call upon all aspects of my experience in motorsports."

Gray graduated from Indiana State University with a Bachelor of Science degree in electronic engineering technology. Gray and his family will relocate to Southern California from their home in Kokomo, Ind. He will join NHRA Aug. 19.



JERRY JONES PHOTO

OFF THE LINE: Robert Hight (near lane) and Gary Densham face off in the Funny Car final at Infineon Raceway Sunday. Hight won the event and moved to second in the Funny Car standings.

Kalitta Receives Wall Honor

Force, Stoffer Make Qualifying Noise

SONOMA, Calif. — Top Fuel driver **Doug Kalitta** made a bit of history as the toast of wine country Sunday morning at the National Hot Rod Ass'n Fram-Autolite Nationals.

NHRA NOTES

By lunchtime, he was history. The Mac Tools Dragster driver was inducted into the Infineon Raceway Wall of Fame during pre-race ceremonies. He has won more times here than any other Top Fuel racer, and he joins Funny Car's **John Force** in the elite club of those who have won here in three consecutive years.

But **Tony Schumacher**, who aced him out of the championship two years ago on the final run of the season, denied Kalitta his sixth Wally statue at Infineon Raceway in the opening round.

"Well, it was a bad day and a good day," Kalitta said. "We certainly are disappointed about losing in the first round, but getting inducted into the Wall of Fame helped ease the blow a little. We've been struggling lately with our Mac Tools car. Sometimes you just get a little off, and it's hard to find your way back as far as the tune-up goes, but I have all the confidence in the world in my team that we'll get it figured out very soon." Kalitta is 10th in the standings.

■ Funny Car's **Ashley Force** earned her first No. 1 qualifying position, as well as the 200th overall for John Force Racing. She shared the top-qualifying honors with Pro Stock Motorcycle's **Karen Stoffer**, making them only the second pair of women to lead their fields at the same event.

Melanie Troxel (Top Fuel) and **Erica Enders** (Pro Stock) were the first duo at Topeka in 2006. And Fortuna, Calif., native **Hillary Will** was runner-up to Tony Schumacher in the Top Fuel class on her home track.

Stoffer credited husband/crew

chief **Gary** for "finding something extra and applying it to the race track. I'm so happy for the team. They've deserved it for a long time."

Ashley Force said of her Castrol GTX team, "I already knew I had a great team, but it really shows that it's not a fluke that you made it down the track one time in good condition."

■ Team-owner John Force, recognizing that the pressure to succeed in this economy is intense and that it's imperative for his team to put all four Funny Cars in the field of 16 at every race, said, "That is what Ford, Castrol, Old Spice and Auto Club pay us to do. We've worked really hard with Old Spice (**Mike Neff's** sponsor) to build that program for 2009. They just made a big investment in NASCAR with **Tony Stewart**, so they are spending money. It is very important that we deliver, and putting our Old Spice car in the show and giving it a shot at the championship is what they pay us to do. That is what will help our program go longer."

■ First-round Funny Car loser **Gary Scelzi** lamented that only three events remain before the Countdown to the Championship for the top 10 point-earners goes into effect after the Labor Day weekend U.S. Nationals at Indianapolis.

The Mopar/Oakley Dodge Charger driver said, "It ate a clutch disk and it slowed down. Even at that, (**Tim Wilkerson's** 4.10 (-second elapsed time) was pretty stout. It's hard to play ball when you have to run a hitter like that, but it happens." He added, "Our chances of getting into the top 10 are getting slimmer and slimmer."

The rest of the DSR Funny Car contingent isn't faring much better lately.

Teammate **Ron Capps** lost in the opening round. He said crew chief **Ed "Ace" McCulloch** was more upset than he was, because he tried something that didn't work. "Ace is a little beside himself because he made a choice that he said probably bit him,"

Capps said. "Let me tell you, there's no car I'd rather be in on Sunday morning than the NAPA Dodge, driving for Ed McCulloch. He's really mad at himself, but he's going to be good the rest of the year. We've got a great car and a great team."

■ **Jack Beckman** clings to the No. 10 and final spot in the Funny Car division with the Mail Terminal Services/Valvoline Charger. He said, "If we can keep doing this for the next three races we'll be fine, but we need to win one of the next three races and know that we're going to take care of our own fate."

"Despite the glitch in the ignition timing, we have a great car. It's in one piece. We haven't hurt anything, we're great on parts, and it makes me feel good going into the rest of the year."

■ In the quarterfinals, **Rod Fuller** had to match his **David Powers**-owned Caterpillar Dragster against the seemingly unbeatable U.S. Army Dragster for the second-straight race and the sixth time this season.

"We had a bit of luck, to go out early and stay fourth in the points," Fuller said. "Our objective is to head into the Countdown in third place, and we're less than three rounds from third. Our car ran on all eight cylinders for three straight runs, and that's something we can build on."

■ **Melanie Troxel** has her Gotham City Racing Dodge Charger in 14th in the Funny Car standings, and she, too, knew an opening-round loss meant that it would be nearly impossible to make the Countdown field.

"It's funny. Sometimes you feel like you are in a hole and no matter what you do, you can't get back out," she said. "Unfortunately, that probably ends our hopes of getting into the top 10, but I think we have a lot of season left. We need to definitely keep working on growing as a team and making sure we are exactly where we need to be for the beginning of next year."

Sportsman Racer Still On Recovery Road

THE STRAIGHTLINE



SUSAN WADE

SEATTLE

The National Hot Rod Ass'n has long contended that sportsman racers form the backbone of the organization that Wally Parks founded.

But Division 6 Super Comp racer Steve Iverson, 62, of Vancouver, Wash., has a legitimate argument that the sanctioning body has turned its back on him. His plight is particularly poignant, considering the attention the professional-class drivers are receiving when it comes to safety.

Contrary to an NHRA report, Iverson did not escape with simply a bruised lung from his July 18 accident during the Schuck's Auto Supply Nationals at Pacific Raceways.

Iverson remains in the Trauma/Intensive Care Unit at Seattle's Harborview Medical Center. His injuries include five broken ribs on the right side, two punctures of the right lung, bruises to both lungs and bruises to the right side of his heart.

His son and occasional crew chief Steve Iverson, Jr. said July 27, that his father had been heavily sedated for most of the past week and has been breathing with the help of a ventilator for about a week. A trachea tube has replaced the ventilator, he said.

He said the racer has been able to communicate with the family "very little" since the crash during the final session of time trials for the Super Comp class that Friday. Despite the severity of his father's injuries, Iverson, Jr. said, "He's improving." However, he said doctors have not been able to give the family a target date for the elder Iverson's release from the hospital.

That's quite a contrast from the NHRA report that says in its entirety: "Steve Iverson was transported to Harbor View Medical Center in Seattle after his dragster went out of control on the top end last night during final time trials. He was transported for evaluation where doctors found he suffered a bruised lung in the incident, but no other injuries. He was kept overnight at the hospital for observation."

The accident occurred in the right

lane near the finish line. The Super Comp class competes on the full 1,320-foot course, but ran that night after the nitro classes, which are restricted for now to a 1,000-foot distance.

"They ran the fuel cars before Super Comp," said Iverson, Jr., who also runs a '64 Barracuda Super Stock/Super Gas car. "And they did zero track prep. They ran five pairs, and they had trouble. They were complaining about bad conditions."

He said NHRA, in response, cleaned the left lane. But, Iverson, Jr. said, "I was told by multiple people that they never touched the right lane. The guy running next to my dad said he got loose and got all over the place, too."

Iverson, Jr. said reports that the engine in his dad's car let go and that the axle broke are false.

"The axle was not broken. There were no fluids coming out of the car," he said. "That leads me down one path, that the car got into some kind of oil or some kind of fluid. It happened between 1,000 feet and 1,320 feet — right where everything gets spilled or comes out of the fuel cars."

He said the family has a "very, very good videotape" filmed by a spectator in the stands, who shot a particular car earlier and just happened to keep the camera rolling for another couple of pairs of cars, just on a whim.

The car, Iverson, Jr. said, was equipped with a Canton Racing Products-made Accusump oil accumulator and the device was still holding pressure. That, he said, indicated that the motor didn't let go or throw a rod.

"The car got into something on the track, got loose and hit the wall. People I trust, all Super Comp racers, told me that," he said, adding that the family isn't sure how much the driver will remember of the wreck when he is able to communicate.

"My dad saved and scratched and did everything he could to buy that car," Iverson, Jr. said. "But I think his racing days are over, even when he recovers. I don't know where he would get the money to buy another car."

UP NEXT

Lucas Oil NHRA Nationals, Aug. 7-10, Brainerd Int'l Raceway, Brainerd, Minn.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

1. Tony Schumacher	1,414
2. Antron Brown	1,018
3. Larry Dixon	953

1. Tim Wilkerson	1,082
2. Robert Hight	933
3. Tony Pedregon	899

1. Greg Anderson	1,106
2. Jason Line	1,000
3. Kurt Johnson	991

RACE REWIND

INDY RACING LEAGUE

Race 14 of 19: Rexall Edmonton Indy, Saturday, July 26
City Centre Raceway, Edmonton, Alberta

FINAL RESULTS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Justin Wilson

Fin.	St.	Car	Driver	Car	Laps	Status
1	4	9	Scott Dixon	Target Chip Ganassi Dallara-Honda	91	Running
2	2	3	Helio Castroneves	Team Penske Dallara-Honda	91	Running
3	6	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	91	Running
4	15	22	Paul Tracy	Subway/Vision Dallara-Honda	91	Running
5	3	5	Oriol Servia	KV Racing Technology Dallara-Honda	91	Running
6	1	6	Ryan Briscoe	Team Penske Dallara-Honda	91	Running
7	9	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	91	Running
8	13	17	Ryan Hunter-Reay	Rahal Letterman Racing Ethanol Dallara-Honda	91	Running
9	27	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	91	Running
10	18	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	91	Running
11	22	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	91	Running
12	17	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	91	Running
13	23	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	91	Running
14	7	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	91	Running
15	20	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	90	Running
16	11	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	90	Running
17	12	26	Marco Andretti	Blockbuster Dallara-Honda	90	Running
18	14	7	Danica Patrick	Motorola Dallara-Honda	88	Running
19	16	4	Vitor Meira	Delphi National Guard Dallara-Honda	85	Running
20	10	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	85	Running
21	25	25	Marty Roth	Roth Racing Dallara-Honda	84	Running
22	5	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	72	Running
23	26	34	Jaime Camara	Sangari Dallara-Honda	68	Mechanical
24	19	96	Mario Dominguez	Visit Mexico City/PCM Racing Dallara-Honda	51	Mechanical
25	24	23	Townsend Bell	Dreyer & Reinbold William Rast Dallara-Honda	48	Contact
26	8	06	Graham Rahal	Rexall-Oilers Dallara-Honda	44	Contact
27	21	27	Hideki Mutoh	Formula Dream Dallara-Honda	27	Contact

* All Indy Racing League IndyCar Series teams are guaranteed \$1.3 million for running all the races during the course of the season. In addition, each race winner receives a \$35,000 bonus. Other per race bonuses are \$25,000 for second, \$20,000 for third, \$15,000 for fourth and \$10,000 to the fifth-place finisher.

RACE STATISTICS

Race time: 1 hour, 51 minutes, 5 seconds
Average speed: 96.967 miles per hour
Victory margin: 5.9237 seconds
Caution flags: Four for 19 laps
Lead changes: Nine among six drivers

Lap leaders: Ryan Briscoe 1-3; Helio Castroneves 4-21;
Marco Andretti 22-29; Tony Kanaan 30; Andretti 31-33;
Castroneves 34-50; Kanaan 51-56; A.J. Foyt IV 57-59;
Kanaan 60-61; Scott Dixon 62-91.

TALK OF TIME TRIALS

The Penske Racing teammates swept the front row for the Rexall Edmonton Indy at City Centre Raceway. Ryan Briscoe captured the pole with a lap of 116.994 miles per hour.



SHAWN PAYNE PHOTO

FAST SIX: Ryan Briscoe won the pole for Saturday's Rexall Edmonton Indy event in Alberta.

STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dan Wheldon

Top 10

1. Scott Dixon	505	6. Danica Patrick	296
2. Helio Castroneves	440	7. Hideki Mutoh	286
3. Dan Wheldon	390	8. Oriol Servia	280
4. Tony Kanaan	387	9. Marco Andretti	276
5. Ryan Briscoe	324	9. Ryan Hunter-Reay	276

AGR Is Team In Turmoil

By BRUCE MARTIN
NSSN CORRESPONDENT

EDMONTON, Alberta — In a season where Danica Patrick finally won an IndyCar race, trouble for the starlet continued in Saturday's Rexall Edmonton Indy when she was punted off the race course by the team owner's son, Marco Andretti.

The incident led to a major closed-door meeting that lasted for an hour after the race. Inside the meeting were Andretti Green Racing team owners Michael Andretti, Kim Green and Kevin Savoree and the four drivers — Tony Kanaan, Hideki Mutoh, Marco Andretti and Patrick.

Rather than storm down and put the finger of blame on Marco Andretti, as she has been prone to do with rival drivers Ryan Briscoe at this year's Indianapolis 500 and Milka Duno last weekend at Mid-Ohio, Patrick let her teammate off the hook.

"Marco is my teammate, and I know he wouldn't do things like that on purpose, so it's all good," Patrick said.

Marco Andretti left the meeting without comment. The team issued an innocuous quote from the driver following the race that did not mention the incident.

"It was a difficult race and not the finish we were looking for," the statement said. "There was tremendous fan support and this was a great event weekend, so hopefully, we'll have a better result next year."

However, his father, Michael Andretti, thought enough was enough after the team's female star was taken out of the race by "The Golden Child," who happens to be his son.

"We just didn't perform as a team and we want to make sure everybody is working together," Michael Andretti said. "I'm most upset about our results. We weren't good all weekend, and we have to work together more. We have to get it back on track again. It was a refresher meeting. I told them we have to do a better job."

Tony Kanaan was the highest finishing driver for AGR in ninth. After Marco punted Patrick on lap 78 when the right front of Andretti's car hit the left rear of Patrick's car entering the 10th turn in a battle for ninth

DIXON:

Extends Points Lead
Over Castroneves

CONTINUED FROM PAGE 2

Vision Racing, which supplied a car that was prepared and serviced by Walker Racing.

Oriol Servia continued his outstanding season for KV Racing Technology with a fifth-place finish.

There were nine lead changes among six drivers with Dixon leading one time for the final 30 laps.

He took the lead on lap 62 during a caution period after E.J. Viso ran into



STEVE SNOODY/IRL INDYCAR PHOTO

TROUBLE MAGNET: Danica Patrick continues to find trouble with fellow IndyCar Series competitors, this time with team owner's son, Marco Andretti.

"We just didn't perform as a team and we want to make sure everybody is working together. I'm most upset about our results."

MICHAEL ANDRETTI

place, it sent both cars into the pits for repairs.

Andretti finished 17th and Patrick 18th and both were summoned into the back of one of the AGR transporters for the closed-door meeting.

When asked if it was a "give-and-take" meeting, team owner Michael Andretti snickered, hopped on his scooter and drove off.

Meantime, as several hundred fans waited patiently for an hour to get Patrick's autograph, the perky driver came out of the transporter, spoke about the meeting and signed autographs for about 20 minutes.

"There are so many people on this team, it takes a meeting for everybody on this team to get on the same page.

So, it was necessary to have this meeting," Patrick said. "It is much better when we talk. There was listening, and then there was conversation and that's the way it should be when a team works together. Everybody should be able to say something.

"I had no radio for more than half the race, so I had no idea what was going on. Marty Roth was lapped traffic and we tried to get around him as quick as I could. I caught him at the wrong place and got checked up. Next thing I know, I'm in the grass. That was it."

Earlier in the race, Patrick's crew told her on the radio to let Kanaan pass her because he was on a different fuel strategy. But Patrick, who said her radio was not working, did not heed the command.

An angry looking Kanaan marched out of the meeting and left the track, and when asked about the particulars of the meeting, he snapped, "I'm not going to talk about it. That's our personal stuff, and it's nobody else's business.

"You can ask, but I'm not going to talk."

Graham Rahal, knocking the 19-year-old driver out of the race.

Kanaan was the leader at the time, but on a different fuel strategy and had to pit. That gave Dixon the lead and he never looked back.

"Helio was definitely very quick all day," Dixon said. "Out front, he would have been very tough to beat. I think we had a comparable car when we were out front; we just probably wouldn't have been able to pass him on the track. We got behind Ryan Briscoe, saved a ton of fuel, combined with the guys in the pit stop and we jumped them both.

"That was definitely the key move of the race. We had to save a bit of fuel all the way to the end. I think we just had a bit better car to save fuel than

Helio did."

Dixon admitted that when the race ended four laps short of the scheduled distance, it probably helped his fuel-conservation strategy.

"Whether we could have gone to lap 95, I'm not sure," Dixon admitted. "I know I could have definitely done another couple of laps. But that would have been the same for everybody that was behind us except for the guys that pitted later.

"I still had plenty at the end. But to do another four laps, I'm not quite certain that we could have done that."

A packed crowd estimated at more than 60,000 fans jammed into the temporary street course and saw an entertaining race where cars had to be careful on the very fast circuit.

INDY RACING LEAGUE RACE REWIND



STEVE SNODDY/IRL INDYCAR PHOTO

FANTASTIC: A large crowd gathered to watch the Rexall Edmonton Indy event Saturday afternoon at the City Centre Airport facility. It was the IndyCar Series's first visit to Canada.

Qualifying Woes For Foyt IV

By **BRUCE MARTIN**
NSSN CORRESPONDENT

EDMONTON, Alberta — **A.J. Foyt IV** is improving as a road and street racer as he led one time for three laps on Saturday before finishing 12th. He qualified 17th on Friday and discussed the difficult nature of IndyCar's unique qualification format for road and street-course races.

"I think you go out there and give it your best, but the frustrating part of this qualifying is other people spin out and cause yellows, or people back off and try to get a clear track ahead of them, but they screw up the track ahead of you," Foyt said. "That is when you wish you could be out there by yourself."

"It's real fast and real fun. I'd rather it be fast like this. It's been a fun track to learn. It's not too bad physically. We have other physical road courses we go to. I feel fine. I'm sure after a long, hard race I'll be ready for a good old drink of water."

■ **Bruno Junqueira** thought he made his way into the Fast Six on Friday, but barely missed the cut. It was still his best qualification attempt of the season, however.

"I thought I could get into the Fast Six because I was fifth, but when I saw the red flag I thought the session was over with," Junqueira said. "But it wasn't the end of the session. I was half-a-tenth off, but I still qualified seventh, which is my best so far this year."

"This track is very nice, but it's the most difficult track of the year. You have to be very precise, but I'm having a lot of fun."

■ When the camera showed Canada's **Marty Roth** slowly driving in practice, a long-time Japanese journalist turned and said, "Ah, Marty Roth — a Canadian hero."

He was reminded that in Roth's case, hero is spelled "H-I-R-O" as in former Japanese driver **Hiro Matsushita**, who was so famous for getting into the way of faster drivers

he earned the nickname "King Hiro" from driver **Emerson Fittipaldi**.

■ The IndyCar Series has yet to come to a final decision on if they will compete at Surfer's Paradise in Australia in October. The non-points paying race has led many of the team owners to lobby against going all the way to Surfer's Paradise for an event that won't count in the championship.

But word in the paddock is KV Racing Technology team owner **Kevin Kalkhoven** of Australia would consider pulling his team out of the series if IndyCar does not race in Australia this season.

■ As previously reported in this newspaper, Nashville Superspeedway officially announced the IndyCar Series will not be returning to race at the track next season.

"We're disappointed for all of the fans and sponsors of open wheel racing in middle Tennessee," said **Cliff Hawks**, general manager of Nashville Superspeedway. "Regrettably, the IRL has chosen to structure their sanction fees at such a level that we had no choice but to re-evaluate whether they fit into our plan. Regardless, we believe the IRL had no further interest in the middle Tennessee market. We are very grateful to Firestone and their support of the Firestone Indy 200 for the past seven years."

■ **A.J. Foyt IV** spent an extra day in Canada to do some fishing as did Indy Racing team owner and IndyCar CEO **Tony George**.

"We're going about an hour and a half from here on the North Saskatchewan River to go fishing for walleye and pike," Foyt said. "We've got a boat and a fishing guide, so hopefully, we'll have a good time and catch a lot of fish. It's a good way to enjoy the day here in Canada since we only get to come here once a year, and then we'll head home and enjoy our weekend off."

■ Canadian racer **Alex Tagliani**, who won Saturday's NASCAR Canadian Tire Series race, is doing some tech-

nical consulting for the No. 8 car driven by **Will Power**.

Tagliani was rumored to be in line for **Enrique Bernoldi's** ride with Conquest Racing after Bernoldi stormed off at the Watkins Glen race. He returned to the team a few days later, but it is obvious there is some support within the series to get Tagliani in an IndyCar.

■ **Justin Wilson's** third-place finish was his best of the season.

"Under the circumstances, we're very happy with today, and it's great to put the McDonald's car in the top three," Wilson said. "We've had the capability of doing that on many occasions, but something has always gone wrong. Today's race was very eventful, but we were able to stay clean out there. We knew when to back off and we knew when to push, and that's why we're here."

After the race, **Paul Tracy** walked over to Wilson, who finished one spot ahead of him.

"I talked to him and told him, 'not bad for an old guy,'" Wilson quipped. "It was good racing. I've always enjoyed racing with Paul. I know a lot of people have had problems with him, but I've always enjoyed it because he races hard, but fair. I don't mind going wheel to wheel with him."

■ **Oriol Servia** continued his recent resurgence with a fifth-place finish.

"We had a couple of issues on the pits stops and lost some places, but the car was good enough to pick them back up on the track. Then, I was racing with **Dan Wheldon** and **Marco (Andretti)** came out of the pits and he parked it in the chicane. I tried to slow down, Wheldon braked hard, but had nowhere to go and I hit him really hard. I broke the front wing, but the car didn't lose too much lap time. It was just the last two laps, the steering arm started to break, and on the last lap it completely broke. So, in a way we were unlucky, but lucky to finish at all. We still managed to get some good points for the championship, but it was disappointing because we had a car to battle with whoever we wanted today."

IndyCar's Canada Trek Deemed A Stunning Success

EDMONTON, ALBERTA

Excited fans everywhere and big crowds for the three days of the event with a city buzzing with excitement.

No, this was not Indianapolis, the site of Sunday's Allstate 400 at the Brickyard — NASCAR's annual trip to Indianapolis Motor Speedway. This was the IndyCar Series's first race in Canada, and the Rexall Edmonton Indy at the City Centre Airport was a stunning success.

When the IndyCar Series became unified back in February, Edmonton, which was one of the most successful races on the Champ Car schedule, was added to the IndyCar slate.

With this year's race being held from Thursday-Saturday, there was concern that the spectator attendance would be off from the traditional Friday-Sunday schedule. But, with perfect weather all three days, there were big crowds for Thursday's practice sessions, Friday's qualifications and a capacity crowd for Saturday's race won by Scott Dixon.

While the track promoter did not announce attendance figures, Saturday's race probably drew 60,000 with 50,000 fans on Thursday and 50,000 on Friday for a three-day total of more than 160,000 fans.

It looked like the host city of an NCAA Final Four because the airports were filled with "Welcome to the Rexall Edmonton Indy" signs with race souvenir booths set up throughout the airport and the city.

Edmonton bills itself as the "Festival City" with more than 30 annual festivals a year in this city. It is the home of the West Edmonton Mall, which was once the world's largest until overtaken by the Mall of America in Minnesota.

Edmonton is Canada's sixth-largest city with a metropolitan population of 1.04 million. It has the longest stretch of urban parkland in Canada, which is 22 times larger than Central Park in New York and eight times larger than Vancouver's Stanley Park.

LAST WORD



BRUCE MARTIN

And it gets dark late — very late — during the summer. Even at the end of July, it is still daylight at 10 p.m., twilight at 10:30 and doesn't really get pitch dark until midnight. In June, the city has up to 17 hours of daylight per day, which means a golfer could tee off at 6 p.m. and still be wearing sunglasses 18 holes later.

The IndyCar drivers that participated in the race were impressed with the fan support and their knowledge.

"When I first went out, I couldn't believe how many people were here for a practice on a Thursday," said race-winner Scott Dixon. "I haven't seen anything quite like that before. It was fantastic to see that support and the fans were quite knowledgeable, too. They are great fans."

Fans were extremely well informed, realizing the IndyCar Series cars were slower in speed than the Champ Cars that previously raced here, and jammed the paddock area between sessions to get a glimpse at racing stars such as Helio Castroneves, Danica Patrick and Canadian hero Paul Tracy.

"I love Canada," said Tony Kanaan. "I haven't been to Edmonton before, but I know the crowd is amazing. On Thursday, it looks like a Sunday for us. We could barely walk through the paddock. This is the kind of event that we need. It's amazing."

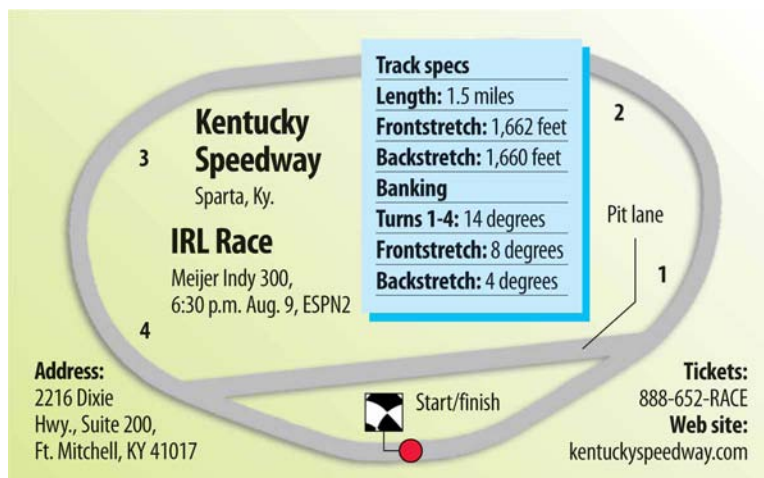
And for the drivers, it was a demanding circuit, with fast speeds and slick areas that made it a handful for even the best drivers to stay on the race course.

"It's a good circuit," Graham Rahal said. "It's tough in one of these things. It's bumpy. This car is a lot more harsh over the bumps and curves than the Champ Car was, so it is quite the challenge. It is two hours of getting your head rattled around here. It is a good circuit and it is physical. It is going to separate the men from the boys in the heat."

"When I first went out I couldn't believe how many people were here for a practice on a Thursday."

SCOTT DIXON

UP NEXT

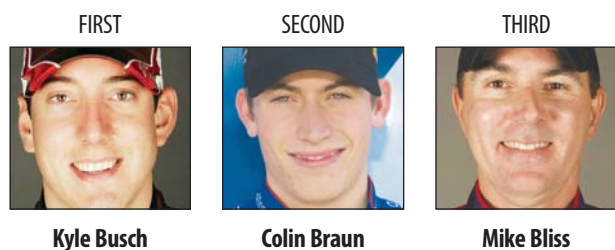


RACE REWIND

NASCAR NATIONWIDE SERIES

Race 22 of 35: Kroger 200, Saturday, July 26
O'Reilly Raceway Park, Clermont, Ind.

FINAL RESULTS



Kyle Busch

Colin Braun

Mike Bliss

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	18	Kyle Busch	Z-Line Designs Toyota	200	\$48,770	Running
2	1	16	Colin Braun	CitiFinancial Ford	200	42,668	Running
3	17	1	Mike Bliss	Miccosukee Resorts Chevrolet	200	36,718	Running
4	9	29	Scott Wimmer	Holiday Inn Chevrolet	200	26,118	Running
5	7	22	Josh Wise	Supercuts Dodge	200	24,818	Running
6	3	33	Cale Gale	Camping World Chevrolet	200	25,543	Running
7	13	5	Landon Cassill	National Guard Chevrolet	200	21,468	Running
8	5	20	Joey Logano	GameStop Toyota	200	21,043	Running
9	4	6	David Ragan	Discount Tire Ford	200	14,975	Running
10	14	66	Steve Wallace	Jimmy John's Chevrolet	200	22,143	Running
11	12	60	Carl Edwards	Vitamin Water Ford	200	15,425	Running
12	37	59	Marcos Ambrose	Kingsford Match Light Ford	200	20,793	Running
13	16	64	David Stremme	Penske Truck Rental Chevrolet	200	20,743	Running
14	6	25	Bobby Hamilton, Jr.	Eckrich Ford	200	20,293	Running
15	30	92	Brian Keselowski	AT&T Yellow Pages Dodge	200	14,825	Running
16	11	38	Jason Leffler	Great Clips Toyota	200	20,193	Running
17	24	7	Mike Wallace	GEICO Toyota	200	20,143	Running
18	10	2	Clint Bowyer	RVS.com/Camping World Chevrolet	200	13,610	Running
19	15	88	Brad Keselowski	U.S. NAVY Chevrolet	200	20,043	Running
20	18	13	Shelby Howard	Bobcat Chevrolet	200	14,540	Running
21	26	70	Mark Green	ForeTravel/BIOMET Chevrolet	200	13,500	Running
22	23	28	Kenny Wallace	U.S. Border Patrol Chevrolet	200	19,918	Running
23	39	27	Brad Coleman	Kroger/Huggies Ford	200	20,268	Running
24	28	11	Jason Keller	America's Incredible Pizza Chevrolet	200	19,793	Running
25	32	81	Randy MacDonald	Mahindra Tractor Dodge	199	19,923	Running
26	21	99	David Reutimann	Aaron's Dream Machine Toyota	199	13,230	Running
27	38	24	Eric McClure	Hefty Chevrolet	197	19,643	Running
28	29	32	James Buescher	FOE/Braun Ability Toyota	197	19,613	Running
29	42	52	Brad Teague	Un-sponsored Chevrolet	195	13,125	Running
30	20	9	Chase Miller	Ragu Dodge	193	19,823	Running
31	40	01	Danny Efland	sponsordavis.com Chevrolet	192	13,060	Running
32	19	40	Bryan Clauson	Fastenal Dodge	164	19,508	Running
33	22	56	Travis Kittleson	Bob Steele Chevrolet Chevrolet	149	13,020	Accident
34	43	30	Kenny Hendrick	BMG Aviation Chevrolet	140	13,000	Vibration
35	31	61	Brandon Whitt	Un-sponsored Ford	121	19,423	Running
36	8	47	Kelly Bires	Clorox Ford	119	19,403	Accident
37	25	89	Morgan Shepherd	Victory In Jesus Dodge	104	12,910	Brakes
38	41	4	Derrick Cope	JVC Chevrolet	31	19,333	Brakes
39	34	49	Kertus Davis	Un-sponsored Chevrolet	28	12,845	Ignition
40	33	05	Brett Rowe	31-W Insulation Chevrolet	26	12,815	Accident
41	35	90	Johnny Chapman	MSRP Motorsports Chevrolet	9	12,770	Transmission
42	36	0	Larry Gunselman	sponsordavis.com Chevrolet	8	12,735	Brakes
43	27	91	Terry Cook	MSRP Motorsports Chevrolet	4	12,683	Transmission

RACE STATISTICS

Race time: 1 hour, 42 minutes, 14 seconds
Average speed: 80.522 miles per hour
Victory margin: 1.111 second
Caution flags: Seven for 35 laps
Lead changes: Four among three drivers

Lap leaders: Colin Braun (Pole); Kyle Busch 1-100; Cale Gale 101; Morgan Shepherd 102-103; Kyle Busch 104-200.

TALK OF TIME TRIALS

Colin Braun, 19, won his second pole in five NASCAR Nationwide Series starts Saturday afternoon at O'Reilly Raceway Park with a lap of 22.837 seconds around the .686-mile track. Kyle Busch was second.

STANDINGS



Clint Bowyer

Brad Keselowski

Carl Edwards

Top 10

1. Clint Bowyer	3,216	6. Mike Bliss	2,838
2. Brad Keselowski	3,043	7. Kyle Busch	2,828
3. Carl Edwards	3,036	8. Mike Wallace	2,618
4. David Reutimann	2,926	9. David Stremme	2,587
5. David Ragan	2,885	10. Jason Keller	2,534

Rule Change Can't Stop Busch

By AL STILLEY

CLERMONT, Ind. — Kyle Busch made two strong statements by winning the 27th annual Kroger 200 at O'Reilly Raceway Park.

Leading 197 of 200 laps, Busch and Joe Gibbs Racing let NASCAR know that cutting back Toyota's horsepower didn't prevent domination on the .686-mile track.

And Busch is NASCAR's most versatile winner with a record 15 victories in three different series this season.

"We wanted to come out here this weekend and sort of get a little sweet revenge on everybody," Busch said while referring to NASCAR's engine rules. "It turned out that way and worked out in our favor."

Busch didn't let the reduced horsepower as mandated by a NASCAR technical bulletin bother him, except for a tongue-in-cheek comment after qualifying.

Driving the Z-line Designs Toyota, Busch missed the pole by a mere 62-thousandths of a second to pole winner Colin Braun.

"I'm blaming that for the reason we didn't get the pole — we didn't have our 15 horsepower to get us down the long straightaways here at ORP," Busch said with a smile.

Busch led every lap until pitting under caution on lap 101. Inaugural race winner Morgan Shepherd, at age 66, led two laps and rookie Cale Gale led one before pitting.

Busch won by 1.111 seconds over Braun in the Roush Fenway Racing CitiFinancial Ford.

Busch posted a season-record 15th win in NASCAR's top three series. He surpassed Kevin Harvick's 14 combined wins in 2006 for most overall wins since the addition of the truck



HHP/HAROLD HINSON PHOTO

UNSTOPPABLE: Kyle Busch celebrates in front of the crowd at O'Reilly Raceway Park after winning his 15th NASCAR Series race of 2008.

series in 1995.

"For me, it's just been a dream season, completely, all around," Busch said. "Everyone at Joe Gibbs Racing has stepped it up."

Carl Edwards provided Busch with his only side-by-side competition while trying to regain three laps he lost early in the race in the pits. They battled each other while Braun and third-place Mike Bliss tried to close in on the leader. Edwards finished 11th.

"He (Edwards) wasn't messing with me too much, but they told me on the radio to run my own race," Busch said. "We were trying not to battle real hard with the 16 (Braun)."

Braun watched the dicing between

Busch and Edwards with hopes that he could snatch the lead. He trailed Busch all the way to post his first top-five finish.

Bliss, winner of 12 USAC races at ORP, had an amazing run in the James Finch-owned Miccosukee Resorts Chevrolet. He spun on lap 22, dropped to 29th, and charged into third on lap 139.

"I didn't have anything for them at the end," Bliss said. "I don't know why I spun out, but when I got up to Carl (Edwards) I just lost it."

Scott Wimmer was fourth followed by Josh Wise, Gale, rookie Landon Cassill, Joey Logano, David Ragan and Steve Wallace.

Toyota Teams Deal With 15 Horsepower Cut

By AL STILLEY

CLERMONT, Ind. — Toyota teams are more concerned about racing on road courses and superspeedways than on short tracks with a 15-horsepower cut due to a NASCAR Nationwide Series mandate.

Even with the cutback in horsepower, Kyle Busch won the first race held under the restriction that affects only Toyota engines. The Kroger 200 at O'Reilly Raceway Park Saturday marked Toyota's 15th victory in 22 races and 14th for Joe Gibbs Racing this season.

"It may have been a little bit of an advantage here — not being able to spin the tires off the corner and having better control of the throttle," Busch said. "It was easier to put forward bite into the car."

Jason Leffler, who drives for Braun Racing, posted the first NASCAR victory in a Toyota Camry at last year's Kroger 200.

Busch's teammate, Joey Logano, was the only other Toyota driver among the top 10 on Saturday.

"Sometimes a little bit less is easier to work with," Leffler said. "It's tough to hook up the horsepower that you

have here (ORP)."

Of the remaining 12 NNS races, the next two are on road courses, three are on short tracks and seven are on superspeedways, including the Aug. 16 race at Michigan Int'l Speedway.

"It's going to show up at bigger race tracks, then we'll know how it will affect us," Leffler said. "We have a lot of different weapons to step up and overcome this deal."

Michael Waltrip Racing driver David Reutimann and crew chief Jerry Baxter echoed the belief that Toyota teams would feel the brunt of NASCAR's ruling first at MIS.

NASCAR's bulletin was released July 22 and called for restrictions to engines with a cylinder bore spacing of 4.470 inches or more. Toyota has the only such engine.

NASCAR took engines from Toyota teams after the Chicagoland Speedway race won by Busch. Some competitors had claimed conservatively that Toyota had a 20-25 horsepower advantage over other engines, while some critics said 40 horsepower.

Toyota Racing Development President Lee White initially expressed "extreme disappointment" in NASCAR's decision.

"We'll just roll up our sleeves and go back to work," said White on the day before the Kroger 200. "We're not going to whine — we're going to line up and go race."

In a TRD statement released July 23, White stressed that NASCAR's findings and subsequent ruling were not justified.

"In our opinion, there is no technical justification to penalize the Toyota engine utilized in the Nationwide Series," White said in that statement. "The success of the Toyota Camry this year in the Nationwide Series is the result of hard work and achievement by all our race teams."

NASCAR seeks to maintain a level playing field, according to NASCAR Vice President Robin Pemberton.

He told the Associated Press that other manufacturers under similar circumstances could face the same horsepower guidelines and pointed out that no other manufacturer in the Nationwide or Craftsman Truck series has engines newer than Toyota.

Pemberton said that NASCAR is not punishing Toyota and that "we have to try to maintain a competitive balance."

Perfection For Gordon

JENNERSTOWN, Pa. — Fast cars don't always win, and good pit strategy doesn't always guarantee success. But when you put them together, they can add up to a dominating performance, which is exactly what Benny Gordon

HOOTERS PRO CUP

turned in Saturday night at Jennerstown Speedway.

Gordon won the pole, short-pitted on lap 30 and retook the lead for good on lap 115 en route to victory in the Hooters 250 presented by Eaton Electrical.

"I couldn't have had a better car tonight," said Gordon, driver of the No. 66n Samuel Metals Ford. "The team was perfect. It was just a perfect weekend. We couldn't have asked for a better place for it to happen."

Though Gordon won from the pole and led the most laps, Gary St. Amant put a scare into the DuBois, Pa., driver on a late-race restart by jumping alongside him going into turn one with 20 laps to go.

"He definitely got my attention," said Gordon, who took home \$13,700 for the win. "It was a pretty cool move by Gary. He probably thinks I ran him up the track in [turns] one and two, but really I didn't. I went in the there and the air off his car made my car not turn and it just went right up the track. I'm kind of glad it did, because it could've been trouble if he got by me."



BILL SHERMAN PHOTO

FIST PUMP: Benny Gordon celebrates with his crew after winning the USAR Hooters Pro Cup event at Jennerstown (Pa.) Speedway Saturday night.

St. Amant's move ended up costing him second to Derek Kale, but that wasn't on his mind after the race.

"We came here for one reason: Win this race for Randy Birk," said St. Amant. "He sponsored our race car for a lot of years, and he passed away a few months ago. Second wasn't going to be good enough; I was going to drive it into the wall before I finished second."

After getting by St. Amant, Kale closed on Gordon as the laps wore down. But when the checkered flag waved, Kale, who led 39 laps, finished .374 second behind Gordon.

"I felt like if we had 10 more laps, we could have got to Benny," said Kale, driver of the No. 22n Heritage Equipment

Chevrolet. "We had something for him, at least. It was a great race for us."

Derrick Kelley posted his best run of the season by coming home fourth. Jeff Agnew completed the top five.

The finish:

Showing driver, car, laps completed, money won: 1. Benny Gordon, Ford, 250, \$13,700; 2. Derek Kale, Chevrolet, 250, \$6,400; 3. Gary St. Amant, Chevrolet, 250, \$6,500; 4. Derrick Kelley, Ford, 250, \$4,000; 5. Jeff Agnew, Chevrolet, 250, \$3,500; 6. Mikey Kile, Chevrolet, 250, \$5,100; 7. Jay Fogleman, Ford, 250, \$3,750; 8. Mike Hampton, Chevrolet, 250, \$3,100; 9. Brett Butler, Ford, 250, \$2,300; 10. Ray Love, Jr., Chevrolet, 250, \$2,200; 11. Sam Fullone, Chevrolet, 250, \$2,500; 12. Danny Jackson, Chevrolet, 250, \$2,650; 13. Jason Sarvis, Chevrolet, 250, \$2,300; 14. Allen Purkhiser, Ford, 250, \$1,800; 15. Michael Kidd, Chevrolet, 250, \$1,700; 16. Tim Baine, Jr., Ford, 248, \$1,600; 17. Matt Merrell, Chevrolet, 247, \$1,600; 18. Dwayne Tatman, Chevrolet, 244, \$1,600; 19. Ronnie Souders, Chevrolet, 243, \$1,600; 20. Mike Held, Chevrolet, 239, \$1,600; 21. Joe Harrison, Jr., Chevrolet, 232, \$1,400; 22. Travis Miller, Chevrolet, 206, \$1,400; 23. Brandon Ward, Ford, 195, \$2,400; 24. Tim Kerr, Ford, 186, \$1,400; 25. Scott Leach, Chevrolet, 185, \$1,400; 26. Mark McFarland, Chevrolet, 166, \$1,200; 27. Lonnie Rush, Jr., Chevrolet, 124, \$1,200; 28. Tyler Young, Chevrolet, 35, \$1,600.

Diercks, McLaughlin Split Deery Loot

July 22

DAVENPORT, Iowa — Ray Guss, Jr. was disqualified 24 hours after being celebrated as the ninth

DEERY LM

different winner in as many Deery Brothers Summer Series late-model features this season.

On the track, Guss held off hard-charging Marty Diercks July 22 at Davenport Speedway. But after Guss was disqualified a night later, Diercks was named the winner.

Diercks came through the pack to challenge late in the 50-lapper, running side by side with Guss before finishing just a car length behind. The \$2,000 victory would have been Guss's 12th in the series and first

since Sept. 12, 2002 had it stood. After Diercks, Justin Reed, Darrel DeFrance, Andy Nezworski and Todd Cooney completed the top five.

The finish:

Marty Diercks, Justin Reed, Darrel DeFrance, Andy Nezworski, Todd Cooney, Tom Darbyshire, Boone McLaughlin, Terry Neal, Matt Ryan, Mike Murphy, Jr., Bobby Hansen, Joe Zrostlik, Ron Gustaf, Eric Gustaf, Kevin Williams, Sam Halstead, Todd Malmstrom, Matt Strassheim, Hershel Roberts, Shawn Mulvany, Nate Beuseling, Mike Garland, Justin Kay, Ray Guss, Jr.

July 23

OSKALOOSA, Iowa — Point-leader Boone McLaughlin became the first repeat winner of the season in the Deery Brothers Summer Series, following the July 23 disqualification of Ray Guss, Jr. in the IMCA J&J Steel Late Model Tour feature at Southern Iowa Speedway.

Guss was also disqualified from his July 22 night victory at Davenport Speedway. IMCA officials conducting post-race tech at Oskaloosa announced unapproved alterations had been made to a spec cylinder head in Guss's engine, resulting in the disqualifications.

Marty Diercks was promoted to the \$2,000 top spot at Davenport.

At Southern Iowa Speedway, T.J. Criss followed McLaughlin to the finish line. Rob Toland was third ahead of Justin Reed in fourth and Kyle Wahlert in fifth.

The finish:

Boone McLaughlin, T.J. Criss, Rob Toland, Justin Reed, Kyle Wahlert, Tom Darbyshire, Jeff Aikey, Darrel DeFrance, Andy Nezworski, Mike Garland, Matt Strassheim, Jason O'Brien, Charlie McKenna, Clint Wendel, Joe Zrostlik, Al Johnson, Craig Roberts, Todd Johnson, Sam Halstead, Todd Cooney, Terry Neal, Stephan Kammerer, Luke Merfeld.

Conley Nabs First In Grover Bluegrass Battle

PORTSMOUTH, Ohio — R.J. Conley captured his first O'Reilly Battle of the Bluegrass DIRTcar Series victory Saturday night, winning the Grover Race Engines 40 at Portsmouth

BOB LM

Raceway Park.

Conley, who became the 51st different winner in series history, pocketed \$3,000 for the victory.

Conley took the lead from Jackie Boggs on lap 14 and held on for the victory as Boggs settled for second.

Eddie Carrier, Jr., Justin Rattliff and Josh McGuire rounded out the top five.

The finish:

R.J. Conley, Jackie Boggs, Eddie Carrier, Jr., Justin Rattliff, Josh McGuire, Kenny Christy, Dustin Linville, Tyrel Todd, Tim Tungate, Eric Wells, Victor Lee, David Webb, Josh Bocoock, Joe Ramey, Larry Gray, Joe Whitt, Zach Carney, Mike Marlar, Nick Bocoock, Audie Swartz, Butch Dowdy, David Smith.

CONGRATULATIONS

CHUCK GURNEY, JR.



Congratulations to Chuck Gurney, Jr. and the Jeff West/IPC Racing Team for his first USAC National Midget win July 24th at O'Reilly Raceway Park. Chuck bested a field of 47 cars at the famed Indianapolis track.

And the winners keep pouring in:

Josh Ford | USAC W.S. | 4/5 6/14 6/21

Randy Monroe, Jr. | ARDC | 6/5

Brett Anderson | POWri | 6/27

Best of luck for the rest of the season!



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- Aug. 20 Craftsman Truck • Bristol Motor Speedway • Bristol, TN
- Aug. 21 WoO Late Model Fifth Annual Scorcher • Volunteer Speedway, Bulls Gap, TN
- Aug. 22-23 NASCAR • Bristol Motor Speedway • Bristol, TN
- Aug. 29-30 WoO • Skagit Speedway • Alger, WA

* Grassroots Tour event operated by track and series

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RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 14 of 25: Power Stroke Diesel 200, Friday, July 25
O'Reilly Raceway Park, Clermont, Ind.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	8	23	Johnny Benson	Vemma Toyota	200	\$58,125	Running
2	4	33	Ron Hornaday, Jr.	VFW Chevrolet	200	36,700	Running
3	3	99	Erik Darnell	Northern Tool + Equipment Ford	200	26,320	Running
4	11	88	Matt Crafton	Menards/Johns Manville Chevrolet	200	17,160	Running
5	6	13	Shelby Howard	FarmPaint.com Chevrolet	200	17,035	Running
6	15	10	Brendan Gaughan	International MAXXFORCE Ford	200	13,435	Running
7	17	7	T.J. Bell	Iams Chevrolet	200	12,310	Running
8	12	51	Kyle Busch	NOS Energy Drink Toyota	200	9,885	Running
9	24	71	Donny Lia	NationRides.com Chevrolet	200	13,060	Running
10	9	5	Mike Skinner	Toyota Tundra Toyota	200	13,435	Running
11	13	60	Terry Cook	Wylers.com Toyota	200	11,935	Running
12	7	14	Rick Crawford	Circle Bar Truck Corral Ford	200	12,135	Running
13	27	40	Chad Chaffin	Key Motorsports Chevrolet	200	11,810	Running
14	28	81	Landon Cassill	GoDaddy.com Chevrolet	200	9,535	Running
15	5	6	Colin Braun	Con-way Freight Ford	200	12,685	Running
16	23	11	David Starr	Red Horse Racing Toyota	200	11,835	Running
17	2	2	Jack Sprague	American Commercial Chevrolet	200	11,385	Running
18	30	08	Jason White	GunBroker.com Dodge	200	11,310	Running
19	1	09	Bobby East	Zaxby's Ford	200	13,160	Running
20	32	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	200	11,910	Running
21	16	22	Michael Annett	Pilot Travel Centers Toyota	200	9,660	Running
22	14	30	Todd Bodine	Lumber Liquidators Toyota	200	9,585	Running
23	20	4	Stacy Compton	Wabash Valley Chrysler Dodge	199	8,535	Running
24	26	21	Keven Wood	The Barnhill Group Ford	198	8,460	Running
25	19	15	Marc Mitchell	Hyprne-Ergon Toyota	198	8,435	Running
26	10	18	Dennis Setzer	Tahoe Dodge	197	8,385	Running
27	31	07	Sean Murphy	ASI Limited Chevrolet	196	8,360	Running
28	25	12	Mario Gosselin	crashedtoys.com Chevrolet	177	8,335	Transmission
29	21	16	Brian Scott	Albertsons Chevrolet	162	8,310	Accident
30	18	9	Justin Marks	Cross Toyota	151	8,295	Accident
31	22	8	Chad McCumbee	Malcolmson Construction Chevrolet	136	8,285	Accident
32	34	73	Nick Tucker	Un-sponsored Dodge	19	8,270	Engine
33	33	74	Derrick Cope	Un-sponsored Dodge	9	8,260	Pwr Steering
34	29	0	Johnny Chapman	ASI Limited Chevrolet	2	8,250	Rear End

RACE STATISTICS

Race time: 1 hour, 49 minutes, 58 seconds
Average speed: 74.859 miles per hour
Victory margin: 0.484 second
Caution flags: 11 for 48 laps
Lead changes: Four among three drivers

Lap leaders: Bobby East 1-4; Ron Hornaday, Jr. 5-86;
Johnny Benson 87-90; Hornaday 91-161; Benson 162-200.

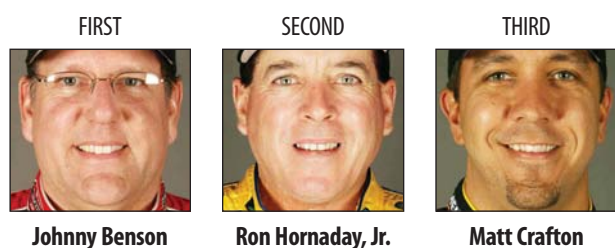
TALK OF TIME TRIALS

Bobby East (09) won the pole for Friday's Power Stroke Diesel 200 at O'Reilly Raceway Park in Clermont, Ind. It was the first career pole for East, who elected to start on the outside front row for the start of the race. Jack Sprague was second and started inside East.



DON FIGLER PHOTO

STANDINGS



Top 10

1. Johnny Benson	2,071	6. Todd Bodine	1,867
2. Ron Hornaday, Jr.	2,056	7. Erik Darnell	1,846
3. Matt Crafton	2,040	8. Terry Cook	1,825
4. Rick Crawford	1,916	9. Jack Sprague	1,787
5. Mike Skinner	1,914	10. David Starr	1,749



DON FIGLER PHOTO

CRUISING BY: Johnny Benson (23) drives to the top of O'Reilly Raceway Park to pass Ron Hornaday, Jr. in Friday's NASCAR Craftsman Truck Series race in Clermont, Ind.

Benson Still Hot At ORP

By AL STILLEY

CLERMONT, Ind. — Ron Hornaday, Jr. may have led the most laps, but Johnny Benson got what he wanted — the winner's trophy — Friday night at O'Reilly Raceway Park.

Benson moved around Hornaday with 38 laps to go and out-gunned him on four restarts for his third NASCAR Craftsman Truck Series victory in his last four outings in the Vemma Toyota.

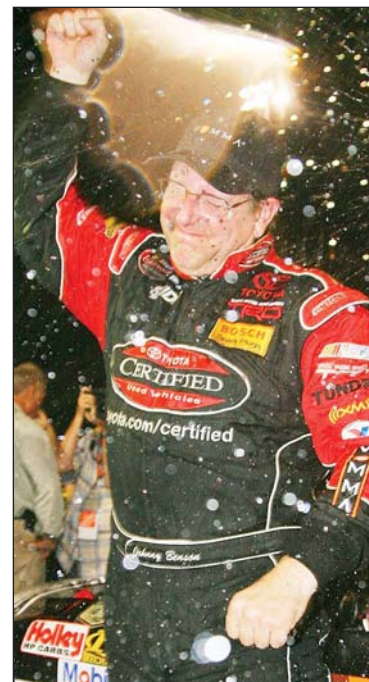
"Ron pretty much dominated the race, but we got the trophy," Benson said. "Holding him (Hornaday) off isn't as hard as trying to pass him."

Driving the Bill Davis-owned Vemma Toyota, Benson passed Hornaday for good just seconds before the seventh caution flashed on lap 163. Hornaday in the VFW Chevrolet led a race-high 153 laps. Benson led twice for 43 laps.

"I took the gamble to get around him and it paid off," Benson said of his winning pass. "I kept watching the spots where he was running and got alongside him (turn three and four) and my truck stuck."

Benson went into the 200-lap chase with a slim one-point lead over Matt Crafton, who finished fourth. Hornaday moved into second place and trails Benson by 15 points in the standings.

Benson is taking his hot streak in stride after being winless in his first 10 starts. Eleven races remain as he



Johnny Benson

seeks his first series crown.

"We don't have our hands wrapped around that trophy," said Benson. "It's among four or five drivers, but nobody has a handle on it."

It was Benson's first victory at ORP where he finished second last year and in 1995.

There were only two cautions during the first half of the race while

nine cautions slowed the second half of the race.

"The yellows put us that much closer," Hornaday said. "My truck was a little tight in the center (turns) and he (Benson) was rolling through the center too good."

Erik Darnell, driving a Roush Fenway Ford, finished third for his fourth top-five finish in five races.

First-time Keystone Light Pole winner Bobby East, who won the USAC Silver Crown race Thursday at ORP, led the first four laps and was racing among the leaders until lap 123 when he and Stacy Compton collided on the frontstretch.

"We ran in the top five until we got in that wreck," East said. "I got shoved into the fence and that ruined our night."

Thorsport Chevrolet teammates Crafton, who dropped to third in points, and Shelby Howard IV finished fourth and fifth.

Howard, who lives 24 miles from ORP, posted his first NCTS top five on his 23rd birthday.

"Here at home, I had a lot of fans," Howard said. "We dropped back and had to come back through it. The truck was too tight early."

Rounding out the top 10 were Brendan Gaughan, T.J. Bell, Kyle Busch, rookie Donny Lia and Mike Skinner.

Twenty-two of the 34 starters were running at the finish.

Tagliani Tops CTS 100 At Edmonton

EDMONTON, Alberta — Alex Tagliani picked up his first NASCAR victory in just his eighth start in a stock car, winning Saturday's Edmonton Canadian Tire Series 100 at Rexall

Speedway.

Tagliani, a former competitor in the Champ Car World Series running a

full schedule this year in the Canadian Tire Series, beat three-time winner this season Scott Steckly to the line by 1.404 second. He fended off late charges from both Steckly and teammate Andrew Ranger for the victory.

"Wow! What a thrill this is," said Tagliani. "We've had some problems this year with the equipment, but all the credit goes to the crew. They gave me a

great car and all I had to do was drive."

Ranger, who won the pole at Edmonton for the second-straight year, finished third behind Steckly.

J.R. Fitzpatrick and D.J. Kennington completed the top five.

The finish:
Alex Tagliani, Scott Steckly, Andrew Ranger, J.R. Fitzpatrick, D.J. Kennington, Don Thomson, Jason Hathaway, Kerry Micks, Mark Dilley, Dave Whitlock, Ron Beauchamp, Jr., Peter Gibbons, Todd Nichol, James Van Domselaar, Jason White, Anthony Simone, Jarrod Whissel, Brad Graham, Trevor Seibert, John Gaunt, Kent Nuhn, Derek Lynch.

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A weekly report of action from across America



Rice Lake Speedway

Rice Lake, Wis.
July 26, 2008
Late Model
1. Jesse Redetzke
2. Scott Gilberts
3. Shawn Mahder
Modified
1. Brent Prochnow
2. Luke Schilling
3. Rich Loftus
Super Stock
1. Curt Myers
2. Paul Erikson
3. Steve Hallquist
Midwest Modified
1. Mark Thomas
2. Ryan Viltz
3. Mark Gerth
Street Stock
1. Jay Kesan
2. Tommy Richards
3. Clark Swartz
Pure Stock
1. Doug Wojcik
2. Joel Hinrichs
3. Danny Richards

Moler Raceway Park

Williamsburg, Ohio
July 26, 2008
Late Model
1. John Whitney
2. Barry Doss
3. Bill Williams
Modified
1. Doug Adkins
2. Ray Branscum
3. Dave McWilliams
Hobby Stock
1. Jamey Adams
2. Jim Helterbran
3. Bruce Gray, Jr.
Pure Stock
1. Ed Reynolds
2. Tim Carpenter
3. Mike Keller
Chevette
1. Jeff Watson
2. Miles Tarvin
3. Nick Hodges

LA Raceway

LaMonte, Mo.
July 25, 2008
Modified
1. Jason Bodenhamer
2. Jason Thompson
3. Terry Schultz
305 Sprint Car
1. Matt Close
2. Tom McGarry
3. Mitchell Moore
Street Stock
1. Bryan Arnold
2. Scott Krause
3. Justin Metzner
Hobby Stock
1. Tanner Young
2. Danny Everts
3. Jacob Everts

Lebanon I-44 Speedway

Lebanon, Mo.
July 26, 2008
Modified
1. Steve Picou
2. Rex Merritt
3. Justin Neuman-Crocker
Bomber
1. Landon Johnson
2. Joe Francis
3. Shawn Strong
B-Mod
1. Jason Otto
2. Tyler Brown
3. Kris Jackson
Rookie
1. Dave Meldrum
2. Jeff Brown
3. Tom Powers
Factory Stock
1. Mark Bourey
2. Tim Riffle
3. Sheldon Stoufer

Sharon Speedway

Hartford, Ohio
July 26, 2008
Pure Stock
1. Tim Burns
2. Jamie Duncan
3. Bruce Redman

Indianapolis Speedrome

Indianapolis, Ind.
July 25, 2008
Legends
1. Adam Roberts
2. Zach Zimmler
3. James Edsall III
Bandoleros
1. Dillon Bassett
2. Blake Jones
3. Mason Massey
Hornet
1. Kyle Byrd
2. Jon Elkins, Jr.
3. Jess Holliday
Indy Faskart
1. J.D. Blankenship
2. Jon Farina
3. Jon Wilson
Junior Faskart
1. Jack Dossey III
2. Mason Keller
3. Nick Keller

Indianapolis Speedrome

Indianapolis, Ind.
July 26, 2008
Legends
1. Dylan Ames
2. Adam Roberts
3. Ronnie Bassett, Jr.
Bandolero
1. Dillon Bassett
2. Mason Massey
3. Kyle Benjamin
Bandolero Young Gun
1. Tyler Lester
2. Ty Rose
3. Tyler Poe
Late Model
1. Chris Green
2. Doug Greig
3. Ben Tunny
Figure 8
1. Bruce Tunny
2. Eddie VanMeter
3. Ben Tunny
Stock Car
1. Scott Keen
2. Scott Settles
3. Brian Luttrell
Road Runner
1. Justin Dibbern
2. Kevin Smith
3. Rex Cox III
Hornet
1. Kyle Byrd
2. Jess Holliday
3. Jon Elkins, Jr.

2. Danielle Neary
3. Jake Krueger
Feature No. 2
1. Andy Moore
2. Harley Jankowski
3. Charles Vian, Jr.
Hornet
Feature No. 1
1. Jason Stark
2. Jeff Heaney
3. Steve Bornitz
Feature No. 2
1. Heath Weissenberger
2. Matthew Moore
3. Kevin Turner

Anderson Speedway

Anderson, Ind.
July 23, 2008
Ford Focus
1. Kyle Hamilton
2. Craig Haack
3. Alen MacLeod
Kenyon Midget
1. Jeff Wimmeneauer
2. Drew Charlson
3. Dillon Welch
Regional Midget
1. Alison MacLeod
2. Travis Young
3. James Robertson

Anderson Speedway

Anderson, Ind.
July 25, 2008
ThunderCar
1. Travis Burge
2. Lonny Burton
3. Sam Folsom
Front-Wheel Drive
1. Randy Hoppes
2. Kevin Harmon
3. Jeff Williams
Figure 8
1. Andy Keller
2. Travis Burge
3. Jared Keller

Red Cedar Speedway

Menomonie, Wis.
July 25, 2008
Late Model
1. Jimmy Mars
2. Duane Mahder
3. Mike Prochnow
Modified
1. Jake Hartung
2. Craig Thatcher
3. Mike Anderson
Super Stock
1. Bernie Christianson
2. Paul Erikson
3. Shawn Huse
Midwest Modified
1. Dan Svec
2. Jim Boum
3. Mark Gerth

Pure Stock
1. Chaz Ducummun
2. Ron Hoffman
3. Jordan Johnson

I-96 Speedway

Lake Odessa, Mich.
July 26, 2008
Modified
1. Johnny Deyoung
2. Todd Feutz
3. Tim Stemler
Hobby Stock
1. Kody Weisner
2. Tim Tuttle
3. Dan Hersey
Road Beaters
1. Kielean Atherton
2. Scott Rumsey
3. Greg Wendorf
Mini Sprint
1. Derek Donaldson
2. Brian Sivsarski
3. Paul Brockie

Flat Rock Speedway

Flat Rock, Mich.
July 26, 2008
Late Model
1. Justin Schroeder
2. Ricky Kargel
3. Dennis Strickland
Figure 8
1. Greg Studt
2. Billy Earley
3. Dennis Whisman
Street Stock
1. Tim Moore
2. Regan Ford, Jr.
3. David Kind

Sycamore Speedway

Sycamore, Ill.
July 26, 2008
Super Late Model
1. John Harper
2. Nick Kuipers
3. Gary Koehring
Spectator
Feature No. 1
1. Kyle Smith
Feature No. 2
1. Larry Goto
Powder Puff
1. Megan Decker
2. Amy Memoli
3. Danielle Heath
Compact
1. Lance Bonnell
2. Stacy Roach
3. Mike Cunz



TIM THOMAS PHOTO

HIGH FLIP: Sprint-car driver Ron Dennis flips high into the air during a B-main Friday at Gas City (Ind.) I-69 Raceway. Dennis was taken to a local hospital with back and leg pain.

Whittemore Speedway

Whittemore, Mich.
July 27, 2008
Factory Stock
1. Scott McClellan
2. Mike Avram
3. Rick Spencer
Modified
1. Jordan Pruitt
2. Todd Mattheson
3. Robbie Johnson
Mini Stock
1. Kevin Peak
2. Mike Mukenthaller
3. Tom Rivers
Led Sled
1. Bob Farley
2. Luke Williams
3. John King

Butler Motor Speedway

Butler, Mo.
July 27, 2008
Factory Stock
1. Mark Selsor
2. Darren Dennison
3. Drew Hendren
750 Sprint
1. Mike Taylor
2. Danny Greenwood
3. Jerad Williams
Late Model
1. Eric Anderson
2. Randy Zimmerman
3. Jack Simmons
Modified
1. Johnny Fennewald
2. Matt Johnson
3. Tim Setzer
Street Stock
1. Devin Irvin
2. Robert Brown
3. Joe Pryor

Sycamore Speedway

Sycamore, Ill.
July 25, 2008
Spectator
1. Jay Brendle
Feature No. 2
1. Jerry Decker
Figure 8
1. Brian Clarke
Demo
1. Jerry Decker
Powder Puff
1. Stacy Roach
2. Danielle Heath
3. Megan Decker
Compact
1. Mike Gossett
2. Jeff Hooker
Feature No. 2
1. Rick Zifko
2. Daniel Donovan
3. Stacy Roach

Grundy County Speedway

Morris, Ill.
July 25, 2008
Late Model

Gas City I-69 Speedway

Gas City, Ind.
July 26, 2008
Sprint Car
1. Jeff Bland, Jr.
2. Dave Darland
3. Brett Burdette
Modified
1. Zeke McKenzie
2. Steven Hogue
3. Bub Patrick
Street Stock
1. James Headley
2. Dan Myers
3. Bruce McGill
Thunder Car
1. Josh Owens
2. Corey Johnson
3. Ervin Turner

Auto City Speedway

Flint, Mich.
July 25, 2008
Modified
1. Ken O'Connor
2. Scott Lamp
3. Travis Eddy
Sportsman
1. Kyle Hayden
2. Jimmy Novak
3. Curtis Hayden
Led Sled
1. Lonnie Saumer, Jr.
2. Jimmy Stratton
3. Ricky Plamondon
Hornet
1. Jeremy Snelenberger
2. Andrew Abbott
3. Loren Short
Thunder Truck
1. Rod Marsh
2. Dave Marsh
3. Steve Stultz

Auto City Speedway

Flint, Mich.
July 26, 2008
Legends
1. Chance Rice
2. Brandon Mahoney
3. Roy Nicholson
Super Stock
1. Kyle Hayden
2. Jeff Owens
3. Scott Menlen
Short Track Trucks
1. Keith Wioncek
2. John Smalley

Joey Shuryan Factory Stock

1. Timmy Near
2. Jim Miller, Jr.
3. Joe Ward
Led Sled
1. Lonnie Saumer, Jr.
2. Ricky Plamondon
3. Jimmy Stratton
Figure 8
1. Duane Damon
2. Lonnie Saumer, Jr.
3. Charlie Thom
Spectator Drags
1. Brian Renner

Paragon Speedway

Paragon, Ind.
July 26, 2008
Sprint Car
1. Broc Burton
2. Kent Christian
3. Kyle Cummins
Street Stock
1. Steve Peeden
2. Tony Walker
3. Joe Lucas, Jr.
Bomber
1. Bobby Gardner
2. Mark Smith
3. Jim Litton, Jr.
Pure Stock
1. Kyle Zike
2. Jeff Shepard
3. Nathan Byrum

Jackson Speedway

Jackson, Minn.
July 26, 2008
360 Sprint
1. Wade Nygaard
2. Gordy Vogelaar
3. Jody Rosenboom
Double Barrel Sprint
1. Frank Phipps
2. Nate Eakin
3. Bruce Anderson
Stock Car
1. Justin Luienberg
2. Jeff Senne
3. Trent Schroeder
Modified
1. Tad Reutzel
2. Travis DeBoer
3. Larry Kinnetz
Hobby Stock
1. Bill Woodcock
2. Ryan Roder
3. Dustin Larson

Bluegrass Speedway

Bardstown, Ky.
July 26, 2008
Modified
1. Jason Wheatley
2. Joey Kramer
3. Kelly Warren
Super Late Model
1. Jordan Bland
2. Johnny Wheeler
3. Dustin Neat
Sportsman
1. Roger Cecil
2. Pat Hagan

Galesburg Speedway

Galesburg, Mich.
July 27, 2008
Late Model
1. Torch Osterhouse
2. Scott Rugg
3. Dan McEnderfer
Sportsman
1. Jim Woodin
2. Matt Frazier
3. Joe Reaume
Mini Stock
1. Shane Clark
2. Jeremy Collins
3. Rick Gale
Street Stock
1. Kevin England
2. John Foote
3. Chris Garrett

Owosso Speedway

Ovid, Mich.
July 26, 2008
Late Model
1. Dave Bigos
2. Mark Welch
3. Ron Hauser
Street Stock
1. Leo Smith
2. Tony Basalone
3. Tom Stone
Mini Stock
1. Alex Donnett
2. Dan Gokee
3. Shaun Conner
Pure Stock
1. Mike McMullen
2. K.C. Snover
3. Fred Atkins

Cedar Lake Speedway

New Richmond, Wis.
July 26, 2008
Late Model
1. Brent Larson
2. Eric Breeschoten
3. Mike Goodremote
Modified
1. Craig Brightbill
2. Dave Cain
3. Larry Zeller
Super Stock
1. Cory Davis
2. Dan Carlson
3. Tim Borgeson
Midwest Modified
1. Jeremy Houle
2. Bob Smith
3. Dan Wheeler
Street Stock
1. Devin Neske
2. Scott Paulson
3. Trisha Nyreen

Madison Speedway

Madison, Minn.
July 27, 2008
Late Model
1. Corey Nelson

Mount Lawn Speedway

New Castle, Ind.
July 26, 2008
Late Model
1. Scott Knepley
2. Terry Cater
3. Eddie Claborn
Thunder Car
1. Kevin Claborn
2. Pam McConnell
3. David McConnell
Hornet
1. Chris Jennings
2. Nick Warner
3. Brian Lewis

Waynesfield Motorsports Park

Waynesfield, Ohio
July 27, 2008
Truck
1. Jessica Nuss
2. Matt Twining
3. Mike Hicks
Sprint
1. Casey Shuman
2. Matt Westfall
3. Corey Smith
Mini Sprint
1. Jared Horstman
2. Todd Keen
3. Gary Lonery
Modified
1. Jeff Babcock
2. Troy Springborn
3. Casey Luedeke

Shawano Speedway

Shawano, Wis.
July 26, 2008
Late Model
1. Tom Naeyaert
2. Troy Springborn
3. Ron Berna
Modified
1. Julid McDermid
2. Brad Rohloff
3. Brandon Czarapata
Stock Car
1. Rod Snellenberger
2. Larry Karcz, Jr.
3. Kyle Fredrick
Crate Late Model
1. Paul Parker

REGIONAL NOTES

Terry Cheetham broke a NASCAR modified division winless streak that was nearly eight years in the making with his July 18 victory at Spencer Speedway in Williamston, N.Y. His last previous win came July 28, 2000. . . **Bob Henry, Jr.** got a memorable birthday present July 18 — his first DIRTcar modified victory at Brewerton (N.Y.) Speedway. Henry had to hold off DIRT's all-time modified feature winner, **Alan Johnson**, to do it... **Speedy Faucette** held off the bounty hunters for his seventh-straight victory and his seventh-straight qualifying pole July 18 at Ace Speedway in Altamahaw, N.C.... **Tim Brown's** string of eight-straight modified pole awards came to an end July 19 at Bowman Gray Stadium in Winston-Salem, N.C., when rival **Burt Myers** captured the pole and Brown qualified 12th... Limaland (Ohio) Motorsports Park celebrated its 73rd anniversary July 18, kicking off a seven-week dash to the end of the 2008 season... **Chris Anthony's** five-year wait to get to victory lane in the late-model division at Berlin Raceway in Marne, Mich., ended July 19 when he held off **Tom Thomas** for the breakthrough win... **Skip Jackson** earned his 25th Knoxville (Iowa) Raceway sprint-car victory July 19 ... **Greg Skaggs** collected his track-leading 10th victory of the year, including three straight, July 18 at Oklahoma's Outlaw Motor Speedway... Second-generation driver **Jody Tripp** earned his first-career victory in exciting fashion, scoring a .009-second triumph over **Billy Prisco** in the sports-truck feature July 19 at Seekonk (Mass.) Speedway ... A set of brothers won their respective features for the first time July 19 in the "new era" of St. John, Pa.'s Mountain Speedway. **Ricky Ross, Jr.** was the late-model feature winner, while **Nick Ross** won the thriller main event.

2. Joe Reuter
3. Dan Wanta
Sport Mod
1. Tim Jorgenson
2. Matt Oreskovich
3. Jason Guyette

Charter Raceway Park

Beaver Dam, Wis.
July 26, 2008
Modified
1. Jay Schraufnagel
2. Tim Lemirande
3. Dennis Krause
Legends
1. Brad Weber
2. Eric Barth
3. Joel Wyttenbach
Dirt Devil
1. Steve LeMay
2. Matt Janke
3. Jim Merkel
Street Stock
1. Jeremy Schwoch
2. Roger Frank
3. Jesse Kanas
Grand National
1. Roger Lee
2. Don Sorce, Jr.
3. Troy Welch

Calumet County Speedway

Chilton, Wis.
July 25, 2008
Grand National
1. Kenny Richards
2. Jesse James
3. Aaron Thurwachter
Street Stock
1. Ryan Mueller
2. Travis Grissman
3. Chad Vetting
Chilton Challenger
1. Steven Ruh
2. Brad Ruh
3. Jason Behnke
CCRA 4
1. Mark Kuhfuss
2. Tim Draheim
3. Jake Meyer
Legends
1. Eric Barth
2. Joel Wyttenbach
3. Brian Peterson

Deer Creek Speedway

Spring Run, Minn.
July 26, 2008
Modified
1. Jason Cummins
2. Tim Donlinger
3. Brad Waits
Late Model
1. Keith Foss
2. Lance Matthees
3. Justin Sass
Midwest Modified
1. Albert Wytaske
2. Kenny Wytaske
3. Jared Boumeester
Street Stock
1. Dan Bork
2. Dan Holland
3. A.J. Zvorak
Super Stock
1. Adam Stockhausen
2. Dustin Nelson
3. Brian Fetting
Junior Slingshot
1. Lucas Schott
2. Jace Bunne
3. Parker Hale
Pee-Wee Slingshot
1. Brayde Faulhaber
2. Lexi Schott
3. Garrett Koster
Regular Slingshot
1. Jordan Yaggy
2. Lucas Schott
3. Parker Hale

Shady Bowl Speedway

DeGraff, Ohio
July 26, 2008
Pro 4
1. Dave Sage
2. Josh Sage
3. Randy Human
Sport Stock
1. Aaron Pippin
2. Gregg Jackson
3. Brad Worley
Compact
1. Jerry Ellis, Jr.
2. David Yoder
3. Mike Schaffer
Dwarf
1. Daniel Wirick
2. Bill Hostetler
3. Bob Bayse
Late Model
1. Mark Parker

2. Shawn Stansell
3. Mike Snapp

Slinger Super Speedway

Slinger, Wis.
July 27, 2008
Late Model
1. Jamie Wallace
2. Lowell Bennett
3. Dennis Prunty
Limited Late Model
1. Jon Ovadal, Jr.
2. Wes Biswell
3. Steve Apel
Midwest Sportsman
1. Jeff Holtz
2. Mike Graczowski
3. Mike Borchardt, Jr.
Sport Truck
1. Sam Haven
2. Dan Vixner
3. Sean Gruette
Thunderstock
1. Aaron Cain
2. Al Stippich
3. John Daley
Slinger Bee
1. Derek Hoerig
2. Matt Klenz
3. Erik Long

Double X Speedway

California, Mo.
July 27, 2008
360 Winged Sprint
1. Jesse Hockett
2. Rex Combs
3. Adam Jones
Street Stock
1. Harlan Dowell
2. John Clancy
3. Ray Smith
Hobby Stock
1. Jeremy Gordon
2. Mike Schrader
3. A.J. Wirts

Miami County Speedway

Peru, Ind.
July 26, 2008
Junior
1. Trenton Bitzel
2. Addison True
3. Hallie Feuquay
Open Sprint
1. Wes McIntire
2. K.C. Hughes
3. Cole Ketchum
Restrictor
1. Braxton Hanft
2. Barbie Kimmel
3. Nick Hamilton
Open Class
1. Tyler Adams
2. Sam Kimmel
3. Kris Knox
Non-Wing Sprint
1. Kris Knox
2. Sam Kimmel
3. Wes McIntosh

Kokomo Speedway

Kokomo, Ind.
July 27, 2008
Sprint
1. Hunter Schuereberg
2. Cole Whitt
3. Thomas Meserall
Thundercar
1. Tony Bowman
2. Allen Davis
3. Gerald Armfield
Street Stock
1. James Headly
2. David Hurst
3. Lee Hobbs
600 Mini Sprint
1. Ryan Langston
2. Andrew Peters
3. Todd Kirkman

Tomahawk Speedway

Tomahawk, Wis.
July 25, 2008
Midwest Modified
1. Bruce Belland
2. Jason Zdroik
3. Chad Boettcher
Street Stock
1. Mark Schuenemann
2. Jeff Hoogland
3. Steve Karshbaum
Pure Stock
1. Jay Wilberding
2. Terry Selmer
3. Devin Wilson
4-Cylinder Bandit
1. Jerry Ellis, Jr.
2. Adam Johnson
3. Gunard Hoogland

Thunderhill Raceway

Sturgeon Bay, Wis.
July 26, 2008
Modified
1. Billy LeMieux
2. Shawn Kilgore
3. Jay Matthias
Stock Car
1. Mike Wietor
2. Todd Polster
3. Matt Junio
Hobby Stock
1. Marcus Moede
2. Frank Paul
3. Dave DeGrave
Sport Mod
1. Bran Lautenbach
2. Rod Solem
3. Ryan LeMieux
Street Stock
1. Jeremy Witata
2. Aaron Thornton
3. John Stenard
4-Cylinder
1. Tyler DeBauche
2. Jason Cornelius
3. Kasey Gross

Kil-Kare Speedway

Xenia, Ohio
July 25, 2008
Late Model
1. John Vallo
2. Sam Heckman
3. Justin Alsip
Modified
1. Chad Poole
2. Charlie Davis
3. Jason Mahaffey
Sport Stock
1. Tom Williams
2. Travis Diggs
3. Mike South, Jr.
Compact
1. Ron Sagers
2. Bo Hoelscher
3. Tim Haerr
Mini Cup
1. Joey Greening
2. Cole Williams
3. Courtney Hannah

Limaland Motorsports Park

Lima, Ohio
July 25, 2008
Thunderstock
1. Kevin Gossard
2. Tim Bowen
3. Craig Dippman
Modified
1. Terry Hull
2. Jon Henry
3. Mike Brecht
Sprint Car
1. Tim Allison
2. J.R. Stewart
3. Mike Brecht

Lebanon Midway Speedway

Lebanon, Mo.
July 25, 2008
Factory Stock
1. Mark Bourey
2. Jody Tillman
3. Kenny Carroll
Modified
1. Jamie Ragland
2. Jimmy Willis
3. Danny Atkinson
Bomber
1. Shawn Strong
2. Rob White
3. Jerry Lankton
B-Mod
1. Jason Otto
2. Kris Jackson
3. Josh Woody
Super Stock
1. Danny Newell
2. J.C. Newell
3. Clinton Betts
Winged Sprint Car
1. J.P. Compton
2. Rusty Quick
3. Scott Wedelstadt

Madison Int'l Speedway

Oregon, Wis.
July 25, 2008
Late Model
1. Robbie Pyle
2. Steve Carlson
3. Andrew Morrissey
Grand National
1. Josh Lee
2. Bob Heine
3. Mark May

Raceway 7

Conneaut, Ohio
July 25, 2008
Fastrak
1. Mike Pegher
2. Dick Barton
3. Bobby Powell
E-Mod
1. Joel Watson
2. Mike Potoski
3. Ron Roncaglione
Street Stock
1. Rusty Wheeler
2. David McLaughlin
3. Charlie Beck
Mini Stock
1. Joe Plesniak
2. Vince Simms
3. Darrin Hart

Macon Speedway

Macon, Ill.
July 26, 2008
Late Model
1. Kyle Logue
2. Brandon Sheppard
3. Ryan Little
Modified
1. Jim Leka
2. Mark Tullis
3. Jeremy Nichols
Sportsman
1. Mike Pickering
2. Scott Landers
3. Bryan Duilio
Pro Hornet
1. Jeff Dodd
2. Bruce Dolgar
3. Fred Reed

Rockford Speedway

Loves Park, Ill.
July 23, 2008
Allison Legacy
1. John Beinlich
2. Dwight Dunlap
3. Dave Cooter, Jr.
Bandolero
1. Matt Booker
2. Michael Cooter
3. Rachel Pinkerman
RoadRunner
1. Mike Swanson
2. Christopher Jones
3. Charlie Frisch
Hornet
1. Matt Mangiaracina
2. Shawn Koranda
3. Tony Robertson
Legends
1. Jake Varnum
2. Matt Hendrickson
3. Joe Kostreba
Thunder Car
1. Kyle Kirberger
2. Dustin Karl
3. Doug Olmscheid
Pro-4 Truck
1. Jim Eblen
2. Mike Schwartz
3. Anneke Jenkins
Four Tracker
1. Josh Christy
2. C.J. Karl
3. Joe Albritton
Just 4 Fun
1. Michael Lofquist
2. Tom Gjerstad
3. Doug Fredrichs

Rockford Speedway

Loves Park, Ill.
July 26, 2008
Sportsman
1. Warren Swinbank
2. Chris Gantz
3. Brock Behnke
Road Runner
1. Gene Marocco
2. David Lignell
3. Richard Nielsen
Super-Cup Junior
1. Camden Murphy
2. Jacob Zellmer
3. Kyle Brinkman
Super-Cup Pro
1. David Cerer
2. Mick Ellis
3. Erik Gehrke

U.S. 24 Speedway

Logansport, Ind.
July 26, 2008
Junior
1. Craig Ronk
2. Ben Perez
3. Sam McGhee
Restrictor
1. Dustin Denmark
2. Jason Montel
3. Bob Kamp
Wing
1. Harold Johnson
2. B.J. Wilson
3. Todd Kirkman
Non-Wing
1. A.J. Hopkins
2. Todd Kirkman
3. J.J. Hughes

I-96 Speedway

Lake Odessa, Mich.
July 25, 2008
Modified
1. Chris Anderson
2. Todd Feutz
3. Shannon Fisk

Attica Raceway Park

Attica, Ohio
July 25, 2008
410 Sprint Car
1. David Harrison
2. Byron Reed
3. Lee Jacobs
305 Sprint Car
1. Stuart Brubaker
2. D.J. Foos
3. Dustin Dinan
Late Model
1. Dusty Moore
2. Devin Shiels
3. Ryan Missler
Dirt Truck
1. Cory Ward
2. Art Ball
3. Steve Endicott

Skyline Speedway

Stewart, Ohio
July 25, 2008
410 Sprint Car
1. Danny Smith
2. Jimmy Stinson
3. Hud Horton
Late Model
1. Rick Auckland
2. Audie Swartz
3. Jason Montgomery
Modified
1. Rick Auckland
2. Kenny Johnson
3. Rob Evans
Pure Stock
1. Chad Poole
2. Matt Holcomb
3. Ryan Wilson
4-Cylinder
1. Tim Christopher
2. Tom Adkins
3. Frank Shamblyn
Mini Wedge
1. Kyle Bond
2. Ron Pickens
3. Zack Fox

I-94 Raceway

Sauk Centre, Minn.
July 26, 2008
Super Late Model
1. Eugene Dick
2. Nick Panitzke
3. Jon Olson
Modified
1. Joey Johnson
2. Shawn Koranda
3. Tony Robertson
Legends
1. Jake Varnum
2. Matt Hendrickson
3. Joe Kostreba
Thunder Car
1. Kyle Kirberger
2. Dustin Karl
3. Doug Olmscheid
Pro-4 Truck
1. Jim Eblen
2. Mike Schwartz
3. Anneke Jenkins
Four Tracker
1. Josh Christy
2. C.J. Karl
3. Joe Albritton
Just 4 Fun
1. Michael Lofquist
2. Tom Gjerstad
3. Doug Fredrichs

Langlade County Speedway

Antigo, Wis.
July 25, 2008
Truck
1. Robin Procknow
2. Forrest Grandall
3. J.P. Remington
Sport Mod
1. Dave Stoffer
2. Matt Oreskovich
3. Jerry Marvin
Stock Car
1. Larry Karcz, Jr.
2. Dan Michonski
3. Mitchell Stankowski
Modified
1. Pat Zdroik
2. Charlie Wild
3. David Diemel
Late Model
1. Terry Anveling
2. Troy Springborn
3. Tim Buhler
Street Stock
1. Gary Kasperek
2. Mike Witberger
3. Jeremy Wolfe

I-55 Raceway

Pevely, Mo.
July 26, 2008
Late Model
1. Jeff Pohlman



MIKE CAMPBELL PHOTO

MUD DABBERS: Thunderstocks round the turn during hot laps Friday night at Ohio's Lima-land Motorsports Park.

2. Mark Voigt
3. Tim Manville
Modified
1. Tim Hancock
2. Mike Harrison
3. Ray Walsh
Sportsman
1. Troy Medley
2. Troy Naeger
3. Jeff Herzog
Pro-4 Stock
1. Homer Mooney
2. Aaron Wood
3. Jason Crump

Kil-Kare Speedway

Xenia, Ohio
July 23, 2008
Late Model
1. John Vallo
2. Tim Allensworth
3. Sam Heckman
Modified
1. Chad Poole
2. Bill Burba
3. John Lawhorn
Sport Stock
1. Phil Gussler
2. Mike Williams
3. Mike South, Jr.
Compact
1. Chris Boggs
2. Tim Haerr
3. Ron Sagers



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Magic Valley Speedway

Twin Falls, Idaho
July 25, 2008
Super Stock
1. Jonathon Gomez
2. Kris McKean
3. John Hoogendoom
Pro Truck
1. Jeff Pohlman

2. Kenny Vanderham
3. Ty Sharp
Thunderstock
1. Jim Shirley
2. Craig Nuthak
3. Spencer Meyer
Junior Stingers
1. Jenna Quale
2. Steve Edens, Jr.
3. Ty Garibay

Lincoln County Raceway

North Platte, Neb.
July 25, 2008
Modified
1. Will Brack
2. Jay Steffens
3. David Murray, Jr.
Stock Car
1. Todd Chrisman
2. Colton Osborn
3. Mikey Dancer

Lincoln County Raceway

North Platte, Neb.
July 26, 2008
Modified
1. David Murray, Jr.
2. Matt Brack
3. Nick Tubbs
Stock Car
1. Zach Schultz
2. Kent Lower
3. Buddy Brown

Dawson County Raceway

Lexington, Neb.
July 27, 2008
Modified
1. David Murray, Jr.
2. Chad Dolan
3. Matt Brack
Stock Car
1. Colton Osborn
2. Casey Werkmeister
3. Dan Walker
Hobby Stock
1. Jarred Hackler
2. Jim Buss
3. Tyler Koch

Dodge City Raceway Park

Dodge City, Kan.
July 26, 2008
Sprint Car
1. Brian Herbert
2. Taylor Velasquez
3. Tyler Knight

Davenport Speedway

Davenport, Iowa
July 22, 2008
Late Model
1. Ray Guss, Jr.
2. Marty Diercks
3. Justin Reed
Street Stock
1. Jeremy Marquette
2. Cary Brown

3. Donnie Louck
B-Mod
1. Pat Fennelly
2. Chris Stein
3. Kelly Meyer
4-Stock
1. Ricky Kay
2. Chris Holmlund
3. Wade Dahl

Junction Motor Speedway

McCool Junction, Neb.
July 26, 2008
Late Model
1. Tom Svoboda
2. Mike Wallace
3. Matt Buller
Modified
1. Robert Wilson
2. Brandon Blochlinger
3. Matt Richards
Stock Car
1. Jason Van Winkle
2. Herbert Slough
3. Chad Sanders
Hobby Stock
1. Shane Schneider
2. Zach Reicks
3. Rocky Zimmerman
Two Person Cruiser
1. Danny Russell/Edd Huxoll
2. Ken Barry/Drew Barry
3. Jarrod Aspegren/Tom Dunker
4-Cylinder
1. Gale Wiarda
2. Jeremy Foos
3. Ryan Pedersen

Rocky Mountain Raceways

Salt Lake City, Utah
July 26, 2008
Ford Focus
1. Kipp Posey
2. James Powell
3. Tim Savage

Creek County Speedway

Kellyville, Okla.
July 26, 2008
Sprint Car
1. Cody Cordell
2. Matt Sherrell
3. Danny Smith
Non-Wing Sprint Car
1. Mike Goodman
2. Jamie Passmore
3. Tim Kent

Tri-State Speedway

Pocola, Okla.
July 26, 2008
Road Runner
1. Cody Jones
2. Kyle McAllister
3. Chris McGrew
Mini-Stock
1. Brian White
2. Randy Norris
3. Wesley Bourne
Economy Modified

1. Lance Robins
2. Jeremy Vaughn
3. Kendall Hargrove
Super Stock
1. Brandon Hunter
2. Christopher Douglas
3. Chuck Knight
Modified
1. Lonnie Robins
2. Bill Dillard
3. Brandon Wilson
Front Wheel Drive
1. Raymond Bieker
2. Ronnie Palmer
3. Chris Akers

Lakeside Speedway

Kansas City, Kan.
July 25, 2008
Modified
1. Tim Karrick
2. Terry Bruner
3. Joe Walker
Grand National
1. Nic Bidingler
2. Tim Shields
3. Jimmy Winkler
Factory Stock
1. Michael Taylor
2. Jason Ryan
3. Kelly Ostrander

Outlaw Motor Speedway

Oktaha, Okla.
July 25, 2008
Modified
1. Greg Skaggs
2. Tate Cole
3. Roger Sawyer
Super Modified
1. J.D. Jackson
2. Rowdy Bonwell
Pure Stock
1. James Gillen
2. Jason Ward
3. Jon Richardson
Hobby Stock
1. Brookin Stephens
2. Kerney Weaver
3. Randy Turney
Sprint Car
1. Mike Goodman
2. Jamie Passmore
3. Danny Smith

Knoxville Raceway

Knoxville, Iowa
July 24, 2008
410 Sprint Car
1. Danny Lasoski
2. Dusty Zomer
3. Brian Brown
360 Sprint Car
1. Clint Garner
2. Jesse Giannetto
3. Joe Beaver

McCook Speedway

McCook, Neb.
July 24, 2008

Modified
1. David Murray, Jr.
2. Matt Brack
3. Ronnie Wallace
Stock Car
1. Casey Werkmeister
2. Kyle Werkmeister
3. Lloyd Meeske
Hobby Stock
1. Richard Boon
2. Austin Davis
3. Aaron Koch
Classic Modified
1. Max Pollmann
2. Alex Pollmann
3. Rick Tousele



Florida
Georgia
North Carolina
South Carolina
Tennessee

Antioch Speedway

Morganton, N.C.
July 26, 2008
Super Stock V8
1. Shane Harris
2. John McElrath
3. Randy Young
Renegade V8
1. Brian Carswell
2. Freddie Frady
3. Brad Laws
Super Stock 4
1. Trent Chatham
2. Steve Annas
3. Keith Teague
Young Gun
1. Casey Woody
2. Joseph Hodges
3. Kyle Barus

Harris Motor Speedway

Rutherfordton, N.C.
July 26, 2008
GM Performance Limited
1. Lamar Jordan
2. Stephen Fox
3. Greg Dimsdale
Stock 8
1. Dale Chapman
2. David Ayers
3. Bubba Smith

Renegade

1. Nikita Treadwell
2. Josh Burgess
3. Josh Ayers

Pure Stock

1. Nikita Treadwell
2. Steve Green
3. Josh Ayers

Super Stock 4

1. Stacy Brock
2. Tony Adair
3. Mike Harris

Street Stock 4

1. Clyde Scott
2. Blake Bentley
3. Kevin Cooper

Young Gun

1. Ethan Gregory
2. Hunter Eubanks
3. Matt Spencer

Travelers Rest

Speedway

Travelers Rest, S.C.
July 27, 2008
GM Performance

1. David Smith
2. Keith Pilgrim
3. Travis Leake

Limited

1. Michael Barbare
2. Scott Galloway
3. Tony Coggins

Stock 8

1. Kenneth Bowers
2. Chris Harvell
3. Tim Rackley

Renegade

1. Dwight Smith
2. Harvey Carpenter
3. Roger Gilliam

Pure Stock

1. Nick Adams
2. Steve Beacham
3. Jason Phillips

Stock 4

1. Joey Kelly
2. Darrell Gilbert
3. Matt Gilbert

Young Gun

1. Zeke Whitman
2. Brent Bassett
3. Junior Searcy

Citrus County

Speedway

Inverness, Fla.
July 27, 2008
Super Late Model

1. Scott Grossenbacher
2. John Gerstner
3. Dale Sanders

Sportsman

1. Clint Foley
2. Ernie Reed
3. Tom Posavec

Street Stock

1. Tim Quick
2. Jason Murphree
3. Tommy Smith

Mini Stock

1. Kevin Harrod
2. Jason Rendell
3. Mike Lawhorn

4-Cylinder Bomber

1. Brandon Watson
2. Jeff Eberly
3. Richard Kuhn

Champ Kart

1. Chase Fitzgerald
2. Ron Sanford
3. Tara Henderson

Orlando

Speedworld

Orlando, Fla.
July 25, 2008
Super Late Model

1. Earl Beckner
2. Tom Root
3. Scott McKinley

Mini Stock

1. Randy Blakelee
2. Dylan Curtis
3. Ray Mullis

Modified

1. Chris Smyth
2. Randy Froelich
3. Terry Bryant

Sportsman

1. Derrick Wood
2. Pete Starr
3. Andy Nicholls

Super Stock

1. Bobby Simcox
2. Jason Pick
3. Dennis Snyder

Strictly Stock

1. Neal Kirby
2. Rob Reynolds
3. Tim Walters, Jr.

Acce Speedway

Altamahaw, N.C.
July 25, 2008
Late Model

1. Rodney Cook
2. Speedy Faucette

3. Dustin Rumley

Modified

1. Brad Allen
2. Josh Nichols
3. Gary Young, Jr.

Limited Sportsman

1. Ziggy Zimmerman
2. Bobby Griffin
3. John Moore

Mini Stock

1. Archie Sanders
2. Mike Herron
3. Chad Sykes

X-treme Car

1. Harold Jefferson
2. Keith Brame, Jr.
3. Sandy Edgley

Southeast Mini Cup

1. Robert Hamilton
2. Jason Turner
3. Wade Fogleman

East Lincoln

Speedway

Stanley, N.C.
July 26, 2008
Stock Car

1. Matthew Patterson
2. Mickey Anderson
3. Andy McGinnis

Late Model

1. Ronnie White
2. Jeff Mundwiler
3. Bryan Robinson

Micro-Sprint

1. Justin Lineman
2. Tim Roseman
3. Jonathan Hager

Open Wheel Modified

1. Nick Hoffman
2. Ronnie White
3. Jamie Kuntz

Rookie-4

1. Joshua Cook
2. Kenny Willett
3. Johnathan Sharp

Star of Tomorrow

1. Shanan Major
2. Brian Torpe
3. Brett Myers

Stock-4

1. Swain Morris
2. Mark Woody
3. Jamie Major

New Smyrna

Speedway

New Smyrna Beach, Fla.
July 26, 2008
Late Model

1. Chad Akins
2. David Gibbs
3. Jeff Colburn

Mini Stock

1. Rex Christensen
2. Andy Giammalvo
3. Jefferson Pittsley

Modified

1. Arnold Honaker
2. Jeff Colburn
3. Dennis Wheeler

Sportsman

1. Donald Williams
2. Chad Pierce
3. John Nusbaum

Strictly Stock

1. Mark Bordeaux
2. Doug Wolf
3. Richard Goodrich

Super Stock

1. Todd Allen
2. Bobby Holley
3. Lee Wagner

Truck

1. Ben Kennedy
2. Logan Bordeaux
3. Zachary Jarrell

Caraway

Speedway

Asheboro, N.C.
July 23, 2008
Super Truck

1. Jeff Garrison
2. Cole Miktuk
3. Gene Kepley

Feature No. 2

1. Nathan Bess
2. Cole Miktuk
3. Gene Kepley

Street Stock

1. Randy Dunn
2. Mason Markwell
3. Adam Welch

Semi-Pro Legends

1. Chad Hackenbracht
2. Steven Ross
3. Michael Ward

Pro Legends

1. Steven Ross
2. Bradley Riethmeyer
3. Michael Ward

U-Car

1. Allen Vance
2. Zack Bralley
3. Zack Moore

Caraway

Speedway

Asheboro, N.C.

July 26, 2008

Late Model

1. Jerame Donley
2. Randy Burnett
3. Randy Benson

Limited Late Model

1. Brent Weaver
2. Josh Lowder
3. Justin Newlin

Super Mini Truck

1. Carl Graves
2. Jerry Chriscoe
3. Wesley Farmer

Mini Stock

1. P-Nut Vernon
2. Gary Dillard

Cab Car

1. Gary Dillard

Bowman Gray

Stadium

Winston-Salem, N.C.
July 25, 2008
Modified

1. Burt Myers
2. Tim Brown
3. Robert Jeffreys

Feature No. 2

1. Brent Elliott
2. Kevin Powell
3. Andrew Durham

Sportsman

1. Kyle Edwards
2. Michael Adams
3. Ryan Robertson

Feature No. 2

1. Derek Stoltz
2. Gary Ledbetter
3. Ronnie Barron

Street Stock

1. John McNeal
2. David Sumner
3. Doug Wall

Stock Car

1. Johnny Burke
2. Charlie Curry
3. Jason Keaton

Feature No. 2

1. Chuck Wall
2. Rob Young
3. D.J. Moore

Lowe's Motor

Speedway

Concord, N.C.
July 22, 2008
Legends Pro

1. Casey Roderick
2. Jonathan Ross
3. Tyler Green

Thunder Car

1. Michael Van Wingerden
2. Thomas Van Wingerden
3. Kara Clarke

Legends Master

1. John Sossoman
2. Clay Hair
3. Hoyt Demis

Legends Semi-Pro

1. Jimmy Heavlow
2. Ronnie Bassett, Jr.
3. Justin Swilling

Bandolero Bandit

1. Mason Massey
2. Kason Plott
3. Dillon Bassett

Bandolero Young Gun

1. Chad Finchum
2. Robert Poole
3. Justin Thomas

CrashCar

1. Ben Kennedy
2. Logan Bordeaux
3. Zachary Jarrell

Concord

Motorsport

Park

Concord, N.C.
July 23, 2008
Ford Focus

1. Marc Daily
2. Bradley Riethmeyer
3. Michael Ward

Atlanta Motor

Speedway

Hampton, Ga.
July 24, 2008
Legends Pro

1. Casey Roderick
2. Kyle Lowry
3. Billy Fulson

Roadster

1. Taylor Hull
2. Brian Meredith
3. Ed Clark

Legends Semi-Pro

1. Jonathan Chandler
2. Dylan Ames
3. Bryce Walker

Bandolero Bandit

1. Kyle Benjamin
2. Mason Massey
3. Brady Boswell

Bandolero Young Gun

1. Justin Thomas

2. Will Martin

3. Dustyn Cunningham

Outlaw

1. Bret Hardin
2. Bobby Griffin
3. Brad Shelnut

Legends Charger

1. Jeff Haynie
2. Skip Nichols
3. Brad Shelnut

Spectator

1. Harry Crawford
2. Jerry Thompson
3. Tom Barber

Skagit

Speedway

Bulls Gap, Tenn.
July 26, 2008
Southern National

1. Tommy Kerr
2. Rick Rogers
3. Jimmy Owens

Crate Late Model

1. Dale Ball
2. Brad Hall
3. Kelly Glass

Hobby Stock

1. Dustin Shaver
2. Mike Hodges
3. Everett Cobb

Mini Stock

1. Kevin Atwell
2. Chuck McMahan
3. Kurt Owens

Modified

1. Stanley Donahoo
2. Wade Swatzina
3. Josh Henry

Toyota

Speedway

Irwindale, Calif.
July 26, 2008
Super Late Model

1. Nick Joanides
2. Andy Allen
3. Dan Moore

Feature No. 2

1. Matt Hicks
2. Nick Joanides
3. Travis Thirkettle

Late Model

1. Tim Huddlestone
2. Lindsey King
3. Dan DiGiacomo

Super Stock

1. Bryan Harrell
2. Larry Cerquettini
3. Jeff Grill

Legends

1. Ryan Partridge
2. Eric Gunderson
3. Jeremiah Wagner

Mini Stock

1. Tyler Rogers
2. Jacob Rogers
3. Rich Garver

Orange Show

Speedway

San Bernardino

3. Jeff Enos
Street Stock
1. Jim Boyer
2. Tyler Hite
3. Joe Kelley
Pure Stock
1. Rich Powell
2. Jeremy Shaffer
3. John Maze
4-Cylinder
Feature No. 1
1. Ray Hickok, Jr.
2. Jason Bialowas
3. Chris Yoder
Feature No. 2
1. Adam Plectcher
2. Joe Petyak
3. Jesse Laughard

Path Valley Speedway Park

Spring Run, Pa.
July 25, 2008
305 Sprint Car
1. Michael Wagner
2. Craig Laudermilch
3. George Riden
600 Sprint Car
1. Jake Murphy
2. Tyler DeVault
3. Jim Brookens
1000cc Sidewinder
1. Tim Mertz
2. Jason Morrison
3. Stanley Fleming
270 Sprint Car
1. Sean McAndrews
2. Sean Good
3. Ryan McAndrews
Mini Stock
1. Ricky Harper
2. Gary Dehart
3. Jeremy Ott
Thunder Car
1. Mike Brindle
2. Lyle Barnes
3. Terry Smith

Virginia Motor Speedway

Jamaica, Va.
July 26, 2008
Late Model
1. Stephen Evans
2. Tom Cohick
3. Stevie Long
Modified
1. Page Harrison
2. Matt Marshall
3. Bret Hamilton
Sprint Car
1. Craig Folmar
2. Daren Bolac
3. Mary Anne Williams
Stock Car
1. Bob Terry
2. Ryan Toole
3. Wesley Givens

Langley Speedway

Hampton, Va.
July 26, 2008
Late Model
1. Danny Edwards, Jr.
2. Greg Edwards
3. C.E. Falk
Grand Stock
1. Paul Lubno
2. Jammie Goode
3. Brandon Hinson
Super Truck
1. Robbie Davis
2. Charlie Barclay
3. Hugo Belfiore
UCAR
1. Matt Hockaday
2. Robbie Salas
3. Allen Dail
Pro-6
1. Casey Sipe
2. James Williams
3. Wesley Harris

Susquehanna Speedway Park

Newberrytown, Pa.
July 26, 2008
Late Model
1. Randy Christine, Jr.
2. Cam Zeigler
3. Bud Witmer
Street Stock
1. Craig Morgan
2. Eric Walker
3. Chad Smith
Stock Car
1. Ray Broderick
2. Donnie Broderick
3. Alex Updegraff
Classic Car
1. Bill Brown, Sr.
2. Roland Brown
3. Joe Snodgrass
Mini Van
1. Kenny Latz
2. Daryl Sipe
3. Jeff Svendsen

Woman on Wheels
1. Kendra Knaub
2. Nancy Horan Frye
3. Renae Luckenbaugh

Mountain Speedway

St. Johns, Pa.
July 26, 2008
Modified
1. Rusty Smith
2. Andy Walko
3. Billy Weichert
Street Stock
1. Rich Dimarco
2. Norm Barnes
3. Brad Kline
ATQRA
1. Don Adams
2. Frank Fischer
3. Zack Martini
4-Cylinder
1. Ken Kleppinger
2. Jeff Biegley
3. Nikki Wachs

Franklin County Speedway

Callaway, Va.
July 27, 2008
Mod4
1. Michael McGuire
2. Joseph Overstreet
3. Terry Mitchell
Street Stock
1. Tommy Adams, Jr.
2. Wayne Wilson
3. Brian Sutphin
U-Car
1. Randy Argabright
2. Scott Foley
3. Patrick Jannney
Super Mini Sup
1. Tyler Baird
2. Stephen Hershey
3. Sammy Brookes

Eastside Speedway

Waynesboro, Va.
July 26, 2008
Late Model
1. Greg Roberson
2. Joe Leavell
3. Tommy Hoy
Grocery Getter
1. Owen Adelman
2. Eddie Moran
3. R.W. Armstrong
Sportsman
1. Tony Knicely
2. Daniel Brown, Jr.
3. Derrick Rankin
Mini Modified
1. Samuel Brown
2. Brad Conner
3. Travis Campbell
U-Car
1. Brad Saylor
2. Eddie Lawhorne
3. Ryan Warham
Street Stock
1. Chad Click
2. Cecil Cash
3. Charles Wyatt

Hesston Speedway

Hesston, Pa.
July 27, 2008
Hobby Stock
1. Charlie Walters
2. Joe Dearmitt
3. Daryl Snare
4-Cylinder
1. Ricky Harper
2. Dave Leidy
3. Greg Moore
Super Late Model
1. D.J. Myers
2. Nick Dickson
3. Jack Pencil

Allegheny County Speedway

Cumberland, Md.
July 27, 2008
Late Model
1. D.J. Troutman
2. Andy Fries
3. Travis Stickley
Street Stock
1. Bill Henney
2. Tony Daniels
3. Brian Duffy
Hobby Stock
1. David Puckett
2. Steve Fadley
3. Jason Gilliland
Factory Stock 4-Cylinder
1. Ryan Peer
2. Jeff Tuel
3. Mark Seiler

Factory Stock 6-Cylinder
1. Wade Peer
2. Ray Shepherd
3. Bob Iimes
Factory Stock 8-Cylinder
1. Brian Ringer
2. Alan Lowery
3. James Mongan

Tyler County Speedway

Middlebourne, W.Va.
July 27, 2008
Modified
1. Brain Swartzlander
2. Rex King, Jr.
3. Andy Priest



Chemung Speedrome

Chemung, N.Y.
July 26, 2008
Modified
1. Tony Hanbury
2. Chuck Lohmeyer
3. J.R. Kent
Super Stock
1. Jeff Goodwin
2. Mike Nichols
3. Terry Potrzebowski
Legends
1. Greg Roberson
2. Mike Alcaro
3. Matt Priscott
4-Cylinder
1. Bob Curren
2. Zack Curren
3. Dusty Snell
Bandolero
1. Andrew Bickford
2. Matt Evans
3. Brent Michael

Lebanon Valley Speedway

West Lebanon, N.Y.
July 26, 2008
Modified
1. Donnie Ackner
2. Wayne Jelley
3. Kyle Sheldon
Sportsman
1. Neil Stratton
2. Ed Harkin
3. Jeff Watson
Pro Stock
1. Rick Dempsey
2. Mike Middleton
3. Nick Hilt
Limited Pro Stock
1. Dave Striebel
2. Jay Casey
3. Scott Kilmer
Pure Stock
Feature No. 1
1. Randy Myers
2. Rich Douglass
3. Joe Chenail
Feature No. 2
1. Bob Palmer
2. Todd Lane
3. Doug Olds
Feature No. 3
1. Cord Becker
2. Phill Wood
3. Al Relyea
Feature No. 4
1. Al Relyea
2. Phill Wood
3. Rich Douglass

Oxford Plains Speedway

Oxford, Maine
July 25, 2008

Unrestricted
Feature No. 1
1. Tyler Braunschweig
2. Dan Pelletier, Jr.
3. Kyle Metivier
Feature No. 2
1. Kyle Metivier
2. Robbie Wentworth
3. Charlie Tyler
Start Champ
Feature No. 1
1. Stephen Beattie
Feature No. 2
1. Stephen Beattie
2. Mike Ricker
Gold Plate
Feature No. 1
1. Rich Dimarco
2. Norm Barnes
3. Brad Kline
Super Pro Truck
1. Frank Dumichic, Jr.
2. Roger Turbush
3. Lou Maestri
Blindfolded Taxi Cab
1. Scott Graham / Stan Wangerstein
6-Cylinder Enduro
1. Shawn Wanat
Spectator Drags
1. Pete Sherman, Jr.

Waterford Speedbowl

Waterford, Conn.
July 26, 2008
Modified
Feature No. 1
1. Doug Coby
2. Jeff Paul
3. Rob Janovic, Jr.
Feature No. 2
1. Dylan Haskell
2. Evan Armington
3. Zachary Rich
Box Stock
Feature No. 1
1. Brandon Varney
2. Kyle Mooney
3. Chase Staples
Feature No. 2
1. Brandon Varney
2. Kyle Mooney
3. Ethan Brown

Oxford Plains Speedway

Oxford, Maine
July 26, 2008
Late Model
1. Dennis Spencer, Jr.
2. Shawn Martin
3. Travis Stearns
Strictly Stock
1. Mike Short
2. David Tripp
3. Matt Williams
Mini Stock
Feature No. 1
1. Justin Karkos
2. Kevin Bishop
3. Ken Daigle, Jr.
Feature No. 2
1. Ken Daigle, Jr.
2. Justin Karkos
3. Kevin Bishop
Outlaw
Feature No. 1
1. Steve Brill
2. Scott Ellis
3. Dennis Morang
Feature No. 2
1. Jerry Goss
2. Rick Spaulding
3. Guy Childs, Sr.
Lady
1. Vanna Brackett
2. Lisa Vining
3. Dottie Patria
Vintage
1. Russ Nutting
2. John Rice
3. Haggie Pratt

Thunder Road Int'l Speedbowl

Barre, Vt.
July 25, 2008
Late Model
1. Robbie Crouch
2. Phil Scott
3. Chip Grenier
Tiger Sportsman
1. Josh Lovely
2. Cody Blake
3. Ricky Roberts
Street Stock
1. Bunker Hodgdon
2. Mike Martin
3. David Allen
Junkyard Warrior
1. Scott Weston
2. Mark LaFleche
3. Brad LaFountain

Black Rock Speedway

Dundee, N.Y.
July 25, 2008
Sportsman
1. Brady Fultz
2. Craig Gardner
3. Todd Henderson
Late Model
1. Dave DuBois
2. Dale Welty
3. Quinn Sutherland
Street Stock
1. Jared Hill
2. Rich Green
3. Frank Chapman, Jr.
4-Cylinder
1. Jon Wallenbeck
2. Rich Sharpsteen
3. Chris Woodard
Bandit
1. Dylan Cece
2. Courtney McMinds
3. Jamie Eldridge, Jr.

Riverhead Raceway

Lindenhurst, N.Y.

1. Doug Williams
2. Dan Williams
3. Lowell Zehr
Super Stock
1. Claude Hutchings, Jr.
2. Chuck Powelczyk
3. Mat Wetterer
Enduro
1. Josh Herbert
2. Jerry Herbert
3. Art Dupra

Canandaigua Speedway

Weedsport, N.Y.
July 26, 2008
Modified Midget
1. Timex Morgan
2. Eric Rudolph
3. Doug Etue
PureStox
1. Marc Minutolo
2. Roger Bush
3. Bryan Faulkner
Street Stock
1. Adam Dupuy
2. Bubba Burnell
3. Blane Smith
Sportsman Modified
1. Todd Henderson
2. Dan Wiesner
3. Daryl Hilker

Utica-Rome Speedway

Vernon, N.Y.
July 27, 2008
Sportsman
1. Brad Alger
2. Jim Rothwell
3. Jeremy Vunk
358 Modified
1. Stewart Friesen
2. Pat Ward
3. Ronnie Johnson
Pro Stock
1. Jim Normoyle
2. Bret Belden
3. Tom Denton
Pure Stock
1. Russ Marsden
2. Chris Carr
3. Phil Norman

Seekonk Speedway

Seekonk, Mass.
July 25, 2008
SYRA 600
1. Bob Perry
2. Jake Spillers
3. Dave Hutchins
SYRA 750
1. Derryk Anderson, Jr.
2. Kyle Kuchta
3. Casey Sanchez
Pure Stock
1. Nick Uhrig
2. Bill Chouinard
3. Randy Moretti

Seekonk Speedway

Seekonk, Mass.
July 26, 2008
Street Stock
1. Ron Barboza, Jr.
2. Mark Henshaw, Jr.
3. Scott Bruneau
Sport Truck
1. Hugh Bowser
2. John Paiva
3. Charlie Rose, Jr.
Late Model
1. Gerry DeGasparre
2. Kevin Casper
3. Jon Dickerman
Pro Stock
1. Tom Scully, Jr.
2. Mike Brightman
3. Fred Astle, Jr.

Thunder Road Int'l Speedbowl

Barre, Vt.
July 27, 2008
Enduro
1. Troy Gray
2. Rory Partlow
3. Keith Fortier
Street Stock
1. Greg Adams, Jr.
2. Erik Steel
3. Bruce Melendy
Junkyard Warrior
Feature No. 1
1. Jeremy Fleury
2. Neal Foster
3. Scott Weston
Feature No. 2
1. Jeff Martin
2. Ken Christman
3. Travis Hull

Cayuga County Fair Speedway

Weedsport, N.Y.
July 27, 2008
BattleKaz
1. Nick Werner
2. Skip Degroff
3. Bobby Edwards
Mini Sprint
1. Brent Marks
2. Michael Kiser
3. Shaun Gosselin
Street Stock
1. Bubba Burnell
2. Nate Peckham
3. Chris Fisher
Sportsman Modified
1. Tom Juhl
2. Jeremy Pitcher
3. Kevin Ridley

Riverside Speedway

Groveton, N.H.
July 26, 2008
PASS Mod
1. William Dixon
2. Scott McDaniels
3. Ron Henry



Alabama
Arkansas
Louisiana
Mississippi
Texas

Monticello Speedway

Monticello, Ark.
July 26, 2008
Cruiser
1. Mike Ziemann
2. Brandon Lloyd
3. Tillman Lowe
Hobby Stock
1. Dustin Harris
2. Matt Stacy
3. Roger Hayden
IMCA Modified
1. Andy Jones
2. Seth Reed
3. Grant Box
Junior Limited
1. Zane Ferrell
2. Jacob Stockstill
3. Joey Simmons
Modified
1. John Polasini
2. Jeff Marks
3. Duke Palasini
Street Stock
1. Wesley Crutchfield

Fort Payne Motor Speedway

Fort Payne, Ala.
July 26, 2008
Limited Late Model
1. Lee Sutton
2. Tubby Nunn
3. Jeremy Pruitt
Late Model
1. Tommy Kay
2. Kenny Brown
3. Lucas Burns
A-Hobby
1. Matthew Coffman
2. Greg Thompson
3. Brad Berry
Pony Stock
1. Jeff Phillips
2. Lamar Renfroe

Grand Prairie Speedway

Grand Prairie, Texas
July 25, 2008
Modified
1. Bobby Malcus
2. Glen Leuschner
3. Jared Webb
IMCA Modified
1. Jacob Pirkle
2. Jeff Hart
3. Ray Brown
Street Stock
1. Ted Crone
2. John Wilk
3. David Brady
Bomber
1. Gary Smitherman
2. Ray Tidwell
3. Kenny Bruce
Junior Bomber
1. Trey Smitherman
2. Morgan Roan
3. Hunter Birmingham

Devil's Bowl Speedway

Mesquite, Texas
July 27, 2008
Super Sprint
1. Bill Waller
2. Martin Edwards
3. Matt Clevenger
Late Model
1. Wendall Bolden
2. Jason Trevathan
3. Britt Ables
Outlaw Modified
1. Steve McMackin
2. Chad Williams
3. Randy Kirkland
Street Stock
1. Terry Carter
2. Harry Hronas
3. Bubba Meeks
Limited Modified
1. Walter Hamilton
2. Stan Kotwitz
3. Rickey Haney

Thunderbird Speedway

Crandell, Texas
July 27, 2008
Mini Stock
1. John White, Jr.
2. James Watson

3. John White, Sr.
Southern Modified
1. Matt Deaver
2. Tim Clonch
3. Shawn Gammage
Junior Mini Stock
1. Kylar Smith
2. Dakota Raines
3. Courtney Miller
Street Stock
1. Tommy Davis, Jr.
2. Steve Byram
3. Clint Fridleley
Bomber
1. Sonny Glass
2. Chad Roden
3. Glen Pace
Limited Modified
1. Ronny Sigman
2. Tommy Davis, Jr.
3. Michael Martin

Cowtown Speedway

Fort Worth, Texas
July 26, 2008
Sprint
1. Brad Welborne
2. Joe Neal, Jr.
3. Brian McClelland
Modified
1. Clyde Dunn, Jr.
2. Troy Taylor
3. Brandon Houk
600 Wing Mini Sprint
1. D.J. Estes
2. Cody Cleaves
3. Sossa Sessum
Limited Modified
1. Troy Taylor
2. David Ferguson
3. David Ferguson
Bomber
1. Gary Smitherman
2. Ray Tidwell
3. Kenny Bruce
Junior Bomber
1. Trey Smitherman
2. Morgan Roan
3. Hunter Birmingham

East Alabama Motor Speedway

Phenix City, Ala.
July 26, 2008
Late Model
1. Richie Stephens
2. Dana Eiland
3. Larry Eldridge
Limited Sportsman
1. Mikey Mount
2. Brandi Lewis
3. Chad Scrimshire
Hobby Stock
1. Steve McConnell
2. Robert Jackson
3. Randy Allen
Bomber
1. Trevor Elliott
2. Jeff Elliott
3. John Dozier
Pony Stock
1. Brandie Gattin
2. Chance Renfroe
3. Patrick Sheets
Modified
1. Ricky White
2. Randy Register
3. Herbie Donath

Raceway

Kyle, Texas
July 26, 2008
Super Stock
1. Keith Garrett
2. Gary Stapp
3. Bobby LaFont
Thunder Stock
1. Gary Chancellor
2. Steve Joyce
3. Jeff Smith
Grand Stock
1. Carolyn Aramendia
2. James Aramendia
3. Cody Smith
Pro Sedan
1. Lalo Leal
2. Mike Merrill
3. Tom Johnson
NASKart
1. Megan Smith
2. Brian Kuempel
3. Travis Roberts
TSRS
1. Heath Stewart
2. Cody Smith
3. Chris Schild

Grayson County Speedway

Bells, Texas
July 26, 2008
Hot Stock
1. Shawn Marquez
2. Dennis Rogers
3. Shane Marquez
IMCA Modified
1. Brandon Watson
2. Todd Short
3. Anthony O'Hanlon
Sport Mod
1. Jeff Emerson
2. Gary Stephens
3. Buddy Harrison
Mini Stock
1. Kelly Williams
2. Chance Willworth
3. Brad Dudley
Novice
1. Buck Spears
2. Shawn Clay
Open Stock
1. Bubba Neff
2. Eddie Doggett

Crawford County Speedway

Van Buren, Ark.
July 26, 2008
Mini Stock
1. Alvin Moran
2. Melvin Taylor
3. Mallory Pinkerton
Modified
1. Hank Long
2. Roy Long
3. Victor Pinkerton
Grand National
1. Chuck Smith
2. Hank Long
Pure Stock
1. Myles Newman
2. Remington Watson
Young Gun
1. Dalton McKenzie
2. Lee Selman



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CROWDED HOUSE: Drivers go three wide during street-stock action Sunday at Barre, Vt.'s Thunder Road Int'l Speedbowl.

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Sprints On Dirt Weekend
Belongs To Rutan, Daggett

Friday

FIFE LAKE, Mich. — Ben Rutan won Friday night's Engine Pro ASCS Sprints on Dirt event at Cherry Speedway.

Rutan started on the pole and led every lap, but the victory did not come easy as contact with a lapped car before halfway knocked off his right-rear shock absorber.

Even with the damaged mount, Rutan held on through several restarts and a torrid battle with Dain Naida for the victory.

"I'm not sure how I didn't end up upside down," said Rutan. "We had a great battle with Dain (Naida). He's one of the guys you can race clean with, side by side. It was a lot of fun being able to race like that. The broken shock didn't effect the car as much as I thought it would, once I figured out how to run it."

Naida finished second ahead of Brett Mann, Gregg Dalman and Tim Norman.

The finish:
Ben Rutan, Dain Naida, Brett Mann, Gregg Dalman, Tim Norman, Ryan Grubaugh, Joe Bares, John Gall, Nathan Bevard, Louie Carufel, Davey Brown, Gary Fast, Ernie

Kuehneman, Jr., Kirk Cheney, Jake Stebner, Aaron Shaffer, Gavin Hunyadi, Andy Teunessen.

Saturday

MERRITT, Mich. — Dustin Daggett won Saturday night's Engine Pro ASCS Sprints on Dirt feature at Merritt Speedway.

Daggett started 11th and dodged several accidents on his way to victory in the Mott Motorsports car.

"The car was perfect for the feature," said Daggett. "It was difficult to pass during the heat races, but my Dad, Tom (Daggett), Phil (Mott) and the rest of the crew made some adjustments and we were great for the feature."

The major crash of the event collected point-leader Brett Mann and front runners Dain Naida and Gary Fast.

Louie Carufel, who led early, finished second, with Tim Champlin, Naida and Ryan Grubaugh rounding out the top five.

The finish:
Dustin Daggett, Louie Carufel, Tim Champlin, Dain Naida, Ryan Grubaugh, Ben Rutan, Gregg Dalman, Ernie Kuehneman, Jr., Mike Galajda, Joe Bares, Kirk Cheney, Aaron Shaffer, John Gall, Andy Teunessen, Nathan Bevard, Jake Stebner, Brett Mann, Davey Brown, Gary Fast, Tim Norman.



ASCS PHOTO

TEXAS TRIP: Joe Wood, Jr. races to victory during ASCS Sooner Region action Friday at Kennedale Speedway Park.

Wood Runs Streak To 3;
Welborn Breaks Through

Friday

KENNEDALE, Texas — Joe Wood, Jr., snared his third-consecutive American Bank of Oklahoma ASCS Sooner Region triumph Friday night at Kennedale Speedway Park.

Wood took quick advantage of race-long leader Michael Lang's mid-race misfortune to assume the lead and checked out over the final 13 circuits to secure the win aboard the Wesmar-powered J&W Oilfield Services/Signfxr No. 03 Maxim.

"We got a little lucky on that one, but we'll take it," Wood commented afterward. "I didn't know if anyone was close or not at the end, I just kept racing as hard as I could until I saw the checkered flag."

Gary Taylor finished second with Michael Brown, Marvin Lough and Justin Melton following.

The finish:
Joe Wood, Jr., Gary Taylor, Michael Brown, Marvin Lough, Justin Melton, John Ricketts, Matt Covington, Brian McClelland, Johnny Miller, Charlie Brown, Aaron Reutzel, Brad Welborn, Kolt Walker, Claud Estes, Billy Melton, Nick Clinkenbeard, Sherman Davis, Michael Lang, J.P. Bailey, Kathryne Minter.

Saturday

KENNEDALE, Texas — For the second time in as many nights, lapped traffic played a key role in the outcome of American Bank of Oklahoma ASCS Sooner Region feature action.

And on Saturday at Cowtown Speedway, it was Brad Welborn cashing in on a friendly nod from Lady Luck to capture his first Sooner Region triumph.

After race-long leader Gary Taylor ran afoul of lapped traffic 15 laps into the event, Welborn assumed the point and paced the final 10 circuits aboard the Metro Trailer Repair No. 17 Maxim for the win.

Vying for a fourth-consecutive series win, Joe Wood, Jr. charged from 15th to finish second.

Point-leader Brian McClelland, Matt Covington and Kolt Walker rounded out the top five.

The finish:
Brad Welborn, Joe Wood, Jr., Brian McClelland, Matt Covington, Kolt Walker, Marvin Lough, Michael Brown, J.P. Bailey, Claud Estes, Nick Clinkenbeard, Justin Melton, Aaron Reutzel, Gary Taylor, John Ricketts, Scott Reneau, Dalton Steed, Johnny Miller, Robert Byrom, Darrell Fletcher, Sherman Davis (DQ).

Hess Pads Badger Lead
With 3rd Victory Of Year

BY BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Mike Hess increased his series points lead by capturing the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway.

The victory was his third of the season in Badger competition.

Hess passed three cars to move into fourth place on the first lap. From there, Hess set his sights on early leader Aaron Fiscus, passing him on lap six.

Second-running Michael Pickens retired with mechani-

cal problems with three laps remaining after he and Hess built a straightaway lead on the rest of the field. It appeared that Hess was headed for an easy victory when a caution on lap 28 set up a two-lap shootout, but Hess was able to out-distance second-running Scott Hatton.

Bubba Altig was third followed by Robbie Ray in fourth and Brandon Waelti in fifth.

Hess's series point lead grew to 133 points heading into next week's event.

The finish:
Mike Hess, Scott Hatton, Bubba Altig, Robbie Ray, Brandon Waelti, Matt Smith, Tim Noble, David Gough, Steve Irwin, David Budres, Michael Pickens, Aaron Fiscus, Byron Walters, Rob Keelan, Critter Malone, Chad DeSelle, Kurt Mayhew, Joe Wipperfurth, Adam Clarke.

Hot Renezeder Moves
Past Greaves On List

NEWPORT BEACH, Calif. — Carl Renezeder notched a trio of Championship Off Road Racing victories over the

weekend to move ahead of Johnny Greaves on the series' all-time list.

Renezeder won the Pro 2 and Pro 4 races in round seven at Chula Vista on Saturday and followed that up with a round-eight victory in Pro 2 Sunday afternoon. Renezeder now has 63 career victories, and Greaves has 60.

"I expect the best out of Johnny [Greaves]," Renezeder said. "I just have to go out there and do my job. There are a lot of good guys, and a lot of trucks; you have to expect to work harder to get a win."

In round seven, Renezeder

made a last-lap pass of reigning Pro 2 champion Jerry Whelchel after dogging him for the length of the race.

Also Saturday, Robert Naughton edged Bryce Menzies for the victory. Mike Porter got his first victory of the season in Pro Buggy, and Bryan Freeman won in Single Buggy. Chad George beat out point-leader Todd Arthur in the UTV race.

In round eight, Scott Douglas edged out Rick Huseman for the Pro 4 victory, while Renezeder completed the podium.

Menzies picked up his first Pro Lite victory, and Freeman repeated in Single Buggy for Menzies Motorsports. Doug Fortin was a four-second winner over Larry Foddrill in Pro Buggy. George also repeated in UTV.

Vanden Heuvels Feel At Home

OSHKOSH, Wis. — It was a great homecoming for the Vanden Heuvel family of nearby Appleton, Wis., as the Lucas Oil World Series of Off-Road Racing

(WSORR) visited the Vanden Heuvel backyard Saturday for Round VII of the 2008 Tour, Off-Road Nights of Thunder, and father and sons marched to the podium three times at Oshkosh Speedzone Raceway.

Dan Vanden Heuvel won the PRO 2WD race and was joined in winner's circle by Dan, Jr., who finished third. Meanwhile, youngest son Mike

won his third 1600 Light Buggy race in a row on the World Series tour.

In the Pro Light Pickup class, Lee O'Donnell defeated teammate Steve Federico by 1.5 second for the victory. Josh Hintz finished third. Other winners included John Mason (PRO Super Buggy), who won for the third-straight time; Kent Brascho (PRO 4x4), who won for the second race in a row; Keith Steele (Super Trucks), who out-dued Dan Baudoux for the win; Scott Beauchamp (Stock Truck); Mike Seefeldt (BFG Buggy); Rob Weiland (Classix) and Dave DeMaegd (Formula 4x4).

Troy DeCaire Tops Tampa Bay Tangle

BRADENTON, Fla. — TBARA point-leader Troy DeCaire padded his margin Saturday

night at DeSoto Super Speedway as he wheeled George Rudolph's winged sprint car to victory in the 30-lap main event.

Starting ninth in the 17-car field, DeCaire took the lead on a lap-14 restart and held on for

the victory. Mark Gimmler and Shane Bulter waged a battle for second place behind DeCaire, with Gimmler finally working by Butler in the closing laps.

Bulter held on for third ahead of Joey Aguilar and Dude Teate in the top five.

The finish:
Troy DeCaire, Mark Gimmler, Shane Butler, Joey Aguilar, Dude Teate, Steve Heisler, Mickey Kempgens, David Retzlaff, Larry Brazil, John Gilbert III, Sonny Hartley, Wendy Mathis, Ricky Burnett, Brian Maddox, Brian Gingras, Jim Alvis, Ray Bolin.

Waters Stars Against A Stellar Field

SALT LAKE CITY — Hometrack-hero Jim Waters outran a stellar field of USAC Western Sprint Car Series competitors to win Saturday night's event at Rocky

Mountain Raceways.

Brian McClish led the first 40 laps in the 100-lap event on the three-eighths-mile asphalt oval, but Porter Smith took control on lap 41. Smith set the pace

until giving up the point to Ryan Burdett on lap 57. Burdett led only two laps before Waters took control on lap 49.

Waters led the final 41 laps for the victory, with Burdett finishing second.

Scott Pierovich, McClish and JoJo Helberg rounded out the top five.

The finish:
Jim Waters, Ryan Burdett, Scott Pierovich, Brian McClish, JoJo Helberg, Branson Burdett, Billy Wease, Tanner Swanson, Jeff Bergener, Porter Smith, Mel Andrus, Nick Rescino, Jr., Eric Humphries, Mike Straub, Eric Barlow, Rick Pardee, Snake Livemash, Tim Skoglund, Mike Gollinger, Tony Hunt, Chauncey Filler, Jimmy Riddell.

CLASSIFIEDS

RACING MARKETPLACE

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Indy Cars 1



1948 KURTIS KK2000 Indy Car driven by Sam Hanks, Neil Carter, Eddie Sachs, Bill Holland. Ready for Vintage Races. MAKE OFFER! Info at <http://stores.ebay.com/Investment-Toys>. Or call (727) 865-9186, lelandwolf@msn.com.

Sprint Cars 3



#1 J&J ROLLER new with \$3,000 in spares; \$18,000. #29 J&J roller, 27 features; \$5,000. Honda 4-wheeler; \$2,500. 48" Haulmark edge with living quarters. Shower, heat, air, 9,000 miles, generator, power, gear, compressor, 9,000 lb. axles; \$38,000. Terry Pletch (756) 412-1864.

Sprint Cars 3



'05 MAXIM, Fontana Ford 410, Butler, Penske, Winters, Sanders, race ready. \$24,000. (217) 622-6984.

FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED:** Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.

Midgets 5



FOR SALE: 2006 TCR race-ready midget. Brand new Esslinger motor. Won best appearing car at the 2006 Chili Bowl. Has all parts but shocks and coils. \$34,000 o.b.o. Call (951) 206-2557.

Midgets 5

FOR SALE: 166 VW coil car. Ellis chassis/fresh Autocraft engine. Great sportsman or indoor car. Must sell. Retiring to Arizona. \$9,000 o.b.o. Call Klaus Wever at (815) 592-9630.



2004 STEALTH wide body, eight-race winner in '07, 5th place USAC West, B-main Chili Bowl twice. Completely fresh for '08 Chili Bowl. 174 Fontana motor, new Aug. '07, freshened 1/08. Car and motor only ran four times this year. 12 wheels and tires, two spare rear ends, complete front axle, tons of spares. Super clean! \$38,000. Willing to separate car and motor. (714) 524-9108, rahejon@att.net.

Parts/Engines 15

FOR SALE: Kistler All Pro 410 aluminum sprint motor. 33 races on motor since new in 2004. Bryant, Engler, Donovan, Carrillo. Three races since fresh. \$24,000. John (651) 393-6207, (952) 270-6934.

Parts/Engines 15

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

SILVER CROWN pavement motor used by Dave Steele. Less than 60 laps since freshened. Best of everything. \$19,500 o.b.o. Call Phil Durst (402) 432-6555.

WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16

HYDRAULIC CYLINDER and mounting arms for No. 2 Hossfeld bender. \$500. Sussen rod reconditioning power unit. \$200. (330) 533-4780.

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our Web site for information and special prices. (305) 215-2202.

Trucks/Haulers 17

2003 FREIGHTLINER United Specialties 32' motorhome and 2005 United Expressline Extreme 32' stacker trailer set up for sprint. \$178,000. (915) 497-4272, shawn@shawnsander.com.

Trucks/Haulers 17



1999 FL70 Freightliner toterhome used as national sales office. Fully refurbished to like-new condition throughout - loaded with extras! Priced to sell at \$85,000! (940) 727-1085, shannalee63@yahoo.com.



2006 RENEGADE freightliner toterhome, 2006 Columbia chassis. Approximately 80,000 miles, excellent condition. 450HP Mercedes-Benz with 12-speed auto shift, 7,500 WATT Onan generator. 17' box with 14' super slide and 14' slide-out awning. TV with satellite dish and receiver, surround home theater package, TX, DVD, CD player, microwave, stovetop and refrigerator with freezer, full-size shower. Excellent condition! \$140,000 o.b.o. Call Sam Hafertepe, Jr. at (214) 458-9711. sammy15@sbcglobal.net.

Trucks/Haulers 17



2003 WILDSIDE hauler with stacker trailer. Excellent condition. More info and pictures at www.stevecasebolt.com. \$175,000. (765) 993-2078.



2007 37' GOLDRUSH custom goose-neck trailer. New/loaded. All aluminum, A/C, satellite, flat screen TV, DVD, Onan genset, observation deck, compressor, 7kw generator, workbench, wall cabinets, rubber floor, bathroom package, walk-on roof, 18' Arrow awning, Listas and more... Cost new \$120,000. Reasonable offers only. (949) 230-4920.

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Ads not received in time will run in the following issue.

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If you do not choose a category, your ad will be classified "miscellaneous."

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| 7. Modifieds | 14. Vintage/Classic Cars | 21. Apparel | 28. Rides Wanted | 35. Miscellaneous |

STEP 2 – WRITE your ad below. **ADD** the number of words. TYPE OR PRINT CLEARLY.
NSSN is not responsible for errors caused by illegible copy or uncategorized items.

Use additional paper if needed ...

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Place a classified ad for at least one week and get one week FREE! *Call for details.*

STEP 3 – MAKE YOUR AD STAND OUT. (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

- | | | | |
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| PHOTOS* | | | |
| Black & white photo | \$10 per week | <input type="checkbox"/> | |
| Color photo | \$15 per week | <input type="checkbox"/> | |
| * \$180 maximum photo fee for consecutive ad run. | | | |
| BORDERS – to be placed around the ad. | | | |
| Shadow Box - <input type="checkbox"/> | \$7 per week | <input type="checkbox"/> | |
| Plain Box - <input type="checkbox"/> | \$6 per week | <input type="checkbox"/> | |
| SYMBOLS – to be placed above first line of ad. | | | |
| Row of Flags <input type="checkbox"/> | \$5 per week | <input type="checkbox"/> | |
| Row of Stars <input type="checkbox"/> | \$5 per week | <input type="checkbox"/> | |
| Row of Check Marks <input checked="" type="checkbox"/> | \$5 per week | <input type="checkbox"/> | |
| No Ad Enhancements | | <input type="checkbox"/> | |
| Ad Enhancements total: | \$ | _____ | |

STEP 4 – TOTAL YOUR COST HERE.

Total words _____ x \$.70 \$ _____
Total cost for ad enhancements + \$ _____
Price for one week = \$ _____
Multiply by number of weeks to run ad* x _____
TOTAL AD COST \$ _____

*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

**70¢ per word
\$10 minimum
per week!**

STEP 5 – PAYMENT. MUST ACCOMPANY ORDER! NO REFUNDS.

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PHONE: 704-455-8042**
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SEND ORDER BY MAIL – CHECK . MO. CC**

Card No. _____ Security Code* _____
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*Last 3 digits on back of Visa, MC, Discover + 4 digits on front of AmEx

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NSSN RACING MARKETPLACE CLASSIFIEDS

Trucks/Haulers 17



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Collectibles 20

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Collectibles 20

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Books/Magazines 22

CAN AMERICAN OPEN WHEEL RACING SURPASS NASCAR & F1? I'll show you how in "Reclaiming the Crown" - visit www.AmericanOWR.com.

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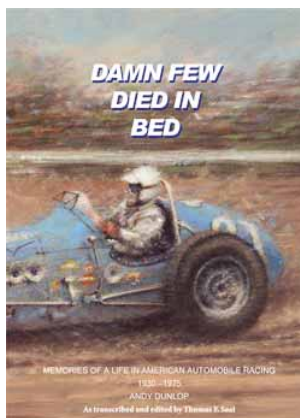
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MURDER, MYSTERY, wrecks on NASCAR tracks. Romantic suspense with a NASCAR background. Female mechanic working for chauvinistic race driver and all male team. AuthorHouse (888) 280-7715. WHEELS OF DANGER #47471.

Books/Magazines 22

FOR SALE: First two issues of *Open Wheel* magazine. Very good condition. Best offer takes both. Meet me at the Knoxville Nationals August 6th & 7th. Call Marty @ (515) 975-1515 or mgay@artcraftprint.com.



FROM RACEMAKER PRESS. www.racemaker.com. *Damn Few Died in Bed.* \$39.95 (+\$6 S&H), full color, heavily illus. The remarkable story of Andy Dunlop, a master mechanic and crew chief who spent almost fifty years in American automotive competition. In a book that captures the essence of American dirt track racing, Tom Saal's skillful interviews with Dunlop bring out the highs and lows of the amazing life on the championship trail in the Fifties and Sixties. This volume is a true testament to Andy and many others who lived and sometimes died on the edge, preparing cars and driving them to their limit. orders@racemaker.com. 127 South Street, Boston, MA 02111. (617) 723-6533.

Tickets 24

BRISTOL NIGHT RACES: Two seats, both races. Kulwicki Terrace armchair seats, Turn 1. Contact (609) 731-9080.

Positions Available 25

EXPERIENCED SET-UP man for dirt late model 4-bar rockets. Midwest area. Salary open. (618) 779-9919.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

GAVEL AUCTION. Always accepting quality parts ... from one part to entire race teams. Consignments are always welcome. Call for your racing needs. (704) 658-9906. www.gavelauction.com. NCAL #6177.

Real Estate 32



FOR LEASE: (3) 38,000' buildings two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750' - 15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about very aggressive incentives from the town of Brownsburg to relocate. Call (317) 840-4437 or email dixonproperties@aol.com.

LOOKING TO purchase a dirt or asphalt oval operating track in the Southeast. (413) 246-8452 or spdway1@aol.com.



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Business Opportunities 33

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@national speedsportnews.com.

BECOME A FASTWAX DEALER. Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

Miscellaneous 35

MOTO GP FANS: Rooms for rent, two blocks from main gate of track. Call (317) 240-0975.

Clark Takes High Road

NAPLES, Maine — Johnny Clark took the high road around a f a d i n g C a s s i u s Clark on lap 99 and led the final 31 laps to win Saturday night's Pro All Stars Series late-model feature at Riverside Speedway.

The victory was the second of 2008 for the two-time PASS North champion. Travis Benjamin, Derek Ramstrom, Ben Rowe and Adam Bates completed the top five in the rain-shortened event that took the checkered flag at lap 130. The finish:

Johnny Clark, Travis Benjamin, Derek Ramstrom, Ben Rowe, Adam Bates, Richie Dearborn, Rick Martin, Steve Berry, Donnie Whitten, Kelly Moore, D.J. Shaw, Matt Frahm, Bobby Tripp, Alan Wilson, Gunnar Josselyn, Harry Olson, Jamie Swallow, Jr., Cassius Clark, Walt Hammond.

Wheatley Rules

BARDSTOWN, Ky. — Jason Wheatley picked up the first Battle of the Bluegrass

BOB MODS D i r t C a r Series open-wheel modified division triumph of his career Saturday night, winning the eighth annual Bluegrass Rumble at Bluegrass Speedway.

The victory was worth \$1,500 to Wheatley.

Series point-leader Joey Kramer came home second ahead of Kelly Warren in third. Shawn Tolson and Dion Benningfield rounded out the top five.

The finish: Jason Wheatley, Joey Kramer, Kelly Warren, Shawn Tolson, Dion Benningfield, Robbie Gullion, Josh Lucas, Benji Lee, J.T. Ayers, Timmy Glazer, Joe Mattingly, Brad Schlosser, Jason Knoke, Mick Sansom, Freddie Garmon, Blake Cook, Don Adams, Jeff Stith, Rocky Wilson, Johnny Lee, Brian Hash.

Rampelberg Wins 1st MX-5 Cup Race

PORTLAND, Ore. — Brad Rampelberg captured his first SCCA Pro Racing Playboy Mazda MX-5 Cup victory in round three at

Portland Int'l Raceway, part of the Mazda Grand Prix of Portland.

Rampelberg's Hooverspeed teammate Todd Buras finished second, followed by Eric Foss in third.

After starting second, Rampelberg took the lead on lap 19 and withstood several challenges from polesitter Buras. But after that, Rampelberg received no more serious threats for the lead and crossed the finish line .254 second ahead of Buras, averaging 80.517 mph in the 31-lap, 61.287-mile race.

The finish: Brad Rampelberg, Todd Buras, Eric Foss, Robert Huffmaster, Robert Michaelian, Christian Franck, Neal Sapp, Ryan Schimsk, Steve Welk, Eivan Goulart, Ara Malkhassian, Harrison Williams, Deborah Loth, Tim Probert, Randy Hale III, Carlos Tesler-Mabe, Alison Malkhassian, Kerstin Smutny, Sam Moses, Steve Bottom, Laura Olson, Garth Stein, Brad McAllister, Andrew Caddell, Forest Barber, Brad Adams.

Santos III For 3

WINCHESTER, N.H. — Coming from the ninth starting spot, Bobby Santos III grabbed the lead with two laps

remaining and captured the 25-lap Northeastern Midget Ass'n feature Saturday night at Monadnock Speedway.

It was the third win of the season and 11th of his career for Santos, who was making his first-ever start on the quarter-mile. Santos was able to slip past Adam Cantor and Joey Payne, Jr. before passing leader Nokie Fornoro with two laps to go.

Payne settled for second ahead of Fornoro in third. Cantor and Greg Stoehr rounded out the top five.

The finish: Bobby Santos III, Joey Payne, Jr., Nokie Fornoro, Adam Cantor, Greg Stoehr, Erica Santos, Mike Keeler, William Wall, Jeff Horn, Aaron Wall, Doug Cleveland, John Zych, Jr., Barry Dittredge, Matt O'Brien, Abby Martino, Lee Bundy, Randy Cabral, Andy Shlatz, Paul Luggelle, Jeremy Frankloski, Chris Leonard.

Carson's Curfew

ANTIOCH, Calif. — Three-time Bay Cities Racing Ass'n midget champion Glenn

BCRA Carson utilized wry veteran skill, poise

and patience in overcoming an attrition-deprived field Saturday at Antioch Speedway.

Manning Doug Bock's No. 26 Spike/Esslinger, Carson inherited the lead when John Sarale spun on lap 27.

With the clock ticking the 11 p.m. curfew already, officials waved the checkered flag and Carson got his first victory in eight years. Nick Foster, Jr. finished second ahead of Jimmy Christian, Floyd Alvis and Dave Stoltz.

The finish: Glenn Carson, Nick Foster, Jr., Jimmy Christian, Floyd Alvis, Dave Stoltz, Danny Parker, David Prickett, John Sarale, Pete Davis, Matt Streeter, Scott Nail, Justin Grant, Britton Bock, Todd Miller, Doug Hunting, Cole Peard.

McCarthy Scores 'Biggest Win'

BY BILL SULLIVAN PETALUMA, Calif. — In what he later called his "biggest win ever," Adam McCarthy took round nine of the

CIVIL WAR Hoosier Racing Tires California Sprint Car Civil War Race Series Saturday at Petaluma Speedway.

McCarthy started on the pole of the feature and grabbed the lead at the wave of the initial green flag and set the pace until the checkered, surviving several restarts along the way.

Second-starting Mike Benson held on for second despite pressure from Petaluma point-leader Alissa Geving, who settled for third. Christian Tover, who started fourth, finished there, and Kyle Larson was fifth.

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NSSN THE FINAL LAP

TUNED IN: Donnie Moran gets focused before heading out on the track at Ohio's Sharon Speedway for World of Outlaws Late Model Series action.

JOE SECKA/JIMS PRO PHOTO



PHIL CAVALI PHOTO

WATCHFUL EYE: NASCAR team owner Richard Childress watches over track activity at Indianapolis Motor Speedway. (Below) Derek Kale spends some time with a couple of young fans prior to the Hooters 250 at Jennerstown (Pa.) Speedway.



KATHY BOND/USAR PHOTO



PERRY NELSON/NASCAR PHOTO

RISING STOCK: Former Champ Car competitor Alex Tagliani leads the field during Saturday's Edmonton Canadian Tire Series 100 at City Centre Raceway in Edmonton, Alberta.



DAVID E. HEITHAUS PHOTO

ROUND AND ROUND: Dan Drinan (33d) and Shane Hmiel take to the track Thursday during USAC National Midget action at Indiana's O'Reilly Raceway Park.

ECONOMAKI: Who Really Is NASCAR's Best Paid Driver?

CONTINUED FROM PAGE 4

a portion has gone to support its U.S. motorsport presence. The \$52 billion buyout of Anheuser-Busch by InBev portends a profit of one to two million dollars for **Cindy McCain**, wife of presumptive Republican presidential nominee **John McCain**, based on her ownership interest in Hensley & Co., the exclusive distributor of Budweiser products in the State of Arizona.

The Indy Racing League got some important exposure in recent days. When Izod celebrated its new designation as the official apparel supplier to the IRL, a huge billboard showing Rahal-Letterman driver **Ryan Hunter-Reay** appeared above the ESPN Zone in New York City's Times Square, a popular section of Manhattan.

Do you believe it? A recent wire

BAKER: Slowing JGR Will Take More Than Just A Rule Change

CONTINUED FROM PAGE 4

"It's just been a tremendous year for us...Everybody in the Nationwide shop and the Cup shop as a whole, and Toyota has really stepped it up this year. We've really come ready to play. We wanted to come out here and get a little sweet revenge on everybody. It turned out that way and worked out in our favor; fortunately for us. For me, it's been a dream season all around and we're still running and still able to win races, so that's been the greatest fact."

Jason Ratcliff, crew chief on Gibbs's winning No. 18 Z-Line Designs Toyota, believed the news of

story appearing in newspaper sports sections cited a *Forbes Magazine* report that Jeff Gordon had edged out **Dale Earnhardt, Jr.** as NASCAR's highest-paid driver, now at \$32 million annually, one million dollars more than Earnhardt is reportedly paid. Other interesting numbers: **Jimmie Johnson**, \$23 million annually; Tony Stewart, \$19 million; **Kasey Kahne**, \$14 million. The report also said Hendrick Motorsports and Roush Fenway Racing were the highest-valued teams, at \$335 million and \$313 million respectively.

Reading the West Coast old-timers newsletter "Fabulous Fifties," we learned of the passing of talented California road racer **Chuck Daigh**. Though we watched Daigh in action several times a half-century ago, our most vivid and fond memory of Chuck at the wheel was in the now-famous Lime Rock Formula Libre race won by **Rodger Ward** driving **Ken Brenn's** Offy midget. At the wheel of a Formula One Grand Prix Maserati, making the right hand turn at top of the downhill, Daigh would slide his left rear wheel off the paving to throw rocks at the closely following Ward.

the rule change overshadowed the work of the Gibbs team and its dominating performance.

"We've got just a great group of people and I think it shows with this being 14 wins for us at the Joe Gibbs Racing Nationwide program," Ratcliff said. "It's all about the people here, and I think this week that got overlooked a little bit. People felt like we had advantages in other places and they're going to have a tough time taking them all away. It's a great job."

The rule change, which did nothing to hinder Busch from getting to victory lane, hardly affected the performance of other Toyota drivers in Saturday's event. With 22 races now in the books, the series' three full-time Toyota drivers — Mike Wallace, Jason Leffler and David Reutimann, the latter two who scored Toyota's first two victories in the series last

Ward finally got by to win and after the checkers both laughed off the hail of pebbles Ward encountered trailing Daigh. Ward later told me car owner Brenn was so happy about the victory, he let Ward keep the entire first-place prize money of \$1,600.

We liked the play on words SCCA amateur racer **Larry Mason** of Burbank, Calif., used to describe a recent on-track outing, "The thrill of victory and the agony of concrete," was his vivid reflection of Wide World of Sports TV slogan, substituting concrete for defeat.

Ye Ed thoroughly enjoyed the July 23 "Lesson in History" column on Plant Field in Tampa, Fla. In recalling this Florida State Fair half-mile dirt oval, I always smile, recalling a sign facing drivers on a light pole midway down the main straightaway reading: "No parking after 3 p.m. Wednesdays."

Jimmy Dunham, the winning riding mechanic in the 1935 Indianapolis 500, died over the weekend. Dunham, who rode to victory with **Kelly Petillo** in 1935, was 96 years old.

season — have 10 top fives and 24 top 10s between them and have combined to lead 225 laps.

Compare that to the 26 top fives, 32 top 10s and 2,093 laps led by Gibbs's four drivers and it becomes obvious that other competitors shouldn't be complaining about Toyota, but about the stranglehold Joe Gibbs Racing has over the checkered flag and the winner's circle on a weekly basis.

So what can NASCAR do next to "level the playing field" since it's obvious the latest mid-season rule change won't keep JGR from victory lane? Should it tie Busch's left arm behind his back and make him drive using only one hand? Should it issue restrictor plates to the Gibbs stable?

Leveling the playing field may take more than just an engine spec change when it comes to reigning in the Gibbs powerhouse this season.

closer to \$2.2 million.

An official statement made by track President Larry Collins said, "We feel terrible that they were not paid at the times services were provided, but the financing simply ran out. We do appreciate them working with us and as soon as we raise all the money necessary, the first of those dollars will go towards paying off the debt to the contractors."

From the darkness of a bleak situation often comes the light of inspiration. That's when the Collins-Destesfani families started seriously looking at the concept of private investments back in June. The bold plan calls for the issuance of 32 private equity shares at \$1 million each.

Collins freely expresses surprise at the response to the plan and noted they were approximately two thirds of the way to achieving the financial goal. But he did caution that almost all of the money needed will have to be securely in place before they can resume operations.

FORUM: Early Complaints About The Allstate 400

CONTINUED FROM PAGE 4

the bump-and-run technique. At least the Dyson drivers are true sports-car racers and don't retaliate.

*Jim Kupstas
Shavertown, Pa.*

Speed, Take Heed

What the "Heck" — as in Steve from Reading — hit the nail on the head about Speed's declining coverage. Fellows, take heed and get back to Speed's roots.

I was, however, appreciative of Speed's coverage of the Rolex 250 for Daytona Prototypes. This was great racing, pounding down the straight, hammer down going through the gears. Then, hard on the brakes and back down through the box. Neat stuff. Lots of passing, good hard racing.

Then, for the really good stuff. Kokomo Speedway for Indiana Sprint week. For the record, good for Dave Darland, who won his dad's namesake race, the Bob Darland Memorial. But the real show was Jon Stanbrough and his hooked up Foxco No. 53 sprinter.

Watching Jon rocket down the straights and then flick into the turns lap after lap with unbelievable consistency and control was truly poetry on a dirt track.

Thanks to Jon and the Fox brothers for such a memorable experience.

*Evert Wolfe
Logansport, Ind.*

More Praise For Ethanol

This is in response to misinformation shared in a Public Forum letter titled "Ethanol Isn't The Answer," published June 18.

Iowa Corn has been promoting the benefits of ethanol for more than 30 years, and we are proud to have the top-performing Indy cars running on 100 percent corn-based ethanol. They are a highly respected league and have seen the pure power that ethanol lends to the cars and the drivers. The fact that they are reducing our dependence on foreign oil and cutting greenhouse emissions is an added bonus to the league.

Ethanol today has come a long way and continues to improve in water usage and energy efficiency. Water use today is just a fraction of what it takes to make a gallon of petroleum — about three gallons compared to 10 gallons of water to create one gallon of petroleum.

Renewable ethanol is extremely energy efficient with every 100 BTUs of energy, including planting, cultivating, harvesting and processing, yields 167 BTUs of ethanol.

Lastly, ethanol is renewable and has reduced harmful carbon-monoxide emissions by 30 percent and carbon-dioxide emissions by 27 percent. It has even been shown to help offset the greenhouse-gas emissions of fossil fuels by 35-46 percent.

You don't need to worry that using corn for ethanol will be taking food off the dinner table because most of the corn grown in Iowa is not for direct human consumption. Less than 10 percent of our field-corn crop goes directly to food and other uses, which truly affects your grocery bill by pennies. Transportation and marketing, on the other hand, eat up 82 cents from every food dollar.

With only two years under its belt in ethanol use and more than 30 years of promotion by

Iowa's corn growers, we, as corn growers, don't hesitate to pat the IRL on the back for making a decision that helps make the world a better place to be and also creates power for fast cars and great racing.

*Julius Schaaf
Chairman, Iowa Corn Promotion Board
Johnston, Iowa*

Welcome Back, Millstream

With so many stories of tracks closing down, it was with great joy that I went to the reopening of Millstream Speedway.

The track was a little rough around the edges, but so what? They were racing sprint cars at Millstream again.

I can't wait to see the next sprint-car race at Millstream.

*G.P. Stouder
Ft. Wayne, Ind.*

Competition Yellows

Competition yellows? Pits closed under green flag racing? The drivers and crew chiefs are adults, so if they continue to race after their tires are worn out and they fail, so be it.

Goodyear and NASCAR might think about a partial refund of the fans' ticket prices. But I guess it's like they say, "You pay your money and takes your chances." I felt sorry for the ESPN commentators trying to put an exciting and happy face on what was otherwise a dull race thanks to NASCAR's manipulation.

Glad I didn't pay for a ticket and pay \$4 a gallon for gas to drive over to Indy to see this fiasco!

*G. Jerry Tiller
Terre Haute, Ind.*

A Debate

How many more fans will NASCAR lose after Sunday's debate at Indianapolis, with their CoT and their puppets, namely Goodyear and their top four or five corporate teams.

It's amazing that not one person interviewed had anything bad to say about Goodyear or NASCAR, or could it be that ESPN only broadcast certain interviews? They must have those strings pulled very tight. NASCAR already knew after practice and qualifying what the results were going to be, or Goodyear would not have brought in an additional 800 tires from Pocono.

Since they already knew about the track conditions from last year's race, why wasn't testing conducted earlier this year to enable Goodyear to have enough time to develop another tire compound?

What an injustice to the paying public for the prices that they had to pay to watch about 10 single-file 10-lap heat races. Disgusting to say the least!

*Harry Weitze
Prescott, Ariz.*

A Sham

In the words of Woody Allen, the Brickyard 400 was "a travesty of a mockery of a sham."

Big Bill France once said that NASCAR wasn't about racing, it was about entertainment. Well, I'd hesitate to call this year's event a "race," and if you know anyone who thought it was entertaining, I'd like you to introduce me to him/her so I can find out what they are drinking and get me a bottle.

I would say that NASCAR and Goodyear, at the very least, owe the fans and IMS a public apology. If it wasn't for the thunderstorms today in northern New Jersey, I would have bailed on this turkey hours ago and gone to work in my garden.

*Dave Smith
Bloomingdale, N.J.*

California Short Track Seeks Investors

By DAVE GRAYSON

BAKERSFIELD, Calif. — The hopes of racing fans seeing a return to professional stock-car racing in Bakersfield, Calif., may now depend solely on private investors who are

INDUSTRY

willing to take the financial risk of raising the estimated \$32 million needed to complete the facility known as Kern River Raceway.

The new raceway was planned to replace the former Mesa Marin Raceway in Bakersfield which was eventually sold in 2005 to a housing developer after it became obvious that Kern County officials were not going to support the renewal of the raceway's permits. The new raceway was later proposed by the Collins family, the original builder of Mesa Marin Raceway, and the Destesfani family, who are a well-known agribusiness family in eastern Kern County.

The cost of the new raceway was

estimated to be in the range of \$30 million. The original plan called for the Destesfani family to sell some agriculture-zoned land and the proceeds of that real estate venture was going to pay for the construction of the new race track. However, the plan got upstaged when the real estate purchaser was unable to secure the needed financing and had to withdraw the offer.

All involved were the latest victims of the mortgage-lending crisis that has gripped the nation over the past 18 months.

Construction on the race track stopped in December of last year, while the search for an alternative source of financing continued. In the early months of 2008, it was revealed that contractors working on the project had filed mechanic's liens for non-payment of services.

The combined total of these liens at the time was in the area of \$1.3 million. However, in recent days it was revealed that there are now five officially filed liens and the total is now

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NEXT RACE: Kentucky Speedway,
Airing August 14 at 2 p.m. ET on **ESPN 2**



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