

ALL MAJOR SERIES  
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RESULTS AND PREVIEWS  
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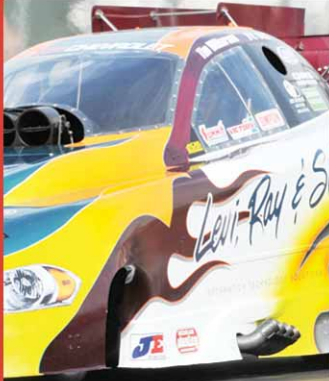


# NATIONAL SPEED SPORT NEWS

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Schatz Gets It Done In Knoxville

WOO SPRINTS

PAGE 8

MARK FUNDERBURK PHOTO

# BOWYER CASHES IN

As Earnhardt, Busch Collide In Closing Laps

SPRINT CUP PAGES 3, 22-23



HHP/ALAN MARKER PHOTO

**BANK ON IT:** Clint Bowyer does a burnout after winning Saturday's NASCAR Sprint Cup Dan Lowry 400 at Richmond Int'l Raceway. Bowyer took the lead with two laps to go when leader Dale Earnhardt, Jr. spun in turn three.



ADAM KULIKOWSKI PHOTO

**FAST LEARNER:** Joey Logano (25) moves below Ken Schrader in the closing laps of Sunday's Carolina 500 at Rockingham (N.C.) Speedway.

# Logano Rocks Rockingham

In Track's Return To Racing

ARCA RE/MAX PAGES 2, 31





ARCA PHOTO

**DOMINANT:** Joey Logano (25) leads the field during Sunday's Carolina 500 at Rockingham (N.C.) Speedway.

# It's Child's Play For Logano At The Rock

By SHEENA BAKER  
PRODUCTION EDITOR

ROCKINGHAM, N.C. — On a historic day for Rockingham Speedway and the ARCA RE/MAX Series, it was an up-and-coming young gun who put on the show during Sunday's inaugural Carolina 500.

In his first ARCA RE/MAX Series start, 17-year-old Joey Logano drove like a veteran, beating Ken Schrader to the checkered flag by 4.164 seconds. Driving the Venturini Motorsports-prepared No. 25 Joe Gibbs Racing Oil-Gresham & Associates Chevrolet, Logano led 257 of 312 circuits around the 1.017-mile track.

At one point, Logano had all but the second-place machine of Michael Annett lapped and was clearly the class of the field from the drop of the green flag. But two late-race cautions nearly changed the complexion of the race for the Middletown, Conn., native.

When a caution flag waved on lap 273, Logano's crew gambled and stayed on track while the other leaders pitted for fresh tires. At the restart, Logano fell into the clutches of Annett and Schrader, only to stalk Schrader around the abrasive speedway to regain the lead on lap 291. But when Tim Mitchell spun in turn three to bring out the caution with 10 laps to go, Logano pitted for fresh tires and

lined up behind Schrader, Matt Hawkins and Annett.

At the restart, Logano stuck his Chevrolet into turns one and two to regain second place. From there, he overtook Schrader's No. 52 Four Winds Motorhomes Dodge in turns three and four to retake the lead less than one lap after the restart. From there, it was smooth sailing for the Joe Gibbs Racing developmental driver who will make his first NASCAR Nationwide Series start at Dover Int'l Speedway later this month.



Joey Logano

"I have to thank the Joe Gibbs crew for pitting me," Logano said of the group made up of members from Gibbs's No. 11 Sprint Cup and No. 20 Nationwide series teams. "They kept me out front. We're going to get a shot at Dover coming up, and hopefully we'll see victory lane there, too. I wasn't running flat out the whole race. You've got to pace yourself. That's a really big deal here at The Rock."

Even though it was his first trip to Rockingham, Logano knew the importance of having fresh rubber, especially in the closing laps when Schrader had new tires.

"I couldn't really pull a lot more out

LOGANO: CONTINUED ON PAGE 31

# AROUND THE BEND

## What Will Happen To Former Champ Car Venues?

As recently as early February, the Champ Car World Series looked set to run a 14-race championship spanning three continents and seven countries.

Behind the scenes (and apparently behind the backs of his partners), Champ Car co-principal Kevin Kalkhoven was negotiating with

By JOHN OREOVICZ  
NSSN CORRESPONDENT

### INSIDE LOOK

Indy Racing League CEO Tony George to effectively shut down the Champ Car World Series — with immediate effect. Six teams managed to make the transition to the IRL's IndyCar Series, but only three of the 14 scheduled Champ Car races landed on the expanded IndyCar schedule.

The Long Beach Grand Prix was run April 20 as the final race, using Champ Car's Panoz DP01 chassis and 2.65-liter turbocharged Cosworth engines. The Grand Prix of Edmonton (July 26) and the Gold Coast Indy 300 in Surfers Paradise, Australia (Oct. 22) will be run using IndyCar's Dallara-Honda package.

Meanwhile, organizers of the other 11 events are trying to determine if they want to be a part of American open-wheel racing's unified future. If so, they'll be vying for a limited number of potential available dates, because the IndyCar schedule, currently at 19 races, is unlikely to grow



TNT PHOTO

**FINAL GO-ROUND?** Will Power (11) and Sebastien Bourdais lead the field to the green flag in last year's Grand Prix of Houston.

beyond 20 to 22 races.

IRL leaders say they will approach the schedule for 2009 and beyond with an open mind.

"2009 represents the opportunity for us to really look at where the series' best opportunities for growth are," said George. "I think it's likely we'll see more of a balance between ovals and road circuits than we have today."

"We're really taking much more of a clean-sheet approach for '09," added Terry Angstadt, president of the IndyCar Series' commercial division. "We've already had a couple of groups in talking about '09 and are very optimistic that we will have a very entertaining and possibly more international schedule. We just haven't made those decisions yet."

While it is possible that some existing IndyCar Series venues might be dropped to make room for ex-Champ Car races, the likelihood is that most former Champ Car events will not make the cut. Here is how the future might stack up for those tracks or markets:

■ **HOUSTON, CLEVELAND:** Both of these races are promoted by Mike Lanigan's Mi-Jack Promotions firm, and Lanigan is working hard to add them to the future schedule. There may be opposition from Texas Motor Speedway and Mid-Ohio Sports Car Course, existing IRL venues in nearby markets.

"I'm happy for the unification," said Lanigan. "The problem is when

VENUES: CONTINUED ON PAGE 31



CHAMP CAR PHOTO

**SCENIC VENUE:** Champ Car drivers navigate Circuit Mont-Tremblant last season.

# NSSN RACING LINE

The Week In Motorsports  
For May 7, 2008

## Jones Sprints To Season's First Win In USAC Visit At Brownstown

BROWNSTOWN, Ind. — Levi Jones rebounded from a heat-race incident and held off a determined charge by Brady Short to score his first USAC National Sprint Car Series victory of the season.

USAC SPRINTS  
PAGE 6

In USAC's first visit to Brownstown Speedway, Jones used lapped cars to keep Short on his heels over the final circuits. Dustin Morgan led five laps and earned third, followed by Robert Ballou and Tracy Hines.

## Hometown Hero: Hamlin Nabs Triumph At Richmond

RICHMOND, Va. — Friday was a good day for Denny Hamlin.

NATIONWIDE  
PAGE 26

First, he earned the pole for Saturday's Crown Royal Presents the Dan Lowry 400 NASCAR Sprint Cup Series race at Richmond Int'l Raceway, and then he out-smarted Kevin Harvick to win the Lipton Tea 250 for the NASCAR Nationwide Series.



HHP/ALAN MARLER PHOTO

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# ADVANTAGE POINT

*Bowyer Steals Richmond Victory As Hamlin, Then Earnhardt Stumble*

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

RICHMOND, Va. — Heartbreak was the order of the day at Richmond Int'l Raceway on Saturday, for any number of people.

Denny Hamlin, who led 381 of the first 382 laps, cut down a tire with just eight laps remaining to end his chance at a "blowout" victory and a hometown sweep...and then the real action started.

## SPRINT CUP

### INSIDE

Edwards resigns contract with Roush-Fenway Racing.

**PAGE 18**

the dismay of another packed house. While Busch was trying to get off Earnhardt, Clint Bowyer sneaked past on the inside to grab the lead and ultimately the victory.

Busch finished second, fending off a last-lap challenge from Mark Martin, while Tony Stewart and Martin Truex, Jr. rounded out the top five.

"They were just racing so hard there and you knew it was going to happen," Bowyer said. "I just took advantage of a misfortune there."

Misfortune struck Hamlin hard, and then compounded itself when Hamlin stopped his car at the top of turn four with the right front down. The caution waved, and Hamlin took off, prompting NASCAR to hold him in the pits for two laps for intentionally bringing out the yellow.

"You can't whine about it," Hamlin said. "It wasn't meant to be. God didn't want me to win today, and there's a better time for us to win, evidently. Today is just not our day."



AUTOSTOCK PHOTO

**MONEY MAN:** Clint Bowyer celebrates his victory in Saturday night's Dan Lowry 400 at Richmond Int'l Raceway, his second-career Sprint Cup win.

**ADVANTAGE:** CONTINUED ON PAGE 22



KEVIN C. COX/GETTY IMAGES PHOTO

**UH-OH:** Dale Earnhardt, Jr. spins late in Saturday's Dan Lowry 400 after he and Kyle Busch (18) made contact.

## 'Hard Racing' Draws Ire Of Junior Nation

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

RICHMOND, Va. — Denny Hamlin came 18 laps from a perfect weekend at Richmond Int'l Raceway.

Kyle Busch was left looking for a police escort out of the track and just might need one for the rest of the year.

Busch and Dale Earnhardt, Jr. battled for the lead over the final 17 laps until the two made contact in turn three with two to go. Earnhardt took a trip to the outside wall, and Busch drew the ire of Junior Nation, which erupted in rage when Earnhardt spun.

"For some reason, they [Earnhardt's legion of fans] are awfully confused," Busch said after the race. "They were giving me the No. 1 sign the last 10 laps of the race and I was in second place still. I don't know if that's too many Dale, Jr. Budweisers or they're AMPed up or what."

Busch made light of the fact that he's now No. 1 on the Junior-Nation hit list, even though it was in all fairness a "racing deal."

"Junior and I were just racing hard, and from the front-end replay, it looked like he came down a little bit," Busch said. "It's just a part of racing. I probably could have moved down a little bit lower in the corner and he could have moved up higher in the corner. It's just the product of good, hard racing."

Earnhardt was a little more pointed. "Whether it's fair or not, he [Busch] is going to need some security," said Earnhardt, who looked absolutely drained. "Tony [Eury, Jr.] said it looked like Kyle got loose underneath me. That happens."

"He got a great run off turn two and nearly got by me. He gave me room off on the outside of turn two, so I wouldn't say that was intentional going into three. If he had wanted to, he could have just thrown me in the fence off two."

"We had been racing each other earlier and had no problems. I have done that before, and that is what happens if he got loose underneath me."

## SPRINT CUP

**RACING:** CONTINUED ON PAGE 22



CHRIS JONES/IBL INDIANACAR PHOTO

## TRAINING DAY AT INDY

It's orientation time for rookies at Indianapolis Motor Speedway as the speedway opens for the 92nd running of the Indianapolis 500. With so many of the drivers coming over from the Champ Car Series after unification, one-third of this year's Indy 500 starting lineup could be drivers making their first start in the biggest race of the year.

**SEE OPENING DAY PAGE 27**

## OPINIONS

**ECONOMAKI:** 'Vehicular playgrounds' popping up on East Coast. **PAGE 4**

**MARTIN:** Another Rahal has eyes on Indianapolis prize. **PAGE 4**

**CLAYTON:** Future — not past — takes stage at The Rock. **PAGE 5**

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## EXCLUSIVE

### Run For Indianapolis 500 Pole Has Storied History Of Dramatic Turns

Pole Day at Indianapolis Motor Speedway has long produced some of the most dramatic, memorable moments in racing. And for good reason.

The Indianapolis 500 being one of the most historic, revered races in the world, earning the pole there has often been second only to winning the race itself in status and recognition.

**POLE DAY PAGES 20-21**

## WINNER'S LIST

| Series          | Winner          | Where             | Page |
|-----------------|-----------------|-------------------|------|
| Midwest Sprints | Robert Ballou   | Terre Haute, Ind. | 6    |
| WoO Sprints     | Donny Schatz    | Knoxville, Iowa   | 8    |
| WoO Late Models | Shannon Babb    | Lebanon, Mo.      | 8    |
| WoO Late Models | Brian Birkhofer | Monett, Mo.       | 8    |
| Lucas Oil LMs   | Brady Smith     | Calvert City, Ky. | 13   |
| NHRA Top Fuel   | Rod Fuller      | Madison, Ill.     | 24   |
| NHRA Funny Car  | Tim Wilkerson   | Madison, Ill.     | 24   |
| NHRA Pro Stock  | Kurt Johnson    | Madison, Ill.     | 24   |

## THE FINISH

*"Since he's Rusty Wallace's kid, I don't think he's going to listen very much."*

**KYLE BUSCH** ON STEVEN WALLACE

NASCAR, PAGES 22-23



## ▶ PUBLIC FORUM

Let your voice be heard

### Down On Danica

I have been a Danica fan since she first hit the Indy circuit, hoping the best for her. When she won her first IndyCar race, I was really happy for her — plus, going down in history as the first female driver to win in an Indy car.

But she really lost a lot of my support and no doubt a lot of other fans when she did the interview with Dave Despain on Wind Tunnel with those huge, ugly sunglasses that covered half her face. How rude. I think she has been watching too much NASCAR, where the drivers think they are cool with them on.

You don't see the announcers wearing them. People like to see your eyes when you are talking. Carl Edwards and Dale Earnhardt, Jr. usually take theirs off.

Gus Miller  
Heyworth, Ill.

### More On Wives

My wife also enjoys *NSSN*. She would like it if you would print pictures and info about drivers' wives.

Roger Gordon  
Billings, Mont.

### Toledo Memories

Being a race fan since 1949 here in the Toledo, Ohio area, I've seen many changes in the racing world — midgets, roadsters, stock cars, super mods, sprints and USAC champ cars. I went to Motor City Speedway, Ft. Miami and most of the smaller tracks around here.

Kenny Nemire, a winning driver here took me under his wing when I was 13. Sadly, he was killed at Raceway Park in Toledo in 1957. I got to put a remembrance to him in your Public Forum column last July. Thanks for that opportunity.

I really like the articles and layout in your paper. I like your editor's notebook, Lesson in History, Through the Lens and blips on guys like Jim Clark in the April 16 paper. Don't

FORUM: CONTINUED ON PAGE 39



## 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.



# In Your Car For Fun?

## Places To Play Showing Up On The East Coast

NEW YORK

The "Launch Party" for the still under-construction Monticello Motor Club facility, a road course and country club project in southern New York State, conducted at Cipriani in midtown Manhattan, was by far the most lavish social event in Ye Ed's motorsport memory. The huge main room of the posh Cipriani entertainment center on 42nd Street opposite Grand Central Station was populated by an estimated 400 guests, served by several open bars, food stands and uniformed waiters and waitresses waiting to satisfy one's every need, whether it be food or drink. This gala event was to familiarize guests, car lovers and sports fans with the upcoming arrival of a new attraction in an area once known as "The Jewish Alps." The complex, under the direction of MMC

### EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

President and CEO William McMichael, is in a mountainous section of Sullivan County famed for such gigantic weekend hotel havens as The Concord and Grossinger's. In the years surrounding WWII this area was very popular with Jewish visitors from New York City and its environs. Sullivan

County, however, has changed in recent years and its largest city Monticello, with its sizeable airport, is no longer viewed as predominantly Jewish. The new Monticello motorsport facility and its New Jersey sidekick follow the trend of new road courses being looked at as more than auto-race tracks, but rather vehicular playgrounds for moneyed car lovers. The Monticello track itself, a road course with significant elevation changes, is located 90 minutes from New York City. The success of Virginia Int'l Raceway as a dual-purpose facility prompted its New York City-based businessman owner Harvey Siegel to embark on a similar project, New Jersey Motorsports Park, near Millville, which is convenient to the Philadelphia metropolitan area and is nearly complete. The grand opening of the all-new NJMP is this summer with a Grand-Am road race. With Monticello now joining the group, lovers of fine performance cars will soon have three Eastern locations to choose from.

Back in the days when Ye Ed was learning the auto-racing trade as a helper on a racing car, there was no one lower on racing's social scale than such a helper. "Stooge" was the degrading term used to describe we race track low-lives. How things have changed! Crew chief is today's term for the graduate stooge of yesterday. All one needs for a quick education on the value of such an individual to a race team today is to watch



AUTOSTOCK IMAGES PHOTO

**CALLING THE SHOTS:** Chad Knaus is one of many NASCAR crew chiefs working as analysts on television.

"NASCAR Performance" on TV. Watching skilled Larry McReynolds as host analyzing racing car problems and on-track tactics with crew chiefs Chad Knaus and Bootie Barker recently, one quickly recognizes the broad talents of these skilled individuals. The detailed explanation by Knaus of his efforts that led to victory by his driver Jimmie Johnson, which ended Hendrick Racing's 2008 win drought, was a true revelation. Knaus analyzed the ongoing race in 10-lap segments as to fuel usage and, unlike rival crew chiefs, skipped a final fuel stop and wound up winning. A far cry from the days when a sledge hammer was a key item in a mechanic's toolbox. Today's pit-siders deserve far more credit than they currently receive.

More unification coming? Roger Edmondson, head man of NASCAR's Daytona Motorsports Group which owns the Rolex-sponsored Grand Am sports-car road-racing series, admitted during his guest shot on Sunday night's "Wind Tunnel" TV show that executives from both Grand-Am and its rival American LeMans sports-car road-racing series had recently met for talks and one topic discussed was a possible merger. However, no details were made known. The IMSA-sanctioned ALMS is owned by millionaire Don Panoz, long a road-racing devotee.

We got a chuckle out of the latest Western Racing Ass'n (a vintage race car club) newsletter wherein a car-owning mem-

ECONOMAKI: CONTINUED ON PAGE 39

## Rahal Hopes To Become Indianapolis' Youngest Winner

INDIANAPOLIS

Ever since Graham Rahal made history as the youngest driver to win a major auto race when the 19-year-old won the Honda Grand Prix of St. Petersburg, he has become the face of the "unified" IndyCar Series.

He has the famous last name of a winning driver of the Indianapolis 500. Although he wasn't around when his father, Bobby, drove to victory in the 1986 Indy 500, he recalls the day when Buddy Rice drove his father's car to victory in the 2004 500-Mile Race.

Young Rahal wasn't at Indianapolis Motor Speedway that day because he was competing in a sports-car race at Lime Rock, Conn. He would one day race at Indianapolis Motor Speedway, but on the road course, not the famous 2.5-mile oval that has been in operation since 1909.

Rahal, who finished second in the 2006 Liberty Challenge Indy Pro Series race as part of the United States Grand Prix weekend, had never raced on an oval until the April 27 IndyCar Series race at Kansas Speedway.

On Sunday, he got his first experience at the most famous oval in the world as the rookie prepared for his first Indy 500.

### LAST WORD



BRUCE MARTIN

"It's tough; it's fast," Rahal said. "The speed at which the walls come up on you is unlike any other place. It's a one-lane race track, which we're not used to in this series. It is tough to be pushing it hard but not over the limit. It's a tough place. There is a lot of learning left."

Rahal was one of 13 new drivers that participated in Sunday's Rookie Orientation Program for the 92nd Indianapolis 500 May 25. He hit the track shortly after 1 p.m., passed all four phases of ROP by 2:14 p.m. and was allowed to practice at any speed.

He completed 51 laps with a fast lap of 218.619 miles per hour. "The car was good and I felt confident out there," young Rahal said. "It's day one of a lot of days here at the track. I don't think it has hit me yet. It's going to take some time. It's cool to be here as a participant, it's cool to see all the fans, but I still have a ways to go."

"I think it is important to have ROP. If somebody doesn't pass it, they shouldn't be allowed to race. This is a daunting place and it's important that they do stuff like this."

MARTIN: CONTINUED ON PAGE 39

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## Youthful Challengers Stalk Posse's Veteran Shoes

MECHANICSBURG, PA.

When glancing over the Central Pennsylvania sprint-car results, familiar names like Fred Rahmer and Greg Hodnett dot the top 10.

However, there are some young Pa. Posse drivers beginning to make an impact on sprint-car racing in the Keystone State.

One of the most promising young racers is 18-year-old Cody Darrah. He's the nephew of World of Outlaws late-model driver Rick Eckert and has veteran mechanic Lee Stauffer turning the wrenches.

Darrah, a high school senior, has had plenty of bad luck this season, although he does have an impressive third-place finish at Williams Grove Speedway and a fast time against the World of Outlaws at Volusia Speedway Park in Florida.

This is Darrah's third season in a sprint car, but he missed half of last season recovering from a broken arm. In his rookie season, he focused on racing at one track per week.

"I'm learning new things each night I go out," said Darrah. "I'm struggling to get my first win. I think when I get past that, it might come a little easier. I feel more confident in the car and I'm getting better, but I

### CHASING THE POSSE



TODD HEINTZLEMAN

have a long way to go.

"Lee has been a big mentor, and he's like a brother to me off the track. Even if I feel like I'm doing all I can, he's telling me what I need to do better.

Many of the young Posse drivers, including Darrah, race sprinters that are owned by their families, and in most cases have sponsors that are family-owned businesses.

As Darrah's father, Joe, points out, these young drivers usually would not be given the chance to learn the 410 sprints from one of the established car owners, so the families must step up to give them that chance.

Several other young drivers have been able to crack the top 10 against the Pa. Posse veterans.

Ryan Taylor, 19, held off World of Outlaws regular Craig Dollansky to finish third at Lincoln Speedway in March. Taylor is in his second season and has focused mostly on Lincoln. Taylor said he hopes to get some experience at other tracks this season.

A.J. Michael, 21, finished sixth at Lincoln after leading 17 laps. It was Michael's best performance so far as he begins his second season. Maybe more impressive than the finish was Michael's move to retake the lead for a few extra laps from veteran Stevie Smith before losing the lead for good on a restart.

Michael Carber, 20, is in his fourth season and has four victories to his credit, including two last season at Williams Grove. Carber is one of the younger drivers racing for a car owner who is not family.

Although he's 29, Pat Cannon is a rookie in the 410 class and scored a victory at the Grove in March. Cannon will run 410s part-time this season with a focus on 358s. He won the 358-sprint-car opener at the Grove.

The most recent young driver with a good finish was 18-year-old Nick Schlauch, Jr., who finished fifth at Lincoln.

Something all these young drivers must prove is the ability to pass cars to score victories and top-five finishes. Starting up front and gassing it around the speedways is one thing, but starting outside the top six and getting to the front is another. We'll watch their progression throughout the season.

Rahmer turned 50 years old in March and is off to a great start with three wins at Lincoln and one at Williams Grove. He leads the point standings at both tracks.

Chad Layton is also off to a good start with six top-five finishes in nine races. He's yet to win, but it won't be long.

## Applause For The Move To Ethanol Racing Fuel

COAL TOWNSHIP, PA.

I want to applaud the Indy Racing League for its decision two years ago to implement a plan to run its Honda engines on a 100-percent, Ethanol-based fuel, reducing the need for oil-based fuels in its now-very-popular racing series.

Ditto for the American Le Mans Series, where not only Ethanol is being promoted, the organization is encouraging teams to experiment with other forms of non-oil/gas-related fuels for competition consumption.

Indeed, this is progress...except for one thing.

Currently, the national media is frowning upon the use of corn for the production of fuels to run automobiles because of the current and/or coming food crisis. There's already been a rationing of rice at Wal-Mart, a first in this writer's recollection of life events. As for commodity prices, corn and rice have gone through the roof.

Thus, the old adages "you can't see the forest for the trees" or "no matter what you do, it's wrong" fits well in our current Ethanol plight, where daily barrages of "news" now point to the fact that America may be "doing wrong" using its corn for people to drive cars and trucks instead of feeding the

### RACING BRIEFCASE



GREG ZYLA

world.

OK, I'll buy that argument to a degree if it weren't for one big issue...government farm subsidies. Specifically, a "government farm subsidy" pays farmers to either grow or NOT grow a crop.

According to the *Washington Post*, which conducted a nine-year investigation, the federal government has paid at least \$1.3 billion in subsidies for rice and other crops since 2000 to individuals who do no farming at all, according to the newspaper's analysis of government records. Can you imagine if the government gave even a paltry \$10 million to the IRL and ALMS to help in its study, use and implementation of alternative fuels?

Additionally, instead of paying more to farmers in need, larger subsidy payments have gone to millionaire landowners, foreign speculators and absentee landlords, as well as real farmers.

Granted, most of the money goes to real farmers who grow crops on their land, the *Post* said. Furthermore, farms are under no obligation to grow a crop that might be subsidized for "growing." (Yes, it works both ways). Farmers can switch to a different crop, raise cattle or even grow Christmas trees — and still receive the government payments. The *Post* goes on to say that cash comes with so few restrictions that subdivision developers who buy farmland advertise that homeowners can collect farm subsidies on their new backyards.

These subsidy payments account for half of the nation's expanding agricultural-subsidy system, a complex web that the *Washington Post* says has little basis in fairness or efficiency. What began in the 1930s as a limited safety net for working farmers has swollen into a far-flung infrastructure of entitlements that has cost \$172 billion over the past decade. Efforts to overhaul the farm subsidy network have been repeatedly thwarted by powerful farm-state lawmakers in Congress allied with agricultural interests, the *Post* reported.

So, before the IRL or ALMS gets an unfair bashing for using corn to run its race cars, let's have a better understanding of what's really going on. If it ever gets to the point where people in the U.S. are dying because we're growing corn to drive cars on the street and track, I'll be the first in line to support stopping the practice.

However, now is NOT the time to criticize auto racing and those who buy Ethanol for their highway vehicles to improve our current dependence on foreign oil.

## Sunday Was A Time To Look Ahead At The Rock

ROCKINGHAM, N.C.

The other shoe never dropped. There were no missed signals or mixed emotions. Whatever lingering bitterness left behind at being forsaken by NASCAR seemed washed away in the warming sun of a perfect springtime day.

There was no Derby-esque tragedy waiting at the finish line. There were no stuffed likenesses of Bruton Smith burned in effigy on the lawn. There was simply joy — yes, joy, heartfelt joy — in Rockingham on a Sunday afternoon — when the racing gods, so often fickle and cruel, smiled and said, "welcome back."

It is just as well. For all of "The Rock's" glorious history, this was not a time to look back. Sunday was a time to put on the shades, sit back and soak in the sun and the sights and sounds of what could be a wonderful future — a future signaled by the latest accomplishment of what appears to be stock-car racing's next big star.

Joey Logano, who withstood late cautions and every trick a wily, old Ken Schrader could conjure, delivered an old-school butt-kicking that brought forth images of a dominant Cale Yarborough and was somehow worthy of "The Rock."

At one point, Logano

### ALL THE MARBLES



JOHN CLAYTON

had lapped all but two cars in the field.

"I was driving with a smile on my face the whole time," Logano said. "I was having some fun out there."

Joy, heartfelt joy.

Along the way, "The Rock" chewed up tires and still managed to deliver a fairly dramatic finish. Thankfully, some traditions remain.

With luck and hard work, the Carolina 500 could very well become a tradition in its own right. It is the first of two races to be run at the track this year. The Hooters Pro Cup visits Nov. 1 for the American 200.

Rockingham Speedway owner and former ARCA Champion Andy Hillenburg, who purchased the track some six months ago with the promise of bringing it back to life as a competitive venue, wants this race to become ARCA's crown jewel.

"We want this to be ARCA's Daytona 500; we want this to be ARCA's Indy 500," said Hillenburg. "Every series has its signature events, and I want this to be ARCA's signature event."

ARCA President Ron Drager wants that to happen, too. He knows Hillenburg well and began this journey with him when Hillenburg purchased the track, knowing that a date at "The Rock" would give his series a needed marquis presence in the Southeast.

On Sunday, he said he saw the possibilities become tangible as bagpipes played and engines roared to life after being silenced too long here.

"I watched people coming through the gates just before noon," Drager said. "And they were smiling and laughing, saying, 'Woo. We're racing again at Rockingham.'"

Before the day was over, an estimated 20,000 people were there for the race, and all of the luxury suites were sold and full. Souvenir stands ran out of T-shirts nearly two hours before the race began. Speed broadcast from Rockingham from flag to flag.

Hillenburg said he is pleased with the way things went, but you could sense a bit of relief as Sunday evening arrived, and he made plans with Logano for the driver's name to be carved into the new Rockingham rock. He says there is more to do. He has plans. Big plans.

But Sunday was a good day — a fine beginning to a new chapter that was kissed by sunshine under a Carolina Blue sky and filled with racing and joy. Heartfelt joy.

Rockingham was alive again.

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DAVID E. HEITHAUS PHOTO

**TIGHT FIGHT:** Levi Jones (20) fights off Brady Short during the closing stages of Saturday night's USAC National Sprint Car Series feature at Indiana's Brownstown Speedway.

# Jones Is Brownstown Man

By **MIKE O'LEARY**  
NSSN CORRESPONDENT

BROWNSTOWN, Ind. — Levi Jones rebounded from a heat-race incident and held off a determined charge by Brady Short to score his first USAC National Sprint Car Series victory of the season.

In USAC's first visit to Brownstown Speedway, Jones used lapped cars to keep Short on his heels over the final circuits. Dustin Morgan led five laps and earned third, followed by Robert Ballou and Tracy Hines.

Driving Tony Stewart's Chevrolet Bass Pro Shops Maxim, Jones, the two-time series champion, took the point lead. "People say winning isn't everything, but that confuses me," Jones said. "It's always big. It's a lot easier to stay out front than it is to have to catch up."

The opening laps featured a side-by-side battle between front-row starters Jerry Coons, Jr. and Robert Ballou. Coons led two laps, and Ballou nosed ahead for a lap, then Coons again, before Ballou took command on the fifth circuit. Dustin Morgan moved into second and was challenging when a caution flag waved on lap eight.

Under the yellow, Ballou's right rear tire sealed over as it cooled. He reported that it was like driving on ice and although he tried to maintain his pace, Morgan worked past on lap 16, quickly followed by Jones. "I'm just glad to get it on the trailer tonight," Ballou said later.

With most everyone following Morgan around the inside, Short was running the second lane and quickly moving forward from 16th starting position. As Short passed Ballou for third on the 21st lap, Jones moved up a lane and passed Morgan for the lead.

Short took second on lap 25 and



JIM MORRISON PHOTO

**THE TOP THREE:** Levi Jones (center) won Saturday's USAC National Sprint Car Series race at Brownstown (Ind.). He is joined on the podium by runner-up Brady Short (left) and third-place Dustin Morgan.

caught Jones with three laps to go. He got one shot at the lead on lap 28. But Jones held him back and moved into the second lane when they caught a pair of lapped cars, preventing Short from challenging again.

"He (Morgan) was in a bad spot," Jones explained. "He got to going too slow on the bottom, which I did too, and allowed Brady to catch me."

If they hadn't encountered the slower cars, Short said he could have beaten Jones. "He started up front and I was pretty far back, so I think I had the best car out there," Short said. "It's always easier when you have the car hooked up on a slick track."

**The summary:**  
Qualifications: 1. Brady Bacon, Kahne 99, 14.305; 2. Levi Jones, Stewart 20, 14.338; 3. Daron Clayton, R & B 10, 14.402; 4. Bret Mellenberndt, Mellenberndt 97, 14.488; 5. Dustin Morgan, M & M 93, 14.567; 6. Robert Ballou, MPHG 81, 14.579; 7. Jerry Coons, Jr., Dynamics 69, 14.579; 8. Damion Gardner, Leffler 71, 14.596; 9. Kyle Cummins, Cummins 3c, 14.701; 10. Tracy Hines, Stewart 21, 14.707; 11. Brett Burdette, Burdette 17b, 14.716; 12. Kenny Biro, Biro 22, 14.720; 13. Jon

Stanbrough, Fox 53, 14.767; 14. Hud Cone, Cone 14, 14.820; 15. A.J. Anderson, Walker/Guiducci 11, 14.843; 16. Josh Spencer, Batchelder 66, 14.865; 17. Shane Cottle, Contos 4, 14.866; 18. Jeff Bland, Stewart 21s, 14.875; 19. Blake Fitzpatrick, Fitzpatrick 10f, 14.944; 20. Darren Hagen, Kunz 67, 14.984; 21. Sammy Imel, Imel 35, 15.004; 22. Thomas Meseraull, R & B 10t, 15.013; 23. Ryan Pace, Pace 44p, Pace-15.043; 24. Randy Hannagan, 1x, THR-15.055; 25. Hunter Schuerenberg, Triple Crown 1h, 15.090; 26. Brady Short, Short 36, 15.115; 27. Kevin Studley, Studley 57, 15.169; 28. Cole Whitt, Kunz 67k, 15.247; 29. Kyle Robbins, Robbins 17r, 15.256; 30. Dave Darland, Pace 44, 15.312; 31. Bill Rose, Rose 6, 15.344; 32. Rex Norris III, Norris 63, 15.352; 33. Kevin Briscoe, Briscoe 5, 15.388; 34. Dakota Armstrong, C & A 7a, 15.391; 35. Kevin Thomas, Jr., Thomas 9k, 15.426; 36. Mat Neely, Ellis 73, 15.438; 37. Jesse Hockett, VKCC 75, 15.446; 38. Chris Windom, Windom 17, 15.583; 39. Tommy Bush, Briscoe 5x, 15.598; 40. Brad Sweet, Kahne 9, 15.646; 41. Chad Boat, Boat 30, 15.648.

Non-Qualifiers Race (8 laps): Neely, Sweet, Hockett, Windom, Boat, Briscoe, Armstrong, Thomas, Bush.

First Heat (10 laps): Stanbrough, Schuerenberg, Morgan, Cummins, Bacon, Imel, Neely, Robbins, Cottle.

Second Heat (10 laps): Ballou, Short, Sweet, Hines, Darland, Meseraull, Cone, Bland, Jones.

Third Heat (10 laps): Coons, Rose, Clayton, Hockett, Anderson, Burdette, Fitzpatrick, Pace, Studley.

Fourth Heat (10 laps): Whitt, Gardner, Spencer, Norris, Hagen, Biro, Mellenberndt, Hannagan, Windom.

Semi (12 laps): Cone, Jones, Bacon, Anderson, Windom, Fitzpatrick, Darland, Imel, Cottle, Burdette, Pace, Hannagan, Robbins, Neely, Studley, Meseraull, Biro, Hagen, Bland, Mellenberndt.

Feature (30 laps): Jones, Short, Morgan, Ballou, Hines, Stanbrough, Coons, Bacon, Whitt, Cummins, Hagen, Gardner, Cone, Anderson, Clayton, Rose, Windom, Darland, Sweet, Hockett, Fitzpatrick, Schuerenberg, Norris, Spencer.



PHIL RIDER PHOTO

**ROUGH RIDE:** Robert Ballou came back from this wild ride during hot laps to win Sunday's Midwest Sprint Car Series feature at the Terre Haute Action Track in Indiana.

# Ballou Holds Off Hockett In Terre Haute's Return

By **JIM MORRISON**

TERRE HAUTE, Ind. — The Action Track is back and Robert Ballou provided much of the action en route to winning the 30-lap Don Smith Classic sanctioned by the Midwest Sprint Car Series Sunday night.

Jesse Hockett powered into the lead on the opening laps. Ballou, who started back in the pack, quickly moved through the field, taking second just before a red flag waved for a multi-car accident in the third turn.

Drivers cited poor visibility on the backstretch caused by dust and the setting sun and MSCS officials opted to delay restarting the race until after the sun dropped below the horizon.

When the race restarted, Ballou pulled off a slide job on Hockett as they entered the first turn. A final yellow flag set up a last chance for Hockett to snatch the lead.

But Ballou was prepared. His crew chief, Jimmy Jones, signaled that Hockett was coming and that he should guard the middle of the track.

"I knew somebody was coming, but I didn't know who it was," said Ballou.

Hockett drove into the corner about 100 feet farther than Ballou on the restart, which surprised Ballou.

"Not many people can run it in that far," said Ballou.

Ballou believes Hockett driving so deeply into the corners actually helped ensure his victory. "If he had actually slowed down just a little he would have probably beat us," said Ballou.

Brady Short finished third, ahead of Damion Gardner and Levi Jones.

Sunday's race was the first at the Terre Haute Action Track in more than a year and a half and was rescheduled because of rain on Friday night. It was the first event promoted by DHK Promotions, a new company formed by local businessman Brian Dorsett, IndyCar driver Davey Hamilton and Mike King.

**The finish:**  
Robert Ballou, Jesse Hockett, Brady Short, Damion Gardner, Levi Jones, Mitch Wissmiller, Danny Holtsclaw, Bill Rose, Chase Stockon, Neil Shepherd, Thomas Meseraull, Coleman Gulick, Critter Malone, Jimmy Light, Brent Mellenberndt, Kevin Thomas, Jr., Shain Matthews, Joshua Clemons, Ty Deardard, Kenny Biro, Dusty Wright, Daron Clayton, Ricky Williams, Dickie Gaines.

## MSCS

*"I knew somebody was coming, but I didn't know who it was."*

**ROBERT BALLOU**

# Buckwalter Dominates

By **MARK KIELBLOCK**

NEWBERRYTOWN, Pa. — Steve Buckwalter picked up his 14th-career American Racing Drivers Club midjet victory Saturday night at Susquehanna Speedway Park.

Buckwalter dominated the event driving his No. 0 midjet to victory by more than a straightaway in the 20-lap event on the half-mile oval.

"The motor in this car is probably down 30 horsepower to some of the others here," Buckwalter said. "We've just managed to get it really hooked

up, and we just needed the kind of track we had tonight to take advantage of it."

Heavy watering and a humid, overcast evening led to an extremely tacky surface that evidently suited Buckwalter's setup perfectly. While Buckwalter took the victory, Nick Wean finished second, ahead of Frank Polimeda, Tracy Readinger and Steve Lenig.

**The finish:**  
Steve Buckwalter, Nick Wean, Frank Polimeda, Tracy Readinger, Steve Lenig, Randy Monroe, Jr., Brett Arndt, Eric Heydenreich, Ryan Smith, Bruce Buckwalter, A.J. Ernesto, Zack Martini, Stephanie Stevens, Carey Becker, P.J. Gargiulo, Dave Shirk, Steve Craig, Shane Penny, Chris Zrinski, Bobby Goerner, Brett Conking, Lew Blair, Donnie Hoffman, Drew Heistand, Scott Zipp, Billy Pauch.

# CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



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**PLUMB**



**LYLE LOVETT**



**CLAY WALKER**



**RODNEY ATKINS**



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## Sprint Cup

|                        |       |
|------------------------|-------|
| 1. Kyle Busch          | 1,495 |
| 2. Jeff Burton         | 1,477 |
| 3. Dale Earnhardt, Jr. | 1,391 |
| 4. Clint Bowyer        | 1,372 |
| 5. Kevin Harvick       | 1,350 |
| 6. Denny Hamlin        | 1,349 |
| 7. Jimmie Johnson      | 1,318 |
| 8. Tony Stewart        | 1,297 |
| 9. Greg Biffle         | 1,269 |
| 10. Carl Edwards       | 1,230 |
| 11. Ryan Newman        | 1,212 |
| 12. Kasey Kahne        | 1,162 |
| 13. Jeff Gordon        | 1,156 |
| 14. David Ragan        | 1,106 |
| 15. Martin Truex, Jr.  | 1,104 |
| 16. Juan Pablo Montoya | 1,096 |
| 17. Brian Vickers      | 1,073 |
| 18. Bobby Labonte      | 1,019 |
| 19. Travis Kvapil      | 1,008 |
| 20. David Gilliland    | 980   |

## Nationwide

|                    |       |
|--------------------|-------|
| 1. Clint Bowyer    | 1,565 |
| 2. Carl Edwards    | 1,556 |
| 3. Kyle Busch      | 1,553 |
| 4. David Ragan     | 1,434 |
| 5. Mike Bliss      | 1,424 |
| 6. David Reutimann | 1,407 |
| 7. Brad Keselowski | 1,382 |
| 8. Jason Leffler   | 1,342 |
| 9. Mike Wallace    | 1,297 |
| 10. David Stremme  | 1,177 |

## Craftsman Truck

|                      |     |
|----------------------|-----|
| 1. Ron Hornaday, Jr. | 775 |
| 2. Rick Crawford     | 714 |
| 3. Todd Bodine       | 704 |
| 4. Dennis Setzer     | 666 |
| 5. Johnny Benson     | 666 |
| 6. Kyle Busch        | 645 |
| 7. Matt Crafton      | 639 |
| 8. Chad McCumbee     | 633 |
| 9. Jack Sprague      | 629 |
| 10. Ted Musgrave     | 627 |

## IndyCar Series

|                      |     |
|----------------------|-----|
| 1. Helio Castroneves | 144 |
| 2. Scott Dixon       | 138 |
| 3. Dan Wheldon       | 135 |
| 4. Tony Kanaan       | 129 |
| 5. Danica Patrick    | 119 |
| 6. Will Power        | 97  |
| 7. Marco Andretti    | 95  |
| 8. Oriol Servia      | 93  |
| 9. Ed Carpenter      | 90  |
| 10. Graham Rahal     | 88  |

## Indy Lights

|                       |     |
|-----------------------|-----|
| 1. J.R. Hildebrand    | 142 |
| 2. Richard Antinucci  | 139 |
| 3. Dillon Battistini  | 123 |
| 4. Raphael Matos      | 107 |
| 5. Arie Luyendyk, Jr. | 103 |
| 6. Sean Guthrie       | 92  |
| 7. Ana Beatriz        | 91  |

|                  |    |
|------------------|----|
| 8. Brent Sherman | 89 |
| 9. Al Unser III  | 83 |
| 10. Chris Festa  | 78 |

## Formula One

|                      |    |
|----------------------|----|
| 1. Kimi Raikkonen    | 29 |
| 2. Lewis Hamilton    | 20 |
| 3. Robert Kubka      | 19 |
| 4. Felipe Massa      | 18 |
| 5. Nick Heidfeld     | 16 |
| 6. Heikki Kovalainen | 14 |
| 7. Jarno Trulli      | 9  |
| 8. Mark Webber       | 8  |
| 9. Nico Rosberg      | 7  |
| 10. Fernando Alonso  | 6  |

## WoO Sprints

|                     |       |
|---------------------|-------|
| 1. Craig Dollansky  | 1,032 |
| 2. Jason Meyers     | 1,020 |
| 3. Donny Schatz     | 1,012 |
| 4. Joey Saldana     | 971   |
| 5. Kerry Madsen     | 916   |
| 6. Steve Kinser     | 911   |
| 7. Jac Haudenschild | 885   |
| 8. Terry McCarl     | 876   |
| 9. Chad Kemenah     | 875   |
| 10. Daryn Pittman   | 867   |

## WoO LM

|                    |       |
|--------------------|-------|
| 1. Billy Moyer     | 1,181 |
| 2. Steve Francis   | 1,171 |
| 3. Rick Eckert     | 1,171 |
| 4. Darrell Lanigan | 1,157 |
| 5. Chub Frank      | 1,147 |
| 6. Shannon Babb    | 1,143 |
| 6. Josh Richards   | 1,143 |
| 8. Clint Smith     | 1,107 |
| 9. Shane Clanton   | 1,083 |
| 10. Tim Fuller     | 1,053 |

## USAC National Midget Driver

|                     |     |
|---------------------|-----|
| 1. Dave Darland     | 402 |
| 2. Tracy Hines      | 232 |
| 3. Jerry Coons, Jr. | 215 |
| 4. Cole Whitt       | 206 |
| 5. Brad Kuhn        | 204 |
| 6. Damion Gardner   | 200 |
| 7. Josh Ford        | 172 |
| 8. Jon Stanbrough   | 159 |
| 9. Brad Loyet       | 153 |
| 10. Tony Stewart    | 152 |

## NHRA Top Fuel

|                      |     |
|----------------------|-----|
| 1. Tony Schumacher   | 608 |
| 2. Antron Brown      | 540 |
| 3. Larry Dixon       | 469 |
| 4. Rod Fuller        | 434 |
| 5. Cory McClenathan  | 418 |
| 6. Hillary Will      | 381 |
| 7. Brandon Bernstein | 353 |
| 8. Doug Kalitta      | 328 |
| 9. Dave Grubnic      | 323 |
| 10. Doug Herbert     | 310 |

## NHRA Funny Car

|                  |     |
|------------------|-----|
| 1. Tim Wilkerson | 497 |
| 2. Ashley Force  | 473 |
| 3. Cruz Pedregon | 425 |
| 4. Robert Hight  | 399 |
| 5. John Force    | 375 |
| 6. Tony Pedregon | 370 |
| 7. Gary Densham  | 325 |
| 8. Jack Beckman  | 321 |
| 9. Ron Capps     | 308 |
| 10. Del Worsham  | 306 |

## NHRA Pro Stock

|                      |     |
|----------------------|-----|
| 1. Jason Line        | 527 |
| 2. Jeg Coughlin      | 520 |
| 3. Kurt Johnson      | 508 |
| 4. Greg Anderson     | 505 |
| 5. Allen Johnson     | 426 |
| 6. Mike Edwards      | 392 |
| 7. V. Gaines         | 386 |
| 8. Warren Johnson    | 317 |
| 9. Greg Stanfield    | 308 |
| 10. Justin Humphreys | 286 |

## NHRA Pro Motorcycle

|                   |     |
|-------------------|-----|
| 1. Andrew Hines   | 405 |
| 2. Matt Smith     | 349 |
| 3. Chip Ellis     | 325 |
| 4. Matt Guidera   | 296 |
| 5. Angelle Sampey | 231 |
| 6. Eddie Krawiec  | 220 |
| 7. Chris Rivas    | 191 |
| 8. Karen Stoffer  | 154 |
| 9. Hector Arana   | 150 |
| 10. Shawn Gann    | 149 |

## Whelen Mod

|                    |     |
|--------------------|-----|
| 1. Chuck Hossfeld  | 335 |
| 2. Ted Christopher | 314 |
| 3. James Civali    | 305 |
| 4. Rowan Pennink   | 288 |
| 5. Todd Szegedy    | 284 |
| 6. Tom Abele, Jr.  | 267 |
| 7. Ed Flemke, Jr.  | 262 |
| 8. Glenn Tyler     | 255 |
| 9. Eric Beers      | 249 |
| 10. Anthony Sesely | 248 |

## NASCAR West

|                   |     |
|-------------------|-----|
| 1. Mike David     | 496 |
| 2. Eric Holmes    | 479 |
| 3. Austin Cameron | 416 |
| 4. Jeff Jefferson | 416 |
| 5. Moses Smith    | 416 |
| 6. Jeff Barkshire | 415 |
| 7. David Mayhew   | 408 |
| 8. Jason Bowles   | 404 |
| 9. Brett Thompson | 395 |
| 10. Jason Patison | 395 |

## ARCA RE/MAX

|                         |       |
|-------------------------|-------|
| 1. Matt Carter          | 1,230 |
| 2. Frank Kimmel         | 1,195 |
| 3. Tom Hessert III      | 1,135 |
| 3. Ricky Stenhouse, Jr. | 1,135 |

|                     |       |
|---------------------|-------|
| 5. John Wes Townley | 1,115 |
| 6. Justin Allgaier  | 1,105 |
| 7. Patrick Sheltra  | 1,020 |
| 8. Scott Speed      | 1,010 |
| 9. Taylor Malsam    | 965   |
| 10. Ken Butler III  | 955   |

## USAC Silver Crown

|                         |    |
|-------------------------|----|
| 1. Jerry Coons, Jr.     | 60 |
| 1. Bud Kaeding          | 60 |
| 3. Ricky Stenhouse, Jr. | 54 |
| 4. Shane Cottle         | 51 |
| 5. Tracy Hines          | 48 |
| 6. Mat Neely            | 45 |
| 7. Levi Jones           | 42 |
| 8. Brian Tyler          | 39 |
| 9. Dave Darland         | 36 |
| 10. Darren Hagen        | 33 |

## USAC-CRA Sprints

|                   |     |
|-------------------|-----|
| 1. Cory Kruseman  | 565 |
| 2. Mike Spencer   | 511 |
| 3. Blake Miller   | 468 |
| 4. Garrett Hansen | 434 |
| 5. Danny Sheridan | 429 |
| 6. Tyler Brown    | 355 |
| 7. Levi Jones     | 350 |
| 8. Josh Ford      | 307 |
| 9. Jesse Hockett  | 292 |
| 10. Tony Jones    | 289 |

## ASCot Sprints

|                    |       |
|--------------------|-------|
| 1. Gary Wright     | 1,277 |
| 2. Wayne Johnson   | 1,221 |
| 3. Jason Johnson   | 1,217 |
| 4. Zach Chappell   | 1,131 |
| 5. Travis Rilat    | 1,084 |
| 6. Garry Lee Maier | 1,072 |
| 7. Eric Baldaccini | 980   |
| 8. Nick Smith      | 948   |
| 9. Kenneth Walker  | 904   |
| 10. Jason Sides    | 888   |

## USAC National Sprint Car Series

|                     |     |
|---------------------|-----|
| 1. Levi Jones       | 173 |
| 2. Brady Bacon      | 140 |
| 3. Tracy Hines      | 133 |
| 4. Cole Whitt       | 132 |
| 5. Darren Hagen     | 131 |
| 6. Dave Darland     | 130 |
| 7. Jerry Coons, Jr. | 126 |
| 8. Dustin Morgan    | 124 |
| 9. Robert Ballou    | 117 |
| 10. Shane Cottle    | 101 |

## Lucas Oil LM

|                     |       |
|---------------------|-------|
| 1. Earl Pearson Jr. | 1,515 |
| 2. Steve Casebolt   | 1,470 |
| 3. Terry Casey      | 1,430 |
| 4. Justin Rattliff  | 1,400 |
| 5. Bart Hartman     | 1,370 |
| 6. Donnie Moran     | 1,320 |
| 7. Dan Schlieper    | 1,265 |
| 8. Billy Drake      | 1,255 |

## NeSmith Dirt LM

|                    |     |
|--------------------|-----|
| 1. Chip Brindle    | 314 |
| 2. Jeff Fields     | 306 |
| 3. Chris Tays      | 284 |
| 4. Larry Boutwell  | 280 |
| 5. Jay Blair       | 274 |
| 6. Ted Lackey      | 270 |
| 7. Jason Hiett     | 254 |
| 8. Matthew Turner  | 246 |
| 9. Scott Knowles   | 244 |
| 10. Hunter Peacock | 212 |

## Mid-Atlantic LM

|                   |     |
|-------------------|-----|
| 1. Shane Clanton  | 300 |
| 2. Billy Decker   | 295 |
| 3. Tim Fuller     | 290 |
| 4. Mike Balzano   | 285 |
| 5. Jeremy Miller  | 280 |
| 6. Gary Stuhler   | 275 |
| 7. Shannon Babb   | 270 |
| 8. Jason Covert   | 265 |
| 9. Rick Eckert    | 260 |
| 10. Ricky Elliott | 255 |

## ASCS Canyon

|                       |       |
|-----------------------|-------|
| 1. Jeremy Sherman     | 1,022 |
| 2. Charles Davis, Jr. | 984   |
| 3. Nathan High        | 956   |
| 4. R.J. Johnson       | 930   |
| 5. Jeremy Reagles     | 922   |
| 6. Mike Martin        | 920   |
| 7. Josh Pelkey        | 896   |
| 8. Mike Leslie        | 866   |
| 9. Andrew Reinbold    | 855   |
| 10. Thomas Ogle       | 841   |

## ASCS Southwest

|                      |     |
|----------------------|-----|
| 1. Ronnie Clark      | 292 |
| 2. Ben Gregg         | 286 |
| 3. Steve Martin      | 280 |
| 4. Mike Rux, Jr.     | 268 |
| 5. Cody Cambensy     | 266 |
| 6. Billy Chester III | 264 |
| 7. Joshua Williams   | 260 |
| 8. John Gaston       | 258 |
| 9. Jessica Van Dyke  | 248 |
| 10. Rick Ziehl       | 246 |

## ASCS Sooner

|                     |     |
|---------------------|-----|
| 1. Kolt Walker      | 544 |
| 2. Brian McClelland | 505 |
| 3. Matt Covington   | 461 |
| 4. Michael Brown    | 451 |
| 5. Kerry McAlister  | 437 |
| 6. Sherman Davis    | 435 |
| 7. Justin Melton    | 429 |
| 8. Travis Rilat     | 416 |
| 9. Gary Taylor      | 412 |
| 10. Joe Wood, Jr.   | 398 |

## USAC W. Sprint

|                      |     |
|----------------------|-----|
| 1. Nick Rescino, Jr. | 183 |
| 2. Tyler Swanson     | 168 |

|                   |     |
|-------------------|-----|
| 3. Eric Humphries | 167 |
| 4. Porter Smith   | 155 |
| 5. Jolo Helberg   | 147 |
| 6. Greg Anderson  | 135 |
| 7. Chase Scott    | 97  |
| 8. Brian McClish  | 86  |
| 9. Tim Skoglund   | 85  |
| 10. Tony Hunt     | 78  |

## URC Sprint

|                      |     |
|----------------------|-----|
| 1. Curt Michael      | 352 |
| 2. Chris Coyle       | 309 |
| 3. Dave Ely          | 297 |
| 4. Brian Seidel      | 296 |
| 5. Becca Anderson    | 287 |
| 6. Robbie Stillwagon | 283 |
| 7. Randy West        | 281 |
| 8. Davey Sammons     | 269 |
| 9. Ed Aikin          | 255 |
| 10. Jason Claus      | 251 |

## Badger Midgets

|                   |     |
|-------------------|-----|
| 1. Aaron Fiscus   | 227 |
| 2. Dave Darland   | 218 |
| 3. Brandon Waelti | 212 |
| 4. Mike Hess      | 207 |
| 5. Scott Hatton   | 206 |
| 6. David Gough    | 201 |
| 7. Bubba Altig    | 185 |
| 8. Davey Ray      | 174 |
| 9. Nick Lundgreen | 170 |
| 10. Tim Noble     | 165 |

## Super DIRTcar

|                      |     |
|----------------------|-----|
| 1. Duane Howard      | 105 |
| 2. Matt Sheppard     | 103 |
| 3. Brett Hear        | 95  |
| 4. Steve Paine       | 86  |
| 5. Billy Decker      | 81  |
| 6. Gary Tompkins     | 76  |
| 7. Jimmy Phelps      | 72  |
| 8. Larry Wright      | 71  |
| 9. Billy Pauch       | 66  |
| 10. Danny Johnson    | 63  |
| 10. Billy Pauch, Jr. | 63  |

## Hooters South

|                     |     |
|---------------------|-----|
| 1. Michael Ritch    | 417 |
| 2. Trevor Bayne     | 382 |
| 3. Wade Day         | 354 |
| 4. Billy Bigley     | 352 |
| 5. Matt Hawkins     | 343 |
| 6. James Buescher   | 338 |
| 7. Kirk Leone       | 335 |
| 8. Bobby Gill       | 331 |
| 9. Travis Kittleson | 328 |
| 10. Dusty Williams  | 319 |

## GSC Sprint Cars

|                    |     |
|--------------------|-----|
| 1. Jonathan Allard | 640 |
| 2. Mike Henry      | 600 |
| 3. Brent Kaeding   | 589 |
| 4. Tyler Walker    | 586 |
| 5. Bud Kaeding     | 580 |
| 6. Evan Suggs      | 553 |
| 7. Jason Stalter   | 507 |
| 8. Tim Kaeding     | 501 |
| 9. Brent Bjork     | 448 |



**SELAH**



**STEVE HOLY**



## RACE REWIND

## WORLD OF OUTLAWS SPRINT SERIES

Race 7: May 3

## FINAL RESULTS

WINNER



Donny Schatz

## Saturday

May 3, Knoxville Raceway, Knoxville, Iowa

**Qualifications:** 1. Donny Schatz, Stewart 15, 14.778; 2. Jason Meyers, Stockbridge 14, 14.841; 3. Danny Lasoski, Lasoski 5, 14.909; 4. Steve Kinser, Kinser 11, 14.919; 5. Craig Dollansky, Woodward 2, 14.920; 6. Kerry Madsen, VerMeer 55, 14.922; 7. Stevie Smith, Smith 19, 15.013; 8. Sam Hafertepe, Jr., Hafertepe 15h, 15.033; 9. Daryn Pittman, Titan 21, 15.082; 10. Joey Saldana, Kahne 9, 15.139; 11. Tony Bruce, Jr., Bruce 18, 15.167; 12. Dusty Zomer, Zomer 5z, 15.171; 13. Lucas Wolfe, Allebach 5w, 15.184; 14. Tim Shaffer, Parsons 6, 15.202; 15. Jac Haudenschild, Camahan r19, 15.204; 16. Chad Kemenah, Hard Eight 8k, 15.225; 17. Skip Jackson, Jackson 2x, 15.228; 18. Clint Garner, Garner 40, 15.240; 19. Terry McCarl, McCarl 24, 15.273; 20. Shane Stewart, Roth 83, 15.297; 21. Brian Brown, Brown 21x, 15.298; 22. Jeff Mitrison, Sonner 47, 15.329; 23. Davey Heskin, Heskin 56, 15.373; 24. Billy Alley, Alley 22, 15.391; 25. Lynton Jeffrey, Jeffrey 12, 15.407; 26. Justin Henderson, Henderson d1, 15.419; 27. Kraig Kinser, Stewart 20, 15.438; 28. Bronson Maeschen, Maeschen 96, 15.439; 29. Mark Dobmeier, Dobmeier 13, 15.477; 30. Jason Sides, Sides 7s, 15.514; 31. Chad Hillier, Hillier 5c, 15.532; 32. Josh Schneiderman, Schneiderman 49, 15.566; 33. Raeger Phillips, Phillips 9p, 15.583; 34. Ricky Logan, Logan 10, 15.606; 35. Kaley Gharst, Gharst 7k, 15.656; 36. Calvin Landis, Landis 70, 15.689; 37. Seth Brahmmer, Brahmmer 13v, 15.692; 38. Brandon Wimmer, Two Winners 7tw, 15.722; 39. Tony Shilling, Shilling 47t, 15.731; 40. Jake Peters, Peters 57x, 15.732; 41. Mike Moore, Moore 69, 15.799; 42. Toni Lutar, Lutar 4x, 15.815; 43. Kaylene Verville, Verville 01, 15.830; 44. Ryan Anderson, Anderson 71r, 15.873; 45. Bob Weuve, Weuve 19w, 16.213.

**First Heat (8 laps):** Schatz, Pittman, Dollansky, Wolfe, Brown, Dobmeier, Jackson, Jeffrey, Brahmmer, Moore, Weuve, Phillips.

**Second Heat (8 laps):** Saldana, Meyers, Madsen, Sides, Wimmer, Mitrison, Henderson, Logan, Lutar, Garner.

**Third Heat (8 laps):** Haudenschild, Bruce, Lasoski, Smith, Hillier, K. Kinser, Heskin, Shilling, Verville, McCarl, Gharst.

**Fourth Heat (8 laps):** Kemenah, S. Kinser, Zomer, Hafertepe, Stewart, Alley, Schneiderman, Landis, Peters, Maeschen, Anderson.

**Crane Cams Dash (6 laps):** S. Kinser, Haudenschild, Schatz, Saldana, Pittman, Dollansky, Kemenah, Meyers, Lasoski, Bruce.

**C Main (8 laps):** 1. Wimmer; 2. Shilling; 3. Peters, \$125; 4. Anderson, \$125; 5. Weuve, \$125; 6. Verville, \$100; 7. Moore, \$100; 8. Lutar, \$100; 9. Gharst, \$100.

**B Main (12 laps):** 1. McCarl; 2. Jackson; 3. Alley; 4. Henderson; 5. K. Kinser, \$200; 6. Garner, \$180; 7. Logan, \$175; 8. Jeffrey, \$160; 9. Wimmer, \$150; 10. Schneiderman, \$150; 11. Landis, \$150; 12. Brahmmer, \$150; 13. Maeschen, \$150; 14. Heskin, \$150; 15. Dobmeier, \$150; 16. Mitrison, \$150; 17. Shilling, \$150; 18. Phillips, \$150.

**Feature (25 laps):** 1. Schatz, \$10,000; 2. Saldana, \$5,500; 3. Haudenschild, \$3,200; 4. S. Kinser, \$2,800; 5. Meyers, \$2,500; 6. Dollansky, \$2,300; 7. Pittman, \$2,200; 8. Madsen, \$2,100; 9. Lasoski, \$2,050; 10. Smith, \$2,000; 11. Kemenah, \$1,500; 12. Hafertepe, \$1,200; 13. Stewart, \$1,100; 14. K. Kinser, \$250; 15. Wolfe, \$1,000; 16. Sides, \$900; 17. Zomer, \$800; 18. Jackson, \$800; 19. Bruce, \$800; 20. Hillier, \$800; 21. Alley, \$800; 22. Henderson, \$800; 23. Landis, \$800; 24. McCarl, \$800; 25. Shaffer, \$800; 26. Brown, \$800.

## STANDINGS

## Top 10

|                     |       |
|---------------------|-------|
| 1. Craig Dollansky  | 1,032 |
| 2. Jason Meyers     | 1,020 |
| 3. Donny Schatz     | 1,012 |
| 4. Joey Saldana     | 971   |
| 5. Kerry Madsen     | 916   |
| 6. Steve Kinser     | 911   |
| 7. Jac Haudenschild | 885   |
| 8. Terry McCarl     | 876   |
| 9. Chad Kemenah     | 875   |
| 10. Daryn Pittman   | 867   |

## UP NEXT

May 9, Tri City Speedway, Pontoon Beach, Ill.

## Schatz Still Knows Knoxville

KNOXVILLE, Iowa — Donny Schatz knows the history of Knoxville Raceway very well and he added his name to that history Saturday night.

He put himself in the elite company of drivers that have won on opening night at the famed half-mile oval.

On top of that, the two-time defending Advance Auto Parts World of Outlaws Sprint Car Series champion and two-time defending Knoxville Nationals winner, picked up his first series victory since joining team owner Tony Stewart.

Schatz took the lead on the 18th lap, powering past Steve Kinser on the high side of the track exiting the fourth turn. He quickly opened an advantage aboard the Armor All J&J en route to his 71st career Advance Auto Parts World of Outlaws Sprint Car Series A-triumph, which moved him into the fifth spot on the all-time win list ahead of 1995 series champion Dave Blaney.

He pocketed \$10,000 for the win, which was the eighth of his career at Knoxville Raceway.

"It feels good to get that out of the way," said Schatz. "We knew it was coming. It feels good to do it passing The King. That's awesome. It was a great night. We had quick time and were able to win the heat, and just had an awesome race car. The guys have worked so hard, and they needed this and I needed this. Everybody needed it. We can now breath a sigh of relief and go on to next weekend and try to win races again."

Schatz lined up third for the 25-lap event, which took three full starts to get going due to a yellow flag and a red flag for a Tim Shaffer flip. On the third start, Schatz quickly challenged Jac Haudenschild for the runner-up spot, passing him a couple of times coming off the fourth corner, only to have Haudenschild win a drag race down the frontstretch. This allowed Kinser to open a sizeable lead. Schatz ran third for the first five laps, before getting around Haudenschild and setting his sights on Kinser. He used lapped traffic to his advantage as he chased down the 20-time series champion as the laps wound down.

"You always have to be patient, but tonight I was not," Schatz said. "I kept pushing and pushing and pushing. When you are as hungry to win a race as we have been, you just have to go and I went. It could have cost,



KEN SIMON PHOTOS

**WINNING WAYS:** Donny Schatz (15) charges under Steve Kinser Saturday night at Knoxville Raceway. (Below) Schatz celebrates with his father, Danny, after winning the season opener at Knoxville.

but that's all part of it. If you sit back and slack, you start to do that on a regular basis and I don't want to do that. I want to get myself back on top of the ladder and start winning races. Next week we start racing hard and when the going gets tough, the tough get going and we are ready."

Joey Saldana won a late battle with Kinser to finish second.

"We had a good car and came home second," said Saldana. "We tried to tighten the car up for the dash and cost ourselves a front-row starting spot. We were good halfway through the feature."

Haudenschild finished third, with Kinser and Jason Meyers rounding out the top five. Point-leader Craig Dollansky was sixth.



## Babb &amp; Birkhofer Rule Missouri Late-Model Dirt

LEBANON, Mo. — Shannon Babb gave his boss even more reason to smile on Saturday night.

On the same night that his famous car owner, Clint Bowyer, was triumphant in NASCAR Sprint Cup competition at Richmond Int'l Raceway, Babb authored a flawless drive to victory in the World of

Outlaws Late Model Series All-State Insurance 40 at Lebanon I-44 Speedway.

Babb advanced from the fourth starting spot to pass Rick Eckert for the lead on lap 12 and never looked back. Driving a new Traiger Grills/Chevrolet Rocket car that had never before seen action, Babb repelled a late-race challenge from Eckert and Billy Moyer to score his

first WoO LMS victory of the season.

"Not very often do you get a car that feels that good," said Babb, who registered his seventh career WoO LMS A-Main win. "Tommy (Grecco) and Jay (Hunt) did a great job putting it together and I had 100 percent confidence in it."

Rick Eckert, who started from the outside pole and led laps 1-11, set-

led for a \$5,100 runner-up finish.

Moyer finished third, followed by 11th-starter Wendell Wallace and fast-qualifier Clint Smith.

The finish:

Shannon Babb, Rick Eckert, Billy Moyer, Wendell Wallace, Clint Smith, Steve Francis, Darrell Lanigan, Will Vaught, Brad Looney, Jeremy Payne, Chub Frank, Shane Clanton, Josh Richards, Brian Shirley, Tim Fuller, John Blankenship, Jack Sullivan, Brian Birkhofer, Terry Phillips, Vic Coffey, Denny Woodworth, Brandon McCormick, Steve Rushin, Bill Frye, Al Purkey, Jimmy Mars.



# Nezworski Dominates At 34 Raceway; Woodworth Gets First In Deery LMs

## April 29

WEST BURLINGTON, Iowa — Andy Nezworski has a new highlight for his Deery Brothers Summer Series career.

### DEERY LM

Nezworski led all 40 laps en route to the \$2,000 checkers April 29 at 34 Raceway. The victory, his first in the tour for IMCA J & J Steel Late Models, also made Nezworski the third different winner in as many events this season.

Taking the point from outside

row one, Nezworski had to hold off Justin Reed following five scattered cautions. Reed looked underneath several times, but couldn't complete the pass, staying close before falling off the pace with a couple laps left and following six car lengths behind Nezworski at the finish.

Rounding out the top five were Mark Burgtorf, Denny Woodworth and Lonnie Bailey. The finish:

Andy Nezworski, Justin Reed, Mark Burgtorf, Denny Woodworth, Lonnie Bailey, Todd Cooney, Tom Darbyshire, Tom Goble, Tom Bowling, Jr., Matt Ryan, Mike Klunkammer, Matt Strassheim, Rob Toland, Terry Neal, Darrel DeFrance, Robby Warner, Charlie McKenna, Cory

Goldbeck, Joey Gower, Jay Johnson, J.D. Auringer, Gary Russell, Jason Frankel, Boone McLaughlin.

## April 30

QUINCY, Ill. — Denny Woodworth saw a lot more of the back of the field than he wanted to before the checkered flag April 30 at Quincy Raceway.

Woodworth maintained a

sometimes-tenuous lead the last 44 times around the track in the 50-lap Deery Brothers Summer Series main event, holding off Mark Burgtorf and Tom Darbyshire to capture his first career win in the tour for IMCA J & J Steel Late Models. The victory was good for \$2,000.

After threatening to run away

from the pack, Woodworth was slowed by backrunners midway and again late in the race. Cautions came out as the field tightened both times to take the tail enders out of play and Woodworth pulled ahead on the resulting restarts.

Burgtorf, Mike Garland and Robby Warner rounded out the top five.

Woodworth became the fourth different winner in the four events held so far this spring, joining Mike Collins and Andy Nezworski as first-time victors.

### The finish:

Denny Woodworth, Tom Darbyshire, Mark Burgtorf, Mike Garland, Robby Warner, Boone McLaughlin, Justin Reed, Terry Neal, Dustin Neese, Kevin Tomlinson, Matt Strassheim, Darrel DeFrance, Jeff Bair, Todd Cooney, Andy Nezworski, Bryan Klein, Stephan Kammerer, Mike Klunkammer, Charlie McKenna, Cory Goldbeck, Jason Perry, Lonnie Bailey, Ben Nading, Rob Toland.

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## ▶ THIS AND THAT

### ▶ PHOTO OF THE WEEK



ADAM KULIKOWSKI PHOTO

**THE ROCK'S RETURN:** Two-time NASCAR Sprint Cup champ Tony Stewart is ready to wave the green flag for the ARCA RE/MAX Series Carolina 500 at Rockingham (N.C.) Speedway.

### ▶ BUILT FOR THE CLUB RACER

Riley Technologies has introduced plans for a new track-day car to meet the growing demand for high performance vehicles for use at private-track facilities.

The newest Riley will take to the track utilizing a mid-engine crate motor, with more than 500 horsepower motivating the lightweight machine, which also included low operating costs in the design brief.

"It's tremendously exciting for us to have a design brief that doesn't involve any rule-books," said Riley Technologies VP Bill Riley. "By building a car that is designed exclusively for this purpose, rather than converting a street car, we can provide the best experience for the customer possible without having to make the compromises that other cars do."

Pricing is anticipated to be set in the mid-\$100,000 range for the base model and Riley Technologies hopes the car will be eligible for SCCA and NASA competition.

### ▶ PAINTING OF THE WEEK

#### Pfrommer Sprint Car Featuring Tommy Hinnershitz

Joel F. Naprstek

Commissioned by the Pfrommer family, this incomplete painting is the work of noted freelance artist Joel F. Naprstek.

Naprstek has painted numerous auto-racing cars and personalities in the past, and this current work depicts the Pfrommer sprint car of the 1960s, which was wheeled by legendary Pennsylvania racer Tommy Hinnershitz.

Not yet available. Information from [www.JFNStudios.net](http://www.JFNStudios.net).



### ▶ BY THE NUMBERS

# 6

straight NHRA Pro Stock final-round appearances by a KB Racing car this season (Pomona-Atlanta)



### ▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"If using a curse word can get you fined, if passing below the yellow line at superspeedways can draw a black flag, well, what should piling into an accident three days after it happened get you?"  
— Mike Kerchner, April 29 blog

■ NSSN Production Editor Sheena Baker addresses the diversity in NASCAR compared to those of other series.

■ Fayetteville, N.C.'s Lafayette Ford will sponsor the Yates Racing No. 28 driven by Travis Kvapil in the May 10 Sprint Cup race at Darlington (S.C.) Raceway.



JEFF ARNS PHOTO

**GIVING CHASE:** Eventual Badger Midget Series winner Mike Hess (4) chases Davey Ray (63) and Buddy Luebke Saturday night at Charter Raceway Park in Wisconsin.

## Hess Wins Battle Of Teammates

By **BRYAN GAPINSKI**

BEAVER DAM, Wis. — Mike Hess passed teammate David Gough with eight laps remaining to win Saturday night's Badger Midget Series feature at Charter Raceway Park.

### BADGER

Gough took the early lead in an event that was slowed by a six-car accident on the second lap. Michael Pickens and Hess trailed Gough through the first half of the race.

Gough, Hess and Pickens were separated by less than three car lengths through most of the race, with six unofficial lead changes taking place during a seven-lap period, though Gough would lead at the start-finish line each time.

Hess made the winning pass entering turn three on the 21st lap. Despite two cautions during the remainder of the 30-lap race, Hess led throughout, with Gough second.

Chad DeSelle, Joe Wipperfurth and Tim Noble filled the top five.

The finish:

Mike Hess, David Gough, Chad DeSelle, Joe Wipperfurth, Tim Noble, Buddy Luebke, Michael Pickens, Aaron Fiscus, Brandon Waelti, David Budres, Dan Mecum, Davey Ray, Bryon Walters, Nick Lundgreen, Scott Hatton, Bubba Altig.

## Goeden Has Plenty In IRA Opener

BEAVER DAM, Wis. — Donny Goeden fired the first shot in Bumper to Bumper Interstate Racing Ass'n sprint-car competition, winning Saturday night's season opener at Charter Raceway Park.

Last year's winningest driver in the series, Goeden picked up where he left off, starting on the front row driving Bob Walldan's No. 11 to victory.

John Haeni led early, but gave up the lead to Goeden. However, the man on the move was Todd King, who romped from the fifth row to grab the lead from Goeden. However, King ran out of fuel on a lap-19 restart and Goeden regained the point.

He held off Steve Meyer for the victory despite a three-lap dash to the checkered flag set up by a late yellow flag.

Scotty Neitzel, Tim Vandervere and Bill Wirth filled the top five.

The finish:

Donny Goeden, Steve Meyer, Scotty Neitzel, Tim Vandervere, Bill Wirth, Brian Kristan, Billy Balog, Kurt Davis, Jason Johnson, T.J. Leutke, Bill Warren, Kim Mock, Dave Uttech, Andy Hunt, Rusef Borland, John Haeni, Scott Young, Mike Reinke, Mike Kertscher, Todd King, Billy Hafemann, Tommy Sexton.



JEFF ARNS PHOTO

**ALL ALONE:** Donny Goeden started off the IRA sprint-car season on the fast track, winning Saturday at Wisconsin's Charter Raceway Park.

## Last-Lap Pass Lifts Brown In Sedalia Sprint

SEDALIA, Mo. — Taking advantage of a late caution flag, Brian Brown won the third annual Bob Ramey Memorial sprint-car race sanctioned by the O'Reilly Auto Parts

### WOW SPRINTS

Winged Outlaw Warriors Sunday night at Missouri State Fair

Speedway.

Jason Johnson led from the green flag, while Brown battled with Jack Dover, Tony Bruce, Jr. and Danny Lasoski. Brown took second on lap 19 of the 20-tour affair and quickly reeled in Johnson.

On the last lap, Brown made his run at Johnson and won the race into turn

three to take the victory.

Johnson finished second, with Bruce, Danny Lasoski and Dover rounding out the top five.

The finish:

Brian Brown, Jason Johnson, Tony Bruce, Jr., Danny Lasoski, Jack Dover, Jon Corbin, Randy Martin, Curtis Evans, Jesse Giannetto, Jonathan Cornell, Zach Chappell, Austin Alumbaugh, Bryan Grimes, Jack Potter, Terry Hinch, Rusty Potter, Natalie Sather, Tim Newman, Tony Crank, Wayne Johnson.

# Sheppard Banks \$10K; Decker, Planck Split Rolling Wheels Twins

By Tom Skibinski

## Thursday

JAMAICA, Va. — 'Super' Matt Sheppard was just that Thursday night at Virginia Motor Speedway as the Central New York standout opened the 2008 Advance Auto Parts Super DIRTcar Series with a narrow victory worth a whopping \$10,000 in the second annual Paul Sawyer Memorial.

The second-generation driver started fifth in the 30-car field, reeled in early pace-setter Duane Howard on lap 39, and held off the popular Pennsylvanian to capture the 60-lap Thursday Thunder for big-block modifieds at the half-mile dirt track.

The race was slowed by eight caution periods with Sheppard outlasting Howard by .83-second to claim his fifth-career Advance Series triumph.

"The competition here was extremely tough, it took me a while to find the right groove, but once I did I was able to get past Howard and then hold him off for the win," Sheppard said. "I have to thank the Sawyer's for putting on such a great event, this track and facility is awesome."

Defending overall Hoosier Tire Mr. DIRTcar Champion Brett Hearn and tour regulars Steve Paine and Billy Decker filled out the front five.

## The finish:

Matt Sheppard, Duane Howard, Brett Hearn, Steve Paine, Billy Decker, Gary Tomkins, Jimmy Phelps, Larry Wight, Billy Pauch, Wade Hendrickson, Danny Johnson, Billy Pauch, Jr., David VanHorn, Rick Laubach, Justin Haers, Frankie Caprara, Alan Johnson, Dale Planck, Josh Richards, Ryan Phelps, Mike Storms, Steve Downs, Stewart Friesen, Billy Dunn, Tim Fuller, Pat O'Brien, Jim Horton IV, Kevin Bates, Kevin Bolland, Jeff Brownell, Jr., Kenny Wallace.

## Sunday

ELBRIDGE, N.Y. — Billy Decker successfully defended his title for the second-straight year and Dale Planck scored his first victory at Rolling Wheels Raceway Park as they each captured a leg of the Dig Safely New York 28th annual

DIRT Challenge Cup Advance Auto Parts Super DIRT Series event Sunday evening.

The twin 50-lap big-block modified aces awarded the winners \$3,000 each as well as valuable points in the 25-race Advance Auto Parts Series that culminates with the crowning of the Hoosier Tire Mr. DIRTcar Champion for the

33rd-straight year in October.

Brett Hearn was the best on the day, securing runner-up honors in the first round, then placing fourth in the nightcap to overtake opening day winner Matt Sheppard atop the standings through three races.

Decker started on the pole in John Wight's Gypsum Wholesalers No. 91 entry and

led the entire distance in Rolling Wheels' 40th season opener. Only three caution periods slowed the race.

Hearn was second, followed by Jimmy Phelps, Gary Tomkins and Sheppard.

The top-12 positions were inverted to start the second 50-lapper and outside-polesitter Steve Paine took advantage of

his front row spot to jump ahead of point man Alan Johnson on the initial circuit. Paine led until Planck finally tracked him and took the lead on lap 33.

Paine came home second, chased by Danny Johnson, Hearn and Phelps.

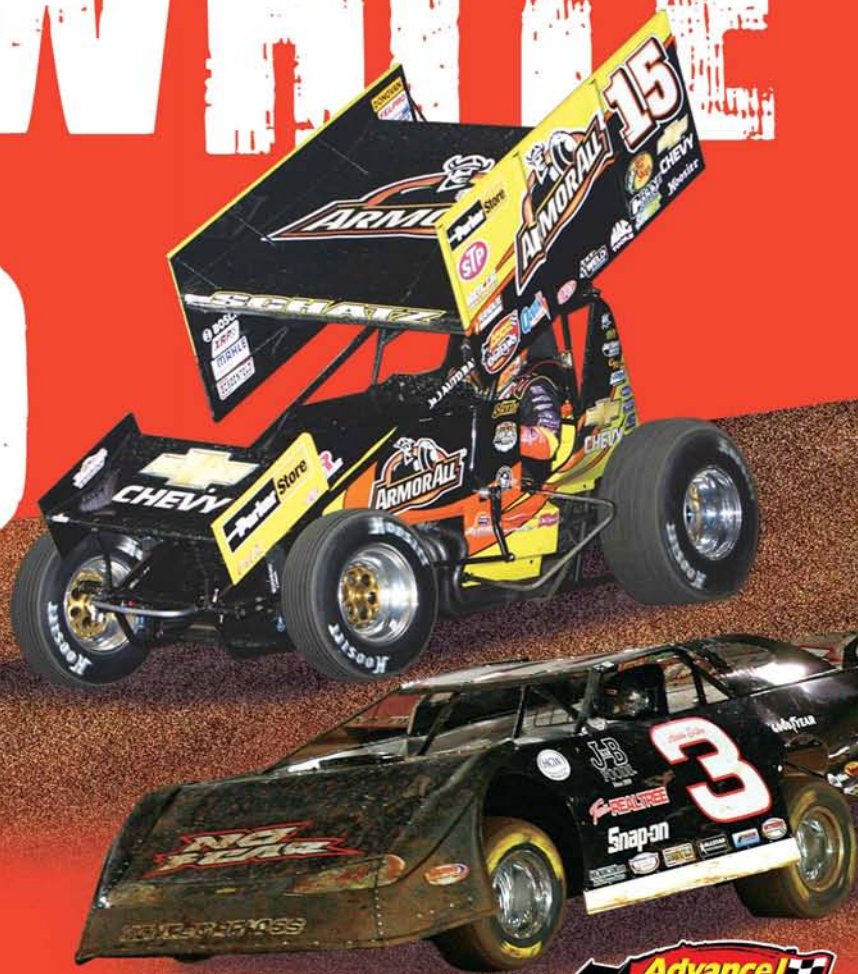
## The finishes:

Race One: Billy Decker, Brett Hearn, Jimmy Phelps, Gary

Tomkins, Matt Sheppard, Frankie Caprara, Ryan Phelps, Dale Planck, Danny Johnson, Justin Haers, Steve Paine, Alan Johnson, Jeff Brownell, Jr., Pat O'Brien, Kevin Bates, Vince Vitale, Chuck Bower, Mike Bowman, Derrick Podsiadlo, Mike Storms, Rob Bellinger, Keith Flach, Jason Potter, Billy Dunn, Steve Hulsizer, Tom Sears, Jr., Sean Beardsley, Larry Wight, Shannon Whaley, Dave Rauscher.

Race Two: Dale Planck, Steve Paine, Danny Johnson, Brett Hearn, Jimmy Phelps, Alan Johnson, Justin Haers, Frankie Caprara, Gary Tomkins, Billy Decker, Ryan Phelps, Billy Dunn, Matt Sheppard, Vince Vitale, Jeff Brownell, Jr., Chuck Bower, Mike Storms, Larry Wight, Rob Bellinger, Jason Potter, Keith Flach, Kevin Bates, Derrick Podsiadlo, Mike Bowman, Tom Sears, Jr., Shannon Whaley, Sean Beardsley, Pat O'Brien, Steve Hulsizer, Dave Rauscher.

# RED & WHITE WOOD



## FRIDAY, MAY 23

After two last-lap passes to win and one of sprint car racing's greatest duels of all-time, defending winner and series champion Donny Schatz returns to The Dirt Track to take on World Finals winners Steve Kinser, Jason Meyers and all of the Advance Auto Parts World of Outlaws superstars in one giant show.

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What's making news in motorsports

## POWER RANKINGS

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

### Kyle Busch

*No. 18 Toyotas, NASCAR Sprint Cup/Nationwide Series*  
With a third-place finish in the Nationwide Series and a second in Sprint Cup action at Richmond, Busch moved in the championship point lead in the Cup series. Busch has seven victories combined in NASCAR's top three series this season, making him the busiest and most successful driver in NASCAR.

# NO. 1



DOUG BENC/GETTYIMAGES PHOTO

## REST OF THE BEST

### 2. Kimi Raikkonen

*No. 1 Ferrari, Formula One*

It appears that Ferrari has returned to its dominant ways in Formula One behind two victories from the defending World Driving Champ.

### 3. Billy Moyer

*No. 21 Moyer Victory Circle Late Model*

Moyer went for a week without a visit to victory lane for one of the few times this season, but finished third in WoO action at I-44.

### 4. Carl Edwards

*Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series*

Edwards bounced back from a disastrous Talladega visit with a pair of seventh-place finishes, which included leading 126 NNS laps.

### 5. Scott Pruett/Memo Rojas

*No. 01 Telmex Ganassi Lexus Riley, Grand Am*

The season so far: Three victories in four races for the Ganassi duo and probation for rough driving for Rojas with Laguna Seca coming up.

### 6. Jeff Burton

*No. 31 Chevrolet, NASCAR Sprint Cup Series*

Burton has failed to qualify well the past two weeks and has been outside the top 10 with a 12th at Talladega and an 11th at Richmond.

### 7. Tim Wilkerson

*Levi, Ray & Shoup Chevy Impala SS Funny Car, NHRA*

Wilkerson picked up his second finals victory of the season, his second in three weeks and his first at his hometown St. Louis strip.

### 8. Helio Castroneves

*No. 3 Team Penske Dallara-Honda, IndyCar Series*

The consistent Castroneves has not been outside the top five this season and now heads for May at Indy, where he is a two-time winner.

### 9. Levi Jones

*No. 20 Maxim Sprint Car, USAC Sprint Car Series*

The two-time USAC National Sprint Car Series champion earned his first victory of the season. He now has four top-10 finishes in five races.

### 10. Donny Schatz

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

The defending WoO champion finally got to victory lane for Tony Stewart Racing and now has a win and a second in his last two races.

## Honorable Mention

Teen phenom Joey Logano dominated the Carolina 500 in his ARCA RE/MAX debut. Logano turns 18 in a couple of weeks and expects to make his Nationwide Series debut at Dover.

## Last Week

Levi Jones and Tim Wilkerson debut in the rankings, while Donny Schatz returns at No. 10. Kyle Busch remains at the top while Kimi Raikkonen vaults to No. 2 ahead of Billy Moyer.

# Martinsville Getting A Makeover

## \$2 Million In Improvements Slated To Be Ready For Fall

MARTINSVILLE, Va. — More than \$2 million in improvements are scheduled for Martinsville Speedway before the Oct. 19 Tums QuikPack 500.

Martinsville Speedway President Clay Campbell said work will begin on the projects in the next few weeks and will be completed by the fall event. The centerpiece of the track enhancements will be a new, state-of-the-art scoreboard, which will stand 120 feet tall and be positioned behind the backstretch. It will feature three 30-foot video display screens that can be utilized for everything from scoring rundowns to instant replays. There will also be rotating signage atop the scoreboard.

Campbell also announced that pit road would be resurfaced, the fourth-turn pit gate will be reconfigured to include SAFER barrier technology and portable chair seats surrounding the track will be replaced with individual stadium seats.

## Jim France To Receive Award Of Excellence

POCONO, Pa. — Jim France, vice chairman and executive vice president of NASCAR and chairman-CEO of International Speedway Corporation, has been named the 2008 recipient of Pocono Raceway's Bill France Award of Excellence.

The Pocono Raceway Bill France Award of Excellence has been presented annually to the person, corporation or organization that has made outstanding contributions to the sport of NASCAR Sprint Cup Series racing. This prestigious award, first presented in 1977, is dedicated to the inspiration of NASCAR founder William H.G. France.

Jim France is the son of the late William H.G. France and brother of the late William C. France, former president and chairman-CEO of NASCAR.

## Bowyer & Cassill Address Teens

RICHMOND, Va. — NASCAR drivers Clint Bowyer and Landon Cassill teamed up this past week with Nationwide Insurance and spoke with local teens in an effort to raise awareness about DWD — Driving While Distracted.

To drive home the message that multitasking behind the wheel puts drivers and their fellow motorists at risk, Nationwide hosted an event at Hermitage High School. Students and community members were able to see firsthand the impact text messaging has on their driving abilities while racing in a NASCAR simulator.

## Road Racing Drivers Club To Induct 12

BIG FLATS, N.Y. — Twelve men, ranging from multi-time professional series and SCCA Club racing champions to series administrators and those who strive to put up-and-coming American

road racers on an international stage, have accepted membership invitations to the Road Racing Drivers Club.

The new inductees into the club include active racers Peter Cunningham, Alex Gurney, Justin Pritchard, Chuck Hemmingson, Kris Skavnes and Tommy Riggins. Also to be inducted are driver insurance consultant John Gorsline; journalist Jeremy Shaw; former crewman, broadcaster, promoter and vintage racer Doug Mockett; SCCA executive Fred Clark; and Grand Am President and CEO Roger Edmonson.

## Smoke's Pit Stop To Benefit Foundation

INDIANAPOLIS — The Tony Stewart Foundation has set up Smoke's Pit Stop for Charity in a new partnership with iSold It, which will run May 1-July 31 of this year.

The charity allows race fans to donate exclusive items with a value of \$50 or more to generate support for TSF, which donates all funds to a variety of charitable organizations providing for children who are critically ill or injured, animal welfare and support for drivers injured in motorsports.

The donors with the highest total contributions are eligible for prize packages, including VIP packages for the 2009 Prelude to the Dream and other weekend events at Eldora Speedway. For complete guidelines and prizes, visit [www.tonystewartfoundation.com](http://www.tonystewartfoundation.com).

## Womack Purchases Outlaw Motor Speedway

OKTAHA, Okla. — Former modified driver Danny Womack finalized his purchase of Outlaw Motor Speedway on May 1. Details of the agreement were not available.

Womack purchased the 6-year-old race track from Gary and Theresa Clay during an auction at the three-eighths-mile track earlier that morning. Womack had been leasing Outlaw Motor Speedway for the first six weeks of the season.

## Project Podium Announces 19 Finalists

INDIANAPOLIS — Nineteen female drivers have been named Project Podium finalists and are eligible to receive \$55,000 in scholarships.

Each applicant is being reviewed by a volunteer panel of motorsports and business professionals.

The finalists:

Renee Dupuis, Glastonbury, Conn., NASCAR Whelen Modified Series; Kaley Engstrom Rhome, Texas, Brazo Mini Sprint Ass'n; Natalie Farnoli, Raymore, Mo., TAG USA Kart; Diana Harker, Gainesville, Ga., NHRA Top Alcohol Dragster; Kate Harker, Gainesville, Ga., NHRA Top Alcohol Dragster; Sloan Henderson, Franklin, Ohio, INEX Legends; Brandie Jass, Bryan, Texas, Brazos Mini Sprint Ass'n; Kristy Knoll, Amherst, N.Y., WKA Junior Restricted Dirt Karts; Samantha Neild, Jensen Beach, Fla., NHRA Altered Dragster; Ashley Parlett, Harrisburg, N.C., 360 Sprint Cars; Leah Pruett-LeDuc, Cherry Valley, Calif., NHRA Funny Car / Super Comp; Megan Reitenour, Miamisburg, Ohio, Super Cup Stock Car Series/ARCA Truck Series; Kayla Sewell, Henderson, Nev., NHRA Sportsman; Trista Stevenson, Pocahontas, Ill., NASCAR Late Model; Samantha Taylor, Bonney Lake, Wash., USAC/QMA/IKF/ASCS; Miranda Throckmorton, Coatesville, Ind., All Star & Midwest Circuit of Champions; Lynsey Tilton, Martinsville, Ind., USAC Midgates/mini-sprints; Jackie Weiss, Hessen, Germany, Karts/Formuła BMW.



MARTINSVILLE SPEEDWAY PHOTO

**ARTIST RENDERING:** Martinsville (Va.) Speedway will have a new scoreboard in place when NASCAR returns to the .526-mile oval in October.

## NUTS AND BOLTS

Former Champ Car driver **Alex Figue** has joined Tafel Racing as co-driver of the team's No. 73 Ferrari F430 GTC in the American Le Mans Series with owner/driver Jim Tafel... The rained out April 26 **O'Reilly USMTS Southern Series** event at Thunder Valley Speedway in Glenora, La., has been rescheduled for June 8... **Aztec (N.M.) Speedway** and **McCook (Neb.) Speedway** will feature IMCA-sanctioned modifieds and IMCA Sunoco Stock Cars in weekly programs through 2012... **Williston Basin (N.D.) Speedway** will host the World of Outlaws Late Model Series July 13 as part of the series' Wild West Tour... **Sen. Elizabeth Dole** (Rep.-N.C.) will serve as honorary race director for the Coca-Cola 600 NASCAR Sprint Cup Series event at Lowe's Motor Speedway in Concord, N.C., May 25... **Michael Waltrip Racing** added Terry Bassett to the staff as vice president and chief marketing officer. Bassett joins with more than 20 years of sports-marketing experience, including time with International Speedway Corp. and Penske Motorsports... **Strutmasters.com** has signed with South Boston (Va.) Speedway to sponsor the NASCAR Camping World East Series event May 31... The **Goo Goo Dolls** will perform for the Miller Lite Rock 'n Racing concert at Indianapolis Motor Speedway during the Allstate 400 at the Brickyard July 26. The concert is free with the \$15 gate admission for the event... The **Advance Auto Parts World of Outlaws Missouri High Banked Nationals**, which fell victim to severe weather over the weekend, has been rescheduled for Sept. 12 at U.S. 36 Speedway in Osborn, Mo.

# Brady Smith Banks \$9,999

CALVERT CITY, Ky. — Brady Smith powered past Darren Miller on a lap-20 restart and never looked

**LUCAS LM** scored his first Lucas Oil Late Model Dirt Series triumph Saturday Night at Kentucky Lake Motor Speedway. Smith in his AMSOIL/Vic Hill Racing Engines/Bloomquist Race Cars Monte Carlo earned \$9,999 in the third-annual "99" extravaganza.

Smith's win allowed him to become the eighth different winner in the first 12 Lucas Oil Series events. Billy Drake, who took a series provisional, charged all the way from the tail to finish second, followed by Darren Miller, Steve

Casebolt and point-leader Earl Pearson, Jr., who finished fifth despite racing with a fractured right wrist.

Bart Hartman led the first lap until Miller, who was driving a Billy Moyer Victory Circle chassis for

just the second time this year, passed him for the lead on lap two. Miller led until Smith, who started third, made a mad dash to the point on lap 20.

Smith withstood five caution flags over a 10-lap period en route to victory.

Dan Schlieper was the fast qualifier for the 43-car field.

**The finish:** Brady Smith, Billy Drake, Darren Miller, Steve Casebolt, Earl Pearson, Jr., Terry English, Matt Miller, Wes Steidinger, Justin Rattliff, Jimmy Owens, Dennis Erb, Jr., John Mason, Wayne Chinn, Jeff Walston, Brad Neat, Bart Hartman, Dan Schlieper, Don O'Neal, Kevin Claycomb, Scott James, Terry Casey, Donnie Moran, Freddy Smith, Kevin Cole.



RICK SCHWALLIE PHOTO

**ON THE BOTTOM:** Brady Smith (2) fights his way past Darren Miller (32) and Butch Hartman during Lucas Oil Late Model Dirt Series action at Kentucky Lake Motor Speedway.

## Jones Goes In NLMS

COCHRAN, Ga. — Car count was low Saturday night at Cochran Motor Speedway and car problems and wrecks reduced the seven-car field to

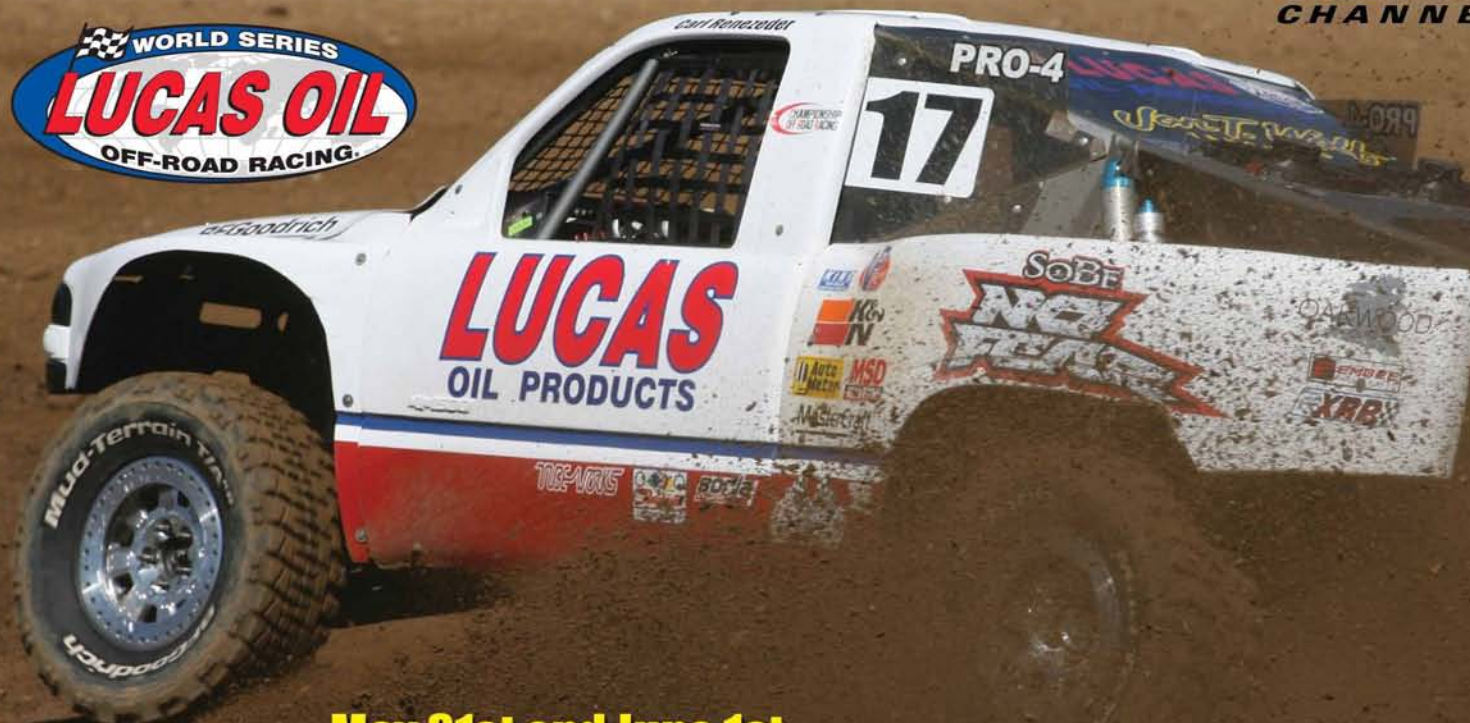
**NLMS LM** four by the time the checkered flag waved in the National Late Model Series event.

Steve Jones started on the pole and jumped to an early lead when the green flag waved, but ran into technical problems before the halfway point and entered the pits early. Once Jones was gone, the battle for the point was fierce with frequent changes between Brandon Cameron and Clay Bedenbaugh. When the checkered flag waved, Cameron had the edge with Bedenbaugh right on his bumper.

Billy Lyles and Jeremy Faircloth completed the top four.



## Show-Me State Showdown



The Lucas Oil World Series of Off-Road Racing Tour Kicks off its 2008 Season at the Diamond of Dirt Tracks Saturday and Sunday May 31st and June 1st.

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## Two Straight For Gary Taylor In Soonerland

SOUTH COFFEYVILLE, Okla. — Gary Taylor racked up his second-consecutive American Bank of Oklahoma ASCS Sooner Region triumph Saturday night at Mid-America Speedway.

**ASCs SOONER** Piloting Mike and Megan Eubanks' Wesmar-powered Tel-Star Communications No. 5\* Triple X, Taylor led flag to flag, surviving a skirmish in lapped traffic along the way.

"I made a move to keep up my momentum and I got into Danny Smith and turned him around," Taylor explained. "I feel bad for doing that, but when you get out in front, you don't know if anyone is close so you just try and keep your speed going."

Taylor survived that encounter and led the rest of the way, with Jamie Passmore finishing second.

Kolt Walker, Brian McClelland and Michael Brown rounded out the top five.

**The finish:**  
Gary Taylor, Jamie Passmore, Kolt Walker, Brian McClelland, Michael Brown, Matt Covington, Sheldon Barksdale, Joe Wood, Jr., Travis Jenkins, Justin Melton, Forrest Sutherland, Danny Smith, Earnest Jennings, Zack Beeler, Sherman Davis, Rafe Essary, Rick Barksdale, Kerry McAllister.

## Sherman Lands In Victory Lane

PHOENIX, Ariz. — Defending Discount Tire Co. American Sprint Car Series Canyon Region champion Jeremy Sherman padded his point lead by winning Saturday night's 30-lap Tribute to Kole Caskey at Manzanita Speedway.

Starting from the pole, Sherman gunned into the lead at the outset and never looked back en route to recording his third victory of the season aboard Fred Bryan's Wesmar-powered F&E Development No. 77 Sherman creation.

Sherman was chased to the line by Charles Davis, Jr., Andrew Reinbold, Mike Colegrove and Shon Deskins.

**The finish:**  
Jeremy Sherman, Charles Davis, Jr., Andrew Reinbold, Mike Colegrove, Shon Deskins, Bob Ream, Jr., Jeremy Reagles, R.J. Johnson, Mike Leslie, Jay Irvine, Mike Martin, Nathan High, Stevie Sussex, Jeff Henry, Bobby Taylor, Nick Aiuto, Ronnie Smith, Jody Wirth, Derek Sell, Steve Tellas, Derek Williams, Josh Pelkey, Justin Fisher, Seainn Hendricen.

## Gregg Rules Arizona

TUCSON, Ariz. — Ben Gregg notched his first American Sprint Car Series victory Saturday night at United Sports Arizona Race Park.

Gregg raced to the checkered flag in front of point-leader Ronnie Clark, with Shawn Sander, Lorne Wofford and Billy Chester III rounding out the top five.

**The finish:**  
Ben Gregg, Ronnie Clark, Shawn Sander, Lorne Wofford, Billy Chester III, John Gaston, Steve Martin, Chuck Buckman, Cody Gambensy, Perry McMillin, Joshua Williams, Mike Rux, Jr., Steve Lohn, Jessica Van Dyke, Dennis Riley, Rick Ziehl, Bobby Collister.



ASCs PHOTO

**THE FIRST ONE:** Veteran sprint-car racer Aaron Berryhill (97) earned his first American Sprint Cars on Tour feature victory at Lake Ozark (Mo.) Speedway Saturday night.

# Finally, Berryhill Breaks Through

ELDON, Mo. — Aaron Berryhill's tenacity on the low side of Lake Ozark Speedway's third-mile clay oval paid dividends Saturday night. Berryhill made a white-flag pass of

### ASCOT

Jason Johnson en route to his first-career O'Reilly American Sprint Cars on Tour National series victory. Berryhill and Johnson duelled for the lead over more than half the distance before Berryhill took command on the 29th of 30 laps. Point-leader Gary Wright, who started 17th, took second from Johnson on the final lap.

"Wow, I'm pretty fired up right now!" Berryhill said. "This is my first ASCS win. It's been a long time

coming."

Johnson led from the start, while Berryhill slowly worked his way forward from seventh on the grid.

"I kept working and working on the bottom and then I caught up to him (Johnson). That's when I started thinking he was beatable," Berryhill explained.

Berryhill went on to become the ninth different winner in 11 ASCOT events this season. Wright, Johnson, Zach Chappell and Wayne Johnson rounded out the top five.

**The finish:**  
Aaron Berryhill, Gary Wright, Jason Johnson, Zach Chappell, Wayne Johnson, Jack Dover, Tim Montgomery, Travis Rilat, Garry Lee Maier, Jonathan Cornell, J. Kinder, Austin Alumbaugh, Nick Smith, Bryan Grimes, Josh Fisher, Kenneth Walker, Eric Baldaccini, Brad Greer, Tim Newman, Randy Martin, Curtis Evans, Terry Hinck, Mark Shirshakan, Kathryn Minter, Eric Todd.

## Point-Leader Allard Is 8th GSC Winner In 10 Events

BY GARY THOMAS

QUINCY, Calif. — Golden State Challenge Series point-leader Jonathan Allard utilized a beautiful

### GSC SPRINTS

late-race move in traffic to pass Tim Kaeding and pick up his first victory of the season Saturday night at American Valley Speedway.

With the win, Allard becomes the ninth different winner in the first 10 races of the GSC season and it came on a night when the final checkered flag fell just before midnight because of a rain delay.

T. Kaeding jumped to an early lead, but when lapped traffic became a factor, Allard closed the gap. The two raced side by side several

times, but Allard got the opening he needed and cut his No. 0 into the lead on lap 21. He raced unheaded the remaining distance to post his 18th-career GSC triumph.

"Man we needed this win big time and I just can't thank my guys enough for all their hard work this weekend," Allard said. "I have to thank Morrie and Katie Williams and everyone who works on and supports this team."

T. Kaeding's runner-up finish marked his second-straight podium in GSC competition.

Brent Kaeding was third, ahead of Evan Suggs and Bud Kaeding.

**The finish:**  
Jonathan Allard, Tim Kaeding, Brent Kaeding, Evan Suggs, Bud Kaeding, Jason Statler, Tyler Walker, Mike Henry, Roger Crockett, Matt Shelton, Robby Whitchurch, Mark Tabor, Jr., Mark Hall, Brent Bjork, Dan Simpson, Pat Harvey, Ken Fredenburg, Mike Monahan, Mike Mossi, Mark Workentine, Brett Miller, Jim Richardson.

## ▶ A LESSON IN HISTORY

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*A look back at the formative years of racing*



AL ROBINSON PHOTO

**SUCKING UP:** Jackie Stewart pilots the Chaparral 2J around Watkins Glen Int'l in July 1970.

## Sucker Car Brought Ground Effects To Auto Racing

By AL ROBINSON  
NSSN CORRESPONDENT

Air is free. Horsepower costs money.

That phrase was coined in the 1960s when race-car design was much less restricted than it is today, and when race-car aerodynamics were not well understood.

The greatest innovator in sports-car racing was Jim Hall, who built his Chaparrals in Midland, Texas, with an open line to General Motors in Detroit. His 1966 CanAm series entry, the Chaparral 2E, featured the first adjustable, suspension-mounted wing. Similar wings became universal in CanAm and Formula One before being banned in 1969 after several F-1 wings collapsed at speed.

Just about the time the high wings went away, GM engineers Don Cox and Don Gates turned their attention from the air above the car to the air under it. Gates went to work for Hall in 1969 and brought the basic hardware with him that would be developed into the Chaparral 2J, the Sucker Car, which introduced ground effects to race car design.

Its racing record was unimpressive. It appeared for only four CanAm races during the 1970 season and never led a lap. But it won three pole positions by almost ridiculous margins and generated world-class levels of both interest and controversy.

The 2J wasn't handsome. It was plain white, blunt-nosed and slab-sided. Its secret was in the rear-engine bay, which contained not only a big-block aluminum Chevy, but a modified Rockwell JLO snowmobile engine driving two exhaust fans by belts. The underside was sealed by sliding Lexan skirts, so the exhaust fans literally sucked the air out from under the car, creating far more downforce than a wing, at any speed, and without the drag penalty.

After a spring full of rumors, the car appeared at the July 1970 Watkins Glen CanAm, with world champion Jackie Stewart driving on a one-race deal. Stewart qualified third and ran there for 15 laps, but the track was breaking up on several corners and the debris sucked up damaged the fan motor and the drive belts.

The Sucker Car made three more appearances, each with Vic Elford driving. It won all three poles, each by a margin of one full second or more, but suffered fan motor trouble at Road Atlanta and Riverside and blew its main engine in race morning warm-up at Laguna Seca.

The exhaust fans were ruled to be illegal "movable aerodynamic devices" and the Chaparral 2J was never to race again.

Almost a decade later, that other great innovator, Colin Chapman, achieved ground effects legally and more simply by using underbody venturi tunnels on the Lotus 78 driven by Mario Andretti. One of the first to adopt Chapman's system was Jim Hall on his Chaparral 2K Indy car — the last of the Chaparrals, which Johnny Rutherford drove to victory in the 1980 Indianapolis 500.

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# Through The LENS

O.B. THRASHER PHOTO



*A visual tour through the history of motorsports*

## MIKE MOSLEY

▶ Mike Mosley was a mainstay in American Indy-car racing during the 1970s.

The Oklahoma City-born driver made his Indianapolis Motor Speedway debut at age 20, failing to qualify. But he returned the following year and made the first of 15 starts in the Memorial Day classic.

High-quality, frammable copies of Through The Lens are available for \$20. To order, send a check or money order to: Through The Lens, c/o National Speed Sport News, P.O. Box 1210, Harrisburg, NC 28075. For a list of available Through The Lens, call (704) 455-2531.

Mosley's best finish at Indianapolis was third in 1979. He also had a pair of front-row starts at Indianapolis.

Overall, Mosley made 170 Indy car starts and won five times, including three victories at The Milwaukee Mile. He posted 80 top-10 finishes during his Indy-car career.

Mosley was killed in an off-road vehicle accident near Riverside, Calif., in December 1984. He was 38 years old.

Featured here (clockwise from top left): Sharing a smile on a rainy day; Behind the wheel in 1967; Patiently waiting at the track; Deep in thought in 1977; Behind the wheel of the No. 48 Pepsi Challenger Chevrolet at Indianapolis Motor Speedway in 1981; In the cockpit in 1983; Talking to reporters after winning the USAC National Championship Rex Mays Classic at The Milwaukee Mile; With J.C. Agajanian (right); At the track in 1977.

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Your guide to upcoming events

## ON THE AIR

A quick look at what's on television this week: May 8-11.

### Thursday

- "NASCAR Now," 12:30 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup from Richmond (taped), 12 p.m., Speed
- Classic NASCAR: 1989 Southern 500, 2 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 6 p.m., ESPN2

### Friday

- "NASCAR Now," 1:30 a.m., ESPN2
- Classic NASCAR: 1991 Hanes 500, 3 a.m., ESPN Classic
- F-1 Turkish Grand Prix practice, 7 a.m., Speed
- NASCAR Sprint Cup Dodge Challenger 500 practice, 12 p.m., Speed
- "NASCAR Live," 1:30 p.m., Speed
- NASCAR Sprint Cup Dodge Challenger 500 practice, 2 p.m., Speed
- NASCAR Nationwide Series Diamond Hill Plywood 200 qualifying, 3 p.m., Speed
- "Go or Go Home," 4:30 p.m., Speed
- NASCAR Sprint Cup Dodge Challenger 500 qualifying, 5 p.m., Speed
- "NASCAR Countdown," 7 p.m., ESPN2
- NASCAR Nationwide Series Diamond Hill Plywood 200, 7:30 p.m., ESPN2
- "Trackside," 10 p.m., Speed
- Toyota Celebrity Race from Long Beach (taped), 11 p.m., Speed
- "Inside Grand Prix," 11:30 p.m., Speed

### Saturday

- "Formula One Debrief," 12 a.m., Speed
- NASCAR Sprint Cup Dodge Challenger 500 qualifying (taped), 1 a.m., Speed
- NASCAR Nationwide Series Diamond Hill Plywood 200 (taped), 2:30 a.m., ESPN2

## TUNE IN TO ...

Time trials for the Indianapolis 500, airing several times beginning at noon Saturday on ESPN2.

- NASCAR Sprint Cup Dodge Challenger 500 practice (taped), 3 a.m., Speed
- "Trackside," 4 a.m., Speed
- F-1 Turkish Grand Prix qualifying, 7 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "Trackside," 11 a.m., Speed
- Indianapolis 500 time trials, 12 p.m., ESPN2
- World Series of Off-Road Racing from Crandon, Wis., 12 p.m., Speed
- Indianapolis 500 time trials, 3 p.m., ABC
- "Tradin' Paint," 3:30 p.m., Speed
- "NASCAR Performance," 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR RaceDay," 5 p.m., Speed
- Indianapolis 500 time trials, 6 p.m., ESPN2
- IHRA Texas Nationals (taped), 7 p.m., Speed
- NASCAR Sprint Cup Dodge Challenger 500, 7 p.m., Fox

## Sunday

- GP2 Championship from Istanbul, 6 a.m., Speed
- F-1 Turkish Grand Prix, 7:30 a.m., Speed
- Indianapolis 500 time trials, 12 p.m., ESPN2
- "Inside Grand Prix," 1 p.m., Speed
- F-1 Turkish Grand Prix (taped), 1:30 p.m., Speed
- Indianapolis 500 time trials, 5 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

## MOTORSPORTS CALENDAR

- May 9 NASCAR Nationwide Series  
Darlington Raceway, Darlington, S.C., Stock Cars
- May 9 Advance Auto Parts World of Outlaws  
Tri-City Speedway, Pontoon Beach, Ill., Sprint Cars
- May 9 USAC Lucas Oil National Sprint Car Series  
Bloomington Speedway, Bloomington, Ind., Sprint Cars
- May 9 O'Reilly American Sprint Cars on Tour  
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- May 9 ASCS Gulf South Region  
Motorama Speedway, Beaumont, Texas, Sprint Cars
- May 9 All Star Circuit of Champions  
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 9 O'Reilly POWRI National Midget Series  
Tri-City Speedway, Granite City, Ill., Midget Cars
- May 9 USAC Lucas Oil National Sprint Car Series  
Bloomington Speedway, Bloomington, Ind., Sprint Cars
- May 9 Interstate Racing Ass'n  
34 Raceway, Burlington, Iowa, Sprint Cars
- May 9 O'Reilly United Sprint Car Series  
Ace Speedway, Altamahaw, N.C., Sprint Cars
- May 9-10 Lucas Oil Late Model Series  
Lucas Oil Speedway, Wheatland, Mo., Late Models
- May 10 NASCAR Sprint Cup Series  
Darlington Raceway, Darlington, S.C., Stock Cars
- May 10 Advance Auto Parts World of Outlaws  
Paducah Int'l Raceway, Paducah, Ky., Sprint Cars
- May 10 USAC Lucas Oil National Sprint Car Series  
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- May 10 USAC Mopar Midget National Championship  
Tri-State Speedway, Haubstadt, Ind., Midget Cars
- May 10 USAC-CRA Sprint Car Series  
Perris Auto Speedway, Perris, Calif., Sprint Cars
- May 10 ARCA RE/MAX Series  
Kentucky Speedway, Sparta, Ky., Stock Cars
- May 10 ARCA Lincoln Welders Truck Series  
Kentucky Speedway, Sparta, Ky., Stock Cars
- May 10 O'Reilly American Sprint Cars on Tour  
Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
- May 10 ASCS Canyon Region  
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- May 10 ASCS Gulf South Region  
Houston Raceway Park, Baytown, Texas, Sprint Cars
- May 10 ASCS Sprints on Dirt  
Thunderbird Race Park, Muskegon, Mich., Sprint Cars
- May 10 ASCS Southwest Region  
USA Race Park, Tucson, Ariz., Sprint Cars
- May 10 All Star Circuit of Champions  
Port Royal Speedway, Port Royal, Pa., Sprint Cars
- May 10 Northeastern Midget Ass'n  
Waterford Speedbowl, Waterford, Conn., Midgets
- May 10 O'Reilly POWRI National Midget Series  
Tri-State Speedway, Haubstadt, Ind., Midget Cars
- May 10 Golden State Challenge  
Thunderbowl Raceway, Tulare, Calif., Sprint Cars
- May 10 United Racing Company  
Delaware Int'l Speedway, Delmart, Del., Sprint Cars
- May 10 Interstate Racing Ass'n  
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- May 10 O'Reilly United Sprint Car Series  
Friendship Motor Speedway, Elkin, N.C., Sprint Cars
- May 10 Tampa Bay Area Racing Ass'n  
DeSoto Super Speedway, Bradenton, Fla., Sprint Cars
- May 10 Bay Cities Area Racing Ass'n  
Madera Speedway, Madera, Calif., Midget Cars
- May 11 Formula One World Championship  
Istanbul Park, Istanbul, Turkey, Formula Cars
- May 11 All Star Circuit of Champions  
Bedford Speedway, Bedford, Pa., Sprint Cars
- May 13 Advance Auto Parts World of Outlaws  
Lemerville Speedway, Sarver, Pa., Sprint Cars



AUTOSTOCK PHOTO

**LADY IN BLACK:** Jeff Gordon takes the high line around the 1.366-mile Darlington (S.C.) Raceway.

## MARK IT DOWN!

### May 10, NASCAR Sprint Cup Dodge Challenger 500

Darlington Raceway, Darlington, S.C., Stock Cars

The NASCAR Sprint Cup Series continues its swing through the South with a stop at historic Darlington (S.C.) Raceway for the Dodge Challenger 500. Last season, Jeff Gordon beat the dominate Denny Hamlin to capture his third win in four races in the rain-delayed Mother's Day event.

- May 14 USAC Regional Midget Series  
Anderson Speedway, Anderson, Ind., Midget Cars
- May 15-16 Advance Auto Parts World of Outlaws  
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 16 NASCAR Craftsman Truck Series  
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 16 World of Outlaws Late Model Series  
Attica Raceway Park, Attica, Ohio, Late Models
- May 16 USAC Mopar Midget National Championship  
LaCrosse Fairgrounds Speedway, New Salem, Wis., Midget Cars
- May 16 ASCS Sooner Region  
Boyd Raceway, Boyd, Texas, Sprint Cars
- May 16 ASCS Coastal Region  
Southern Speedway, Hattiesburg, Miss., Sprint Cars
- May 16 All Star Circuit of Champions  
Beckley Speedway, Beckley, W.Va., Sprint Cars
- May 16 Lucas Oil Late Model Series  
Farley Speedway, Farley, Iowa, Late Models
- May 16 O'Reilly POWRI National Midget Series  
Valley Speedway, Grain Valley, Mo., Midget Cars
- May 16-18 National Hot Rod Ass'n  
Bristol Dragway, Bristol, Tenn., Dragsters
- May 16-18 Speed World Challenge Series  
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 17 ASCS Coastal Region  
Jackson Motor Speedway, Jackson, Miss., Sprint Cars
- May 17 NASCAR Sprint Cup Series  
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 17 Advance Auto Parts World of Outlaws  
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- May 17 World of Outlaws Late Model Series  
Lawrenceburg Speedway, Lawrenceburg, Ind., Late Models
- May 17 Grand Am Rolex Series  
Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars
- May 17 USAC Mopar Midget National Championship  
Slinger Super Speedway, Slinger, Wis., Midget Cars
- May 17 USAC Western Sprint Car Series  
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- May 17 USAC Western Midget Series  
Ventura Raceway, Ventura, Calif., Midget Cars
- May 17 ARCA Lincoln Welders Truck Series  
Toledo Speedway, Toledo, Ohio, Stock Cars
- May 17 Lucas Oil Late Model Series  
LaSalle Speedway, LaSalle, Ill., Late Models
- May 17 ASA Late Model Series  
Iowa Speedway, Newton, Iowa, Late Models
- May 17 ASCS Sooner Region  
Covtown Speedway, Kennedale, Texas, Sprint Cars
- May 17 All Star Circuit of Champions  
Tyler County Speedway, Middlebourne, W.Va., Sprint Cars
- May 17 ASCS Sprints on Dirt  
South Buxton Raceway, Merlin, Ontario, Sprint Cars
- May 17 ASCS Coastal, Rebel Regions  
Southern Raceway, Milton, Fla., Sprint Cars
- May 17 American-Canadian Tour  
Airborne Int'l Speedway, Plattsburgh, N.Y., Late Models
- May 17 O'Reilly POWRI National Midget Series  
Lucas Oil Speedway, Wheatland, Mo., Midget Cars
- May 17 Golden State Challenge  
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- May 17 United Racing Company  
Selinsgrove Speedway, Selinsgrove, Pa., Sprint Cars

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# McGuire Sings Winning Bluegrass Note

RICHMOND, Ky. — Josh McGuire took an early lead and led the field to the checkered flag at Richmond Raceway Saturday night, scoring his second-career victory in the O'Reilly Battle of the Bluegrass DirtCar Series for late models. Pole-winner Bobby Wolter,

Jr. pulled ahead briefly when the green flag waved, but lost the point to McGuire on lap five of the 40-lap event. McGuire pulled away by lap 13 and maneuvered lapped traffic to take home the \$3,000 prize. Mike Jewell followed in second after edging past Wolter on lap seven and managing to head off the challenges of

third-finisher Eddie Carrier, Jr. in the final 10 laps. Defending series-champion Victor Lee and Michael Chilton rounded out the top five. The finish: Josh McGuire, Mike Jewell, Eddie Carrier, Jr., Victor Lee, Michael Chilton, Tyrel Todd, Whitney McQueary, Bobby Wolter, Jr., Eric Wells, Tim Tungate, Jeff Watson, Dustin Neat, Zach Carney, David Webb, Larry Gray, Bobby Carrier, Jr., Chris Combs, Jason Keltner, Jason Barrett, Marty Stepp, Arnie Fields, Royce McGowan, Jimmy Crabtree, Aaron Hatton.

# Rice Steams Eastside Sprint-Car Competition

WAYNESBORO, Va. — Bill Rice completed a sweep of the racing program as the Virginia Sprints Series finally opened its season Saturday night at Eastside Speedway.

After being rained out twice, 14 racers made the tow, with Rice winning the first heat for the 305 sprint cars and then dominating the feature. Rice took the lead from Tony Harris with eight laps remaining and pulled away for the vic-

tory. Harris finished second ahead of Satch Worley, Jerald Harris and Anthony Linkenhoker. The finish: Bill Rice, Tony Harris, Satch Worley, Jerald Harris, Anthony Linkenhoker, French Grimes, Billy Norfleet, Pete Kingrea, Danny Miller, Ron Moyers, Paul White, Carl Simmonds, Chris Ware, Scott Vasbinder, Mike Marr.



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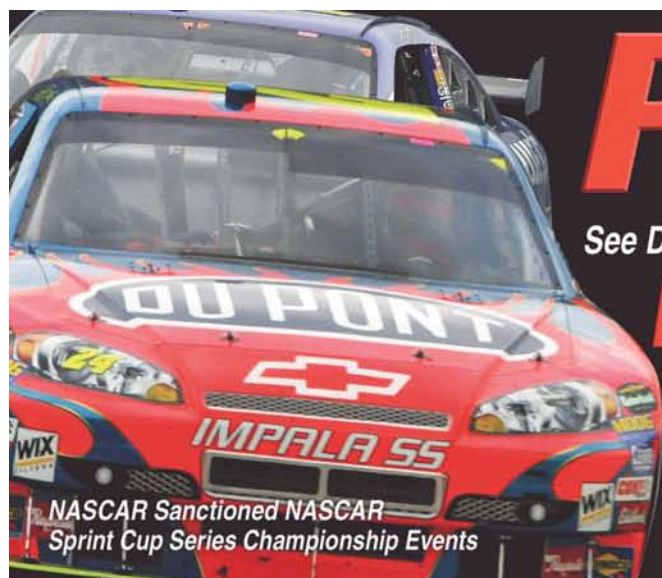
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# RFR Re-Ups Edwards

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

RICHMOND, Va. — One week after Tony Stewart set the NASCAR world on its ear by talking about his contract process, Carl Edwards shut the door to potential free agency by re-signing with Roush Fenway Racing.

## SPRINT CUP

That's two dominoes down in the Great Contract War of 2008, as Martin Truex, Jr. had his option picked up at DEI. That leaves Stewart and Greg Biffle as the big boys left to sign on the dotted line...or not. "I signed my contract yesterday, so I'm staying with Roush," Edwards said Friday. "I looked at everything and I talked to everybody and, for me, the number one thing is looking into the future and saying, 'Where can I win the most races and have the most success?' I was honored at the people who I got to speak with and I just feel like, for me personally, this is where I want to be for the near future and we got it done."

Edwards negotiated the deal

himself, with RFR President Geoff Smith on the management side.

"It really wasn't that painful," Edwards said. "Geoff Smith and I get along really well and we just pretty much sat down and he's really easy for me to deal with. It took us about a week-and-a-half of going back and forth with just little things, and I feel like the luckiest guy in the world for the contract I got."

Team owner Jack Roush said that another team "challenged" his team for Edwards's services.

"We've certainly been challenged there by another team and Carl heard that challenge and considered very carefully what was there for him," he said.

The contract is a multi-year deal, Edwards said, though he refused to specify. At issue still is the sponsorship for the No. 99 past this season, as Office Depot is rumored to be buying a set number of races instead of the full season. That leaves the door open for Aflac and possibly UPS should it decide to leave Michael Waltrip Racing at the end of the year.

# Massey On Top In NCRA Mods' Opener

PARK CITY, Kan. — The O'Reilly NCRA Modified Series presented by ICM/Ethanol opened its 11th-consecutive season Saturday night at 81 Speedway, with Jeremy Massey taking the victory.

## NCRA MODS

Massey, who was the division's rookie of the year in 2007, took the lead on lap three and paced the remainder of the 30-lap event, which drew a 57-car field.

"I want to say thanks to my brother (Brandon) for the opportunity to drive his car," said Massey.

Jim Johnson finished second, while John Allen, Marc Hurd and Jordan Whitehead filled the top five.

The finish: Jeremy Massey, Jim Johnson, John Allen, Marc Hurd, Jordan Whitehead, Brian Casey, Brian Franz, Brendon Gemmill, Nic Baalman, Brandon Morton, Casey McClaskey, Kenny Sweet, Jr., Dan Daniels, Greg Stephens, Troy Gemmill, Jim Percy, Shane Gerber, Grant Junghans, Brian McGowen, Jason Yager.

# Robinson's Return

PLACERVILLE, Calif. — Since the start of the season, David Robinson, Jr. has been eager to return to the victory circle at Placerville Speedway.

## CIVIL WAR

The former two-time Civil War and Placerville Speedway track champion has led a number of events, but victory continued to elude him as he returned from a two-year hiatus from the sport.

Saturday night at Placerville Speedway, Robinson returned to victory lane, winning the prestigious fifth-annual Family Chevrolet Tribute to Al Hinds Civil War 360 sprint-car event, a race that his F&F Racing team was instrumental in creating five years ago and has been trying to win from



David Robinson, Jr.

that day. "This feels so great to be standing right here tonight, what an incredible race this

has become," said Robinson. "I just want to thank everyone that is involved with putting this together, especially Family Chevrolet and all of you fans."

"I've been trying to get back here all season long, and I couldn't have asked to do it on a better night. This team is the greatest, and I am so happy to be back."

Robinson started outside the front row and led throughout despite the constant challenges of polesitter Kyle Hirst, who finished second.

Sean Becker, Brad Furr and Scott Kinney filled the top five. The finish:

David Robinson, Jr., Kyle Hirst, Sean Becker, Brad Furr, Scott Kinney, Greg DeCaires, Andy Forsberg, Willie Croft, Herman Klein, Andy Gregg, Justin Johnson, Mike Benson, Myles Bishop, Colby Wiesz, Steven Tiner, Richard Bailey, Scott Russell, Jimmy Trullis, Kyle Larson, Chad Compton, Mason Moore, Alissa Geving.

# Litton Takes Ark-La-Tex Thriller

VIVIAN, La. — For the second-consecutive week, Lee Davis was involved in a photo finish in

## SUPR LM

O'Reilly Southern United Professional Racing action.

This time, however, Davis would have to settle for runner-up honors as Rob Litton nipped Davis at the Ark-La-Tex Speedway finish line

Saturday to score his second SUPR feature victory of the 2008 season.

The pole-sitting Litton collected \$2,500 for his 14th career series victory.

The duo of Litton and Davis put on a spirited battle throughout the 50-lap feature, running side by side and swapping the lead with each passing lap. While Litton and Davis were battling up front, Kenny

Merchant, Ray Moore, Ronny Adams and Howard Willis had their own battles raging for the third position as they closed in on the leaders. Merchant took third ahead of Moore and Willis.

The finish:

Rob Litton, Lee Davis, Kenny Merchant, Ray Moore, Howard Willis, Kevin Sitton, Ronny Adams, Kyle Cummings, Duke Whiseant, Jody Prince, Robbie Stuart, Jason Ingalls, Gary Christian, Jim Bryant, Jeff Chandler, Nick Brown, Allen Tippen, Michael Coleman, Rusty Cummings, Doug Ingalls, Heath Culp, Jon Mitchell.

# Shu II, Part II: Shullick Dominance Continues

OSWEGO, N.Y. — In 2007 Dave Shullick, Jr. was nearly unbeatable, winning all but two events during the Midwest Supermodified Ass'n season.

The driver of the Kasper Auto Group No. 49 continued that hot streak, winning the season opener as 27 cars signed in Sunday afternoon at Oswego Speedway.

Shullick inherited the lead when his teammate, Moe Lilje, blew a tire on lap 19. He set the pace the remainder of the 40-lap event on the historic half-mile asphalt oval.

"I really love coming here. It was a good run," Shullick said. "We got a little loose toward the end. We were deciding before the race whether to tighten it up a little because we would be running here for the first time with the wing during

the day. We decided not to tighten it up too much and it worked out."

Fast-qualifier Tim Jedrzejek finished second, ahead of Charlie Schultz, Denny Fisher and Bob Bond.

The finish:

Dave Shullick, Jr., Tim Jedrzejek, Charlie Schultz, Denny Fisher, Bob Bond, Jack Smith, Jason Spaulding, Bob Dawson, Shawn Muldoon, Otto Sitterly, Keith Gilliam, Pat Lavery, Steve Gioia III, Bob Wagner, Kelly Miller, A.J. Russell, Moe Lilje, Randy Burch, Randy Ritskes, Greg Furlong, Joe Gosek, Matt Palmer, Rob Summers, Lou LeVea, Brandon Fisher.

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- May 17-18 4th Annual ARCA Fan Festival • Toledo Speedway • Toledo, OH
- May 18 ARCA RE/MAX Series • Toledo Speedway • Toledo, OH
- May 23 World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 24-25 NASCAR • Lowe's Motor Speedway • Concord, NC
- May 30 Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI\*
- June 4 Prelude to the Dream • Eldora Speedway • New Weston, OH
- June 6-7 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 22 Iowa Corn Indy 250 • Iowa Speedway • Newton, IA



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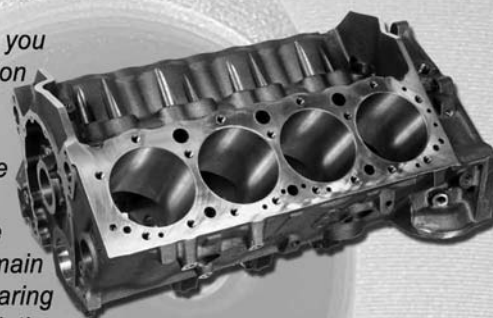
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- SUN May 25 Grundy County Speedway-Morris, IL - NORTH/USPRO DIVISIONS
- SUN June 1 Toledo Speedway-Toledo, Ohio - NORTH DIVISION
- SAT June 7 - LaCrosse Fairgrounds Speedway-West Salem, Wisconsin - NORTH DIVISION
- SAT June 14 - Berlin Raceway - Marne, MI - Challenge Division

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# RUN FOR THE POLE

**P**ole Day at the Indianapolis Motor Speedway has long produced some of the most dramatic, memorable moments in racing. And for good reason.

The Indianapolis 500 being one of the most historic, revered races in the world, earning the pole there has often been second only to winning the race itself in status and recognition. There are drivers who never won the 500, yet became legendary for their Pole Day accomplishments. Rex Mays, Duke Nalon, Walt Faulkner, Fred Agabashian, Jack McGrath, Pat O'Connor and Eddie Sachs fall into this category.

**By Bob Gates**  
NSSN CORRESPONDENT  
That high-level shot at immortality, combined with a demanding qualifying format, four-consecutive laps on a high-speed, 2.5-mile oval where even the slightest bobble can cost several starting positions, creates unparalleled intensity, competition and drama.

Six-time pole winner Rick Mears states that he held his breath for the entire four-lap run. Mario Andretti insists that qualifying at Indianapolis demands more concentration, focus and bravery than anything else he's done in racing.

Like everything associated with the nearly 100-year-old Speedway, the high drama of Pole Day stretches far back into its history, although, interestingly, not to the very beginning. Starting order for the first four 500s was determined either by the order of entry or by a pre-race drawing.

The first pole winner determined by a timed run was Howdy Wilcox in 1915 at 98.90 miles per hour in a Stutz. Prior to his run, Wilcox was so confident he would win the pole that he made Harry Stutz agree to award him his diamond lapel pin if he did. Wilcox got the pin, an indicator, even then, of the importance of being the pole winner at Indianapolis.

That importance only increased with time. In recent years its status, perhaps, has diminished somewhat. Yet, when Pole Day is mentioned, motorsports aficionados all over the world understand that it's the first day of qualifying at Indianapolis. At no other race do the pre-race events carry that impact.

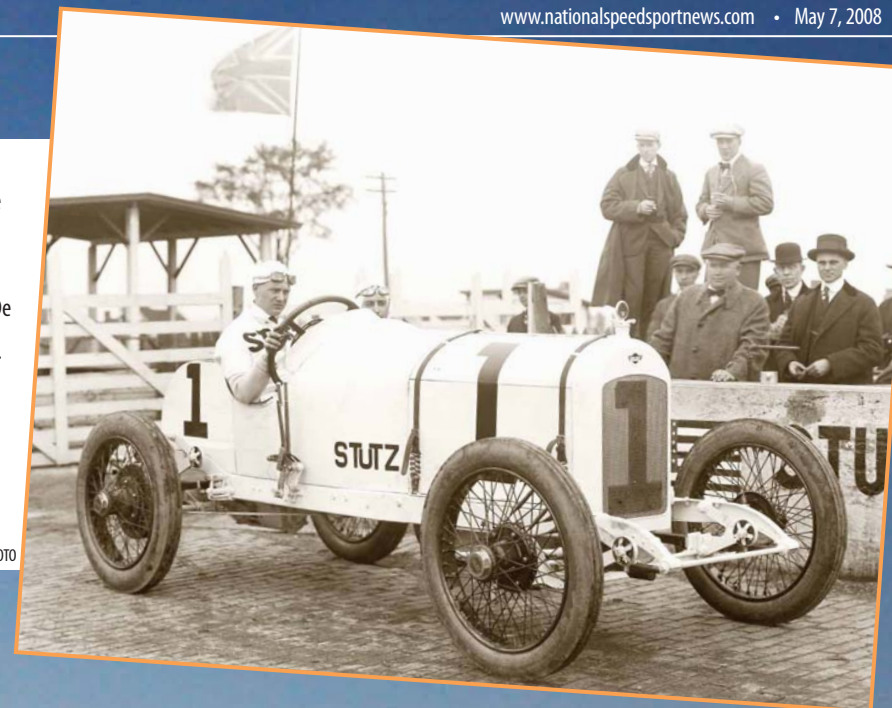


## The Lengthy Run for the Pole

Howdy Wilcox's (right) pole-winning run in 1915 was a single timed lap. That remained the procedure until 1920, when the four-consecutive lap run, with the average speed determining starting position, was introduced. The first pole winner under that format was racing immortal and 1915 500 winner Ralph De Palma.

The four-lap format has been a mainstay at the Speedway for 70 years, but for a time qualifying was a 10-lap affair. From 1933 through 1938, Speedway management attempted to use endurance as a drama element. It certainly created that. At 25 miles and taking nearly 12 minutes to complete, runs for the pole produced blown engines, exploding tires and, with only a three-gallon fuel allotment, cars coughing to a stop in the middle of a potential pole-winning effort.

IMS PHOTO



## What to Expect This Pole Day

Unification will add great excitement to this year's Pole Day contest. Both of Newman/Haas/Lanigan's drivers, 19-year-old phenom Graham Rahal and Justin Wilson, have the talent to make their presence felt. They lack oval-track experience but have a week of practice to get acclimated to the Speedway. Their team, which has won four-consecutive Champ Car championships, certainly knows how to prepare a race car.

A couple of other former Champers that will have their act together by May include Will Power and Paul Tracy, if Tracy can land a decent ride by that time. If he does, look out! The other prime pole contenders will come from the IRL's big three teams — Penske, Andretti Green and Ganassi.

Penske is always primed for Indy, and Helio Castoneves (right) could easily repeat his pole win of 2007. Marco Andretti has shown a new aggressiveness this season that very well could spill over to a legitimate run for the pole. Of course, Andretti's AGR teammates Tony Kanaan and Danica Patrick also have to be considered.

Patrick has always taken easily to the Brickyard and now has the confidence of a winner. Dan Wheldon, of the Ganassi duo that includes Scott Dixon, is hungry to rectify what he considers a disappointing 2007. Few can drive a loose race car better than Wheldon, and at Indy loose is fast.

Pole Day 2008 might not immediately be a return to an era when crowds rivaled race-day turnouts, but it very well could be a corner turner on the way to a renewed renown for a great racing tradition.



STEVE SNODDY/IRL INDYCAR PHOTO

## Memorable Pole Days

It's impossible to compile a comprehensive list of the most memorable Pole Day moments, but here are a few that should rank near the top:

**1953** — On a drizzly, overcast day, Bill Vukovich finally took to the track. A light drizzle turned to a downpour in the middle of turn four on his last lap. The car sideways, rooster tails of water flung high off the tires, Vuky never backed off and flashed under the checkered flag the pole winner.

**1954** — The 140 mph barrier fell, as Jack McGrath grabbed the pole with a 141.287 mph run.

**1962** — 150 mph is finally achieved when Parnelli Jones slipped through that mystical barrier with a four-lap average of 150.370 mph.

**1963** — The new Lotus Fords — not speed — was the draw. The outpouring of fans stunned Speedway officials and Indiana State Police. The crowd was estimated at 250,000, many still trying to get into the track after qualifying had already started. It was the first of the massive Pole Day crowds.

**1964** — For the first time in Indianapolis history, the entire front row was made up of rear-engine cars. Jim Clark took the pole, flanked by Bobby Marshman and Roger Ward. The Golden Era of the front-engine roadster at Indianapolis had ended.

**1970** — From out of nowhere, Johnny Rutherford in a 3-year-old Eagle nearly snatched the pole from favorite and provisional pole holder Al Unser. Rutherford fell just three thousandths of a second short as he flashed under the checkered flag to the thunderous approval of the huge crowd.

**1971** — From out of nowhere II: In a run reminiscent of Rutherford's 1970 challenge, unheralded Peter Revson successfully bumped pole favorite Mark Donohue out of the top spot with a dramatic, crowd-pleasing run.

**1978** — Another and perhaps the most significant speed barrier falls when Tom Sneva becomes the first driver to break 200 mph.

**1991** — Rick Mears (left) breaks his own most number of poles record with his sixth. No one has come close since.



IMS PHOTO

## It's a New Track Record

The primary appeal for Pole Day fans was always the exhilarating possibility of new track records. Despite 100 years of trying to slow the cars down, the track record has been established on Pole Day 36 times. That does not include, however, the multiple times throughout the day that records were set and re-broken before the final one was in the books. That considered, track records have actually been set 72 times during runs for the pole.

Because of aggressive efforts to slow the cars down, it's been 13 years since fans have heard the goose-bump raising call made famous by Tom Carnegie, the legendary Speedway announcer from 1946 through 2006, "It's a neeew traaaack record!"

No doubt one reason for diminished Pole Day crowds.

## INDIANAPOLIS 500 POLE WINNERS

| Year | Driver         | Speed         |
|------|----------------|---------------|
| 1911 | Lewis Strong   | First Entered |
| 1912 | Gil Anderson   | First Entered |
| 1913 | Caleb Bragg    | Drew Pole     |
| 1914 | Jean Chassagne | Drew Pole     |
| 1915 | Howard Wilcox  | 98.900        |
| 1916 | Johnny Aitken  | 96.690        |
| 1919 | Rene Thomas    | 104.780       |
| 1920 | Ralph DePalma  | 99.150        |
| 1921 | Ralph DePalma  | 100.750       |
| 1922 | Jimmy Murphy   | 100.500       |

| Year | Driver          | Speed   |
|------|-----------------|---------|
| 1923 | Tommy Milton    | 108.170 |
| 1924 | Jimmy Murphy    | 108.037 |
| 1925 | Leon Duray      | 113.196 |
| 1926 | Earl Cooper     | 111.735 |
| 1927 | Frank Lockhart  | 120.100 |
| 1928 | Leon Duray      | 122.391 |
| 1929 | Cliff Woodbury  | 120.599 |
| 1930 | Billy Arnold    | 113.268 |
| 1931 | Russ Snowberger | 112.769 |
| 1932 | Lou Moore       | 117.363 |
| 1933 | Bill Cummings   | 118.530 |
| 1934 | Kelly Petillo   | 119.329 |

| Year | Driver        | Speed   |
|------|---------------|---------|
| 1935 | Rex Mays      | 120.736 |
| 1936 | Rex Mays      | 119.644 |
| 1937 | Bill Cummings | 123.343 |
| 1938 | Floyd Roberts | 125.681 |
| 1939 | Jimmy Snyder  | 130.138 |
| 1940 | Rex Mays      | 127.850 |
| 1941 | Mauri Rose    | 128.691 |
| 1946 | Cliff Bergere | 126.471 |
| 1947 | Ted Horn      | 126.564 |
| 1948 | Rex Mays      | 130.577 |
| 1949 | Duke Nalon    | 132.939 |
| 1950 | Walt Faulkner | 134.343 |

| Year | Driver          | Speed   |
|------|-----------------|---------|
| 1951 | Duke Nalon      | 136.498 |
| 1952 | Fred Agabashian | 138.010 |
| 1953 | Bill Vukovich   | 138.392 |
| 1954 | Jack McGrath    | 141.033 |
| 1955 | Jerry Hoyt      | 140.045 |
| 1956 | Pat Flaherty    | 145.596 |
| 1957 | Pat O'Connor    | 143.948 |
| 1958 | Dick Rathmann   | 145.974 |
| 1959 | Johnny Thomson  | 145.908 |
| 1960 | Eddie Sachs     | 146.592 |
| 1961 | Eddie Sachs     | 147.481 |
| 1962 | Parnelli Jones  | 150.370 |

| Year | Driver            | Speed   |
|------|-------------------|---------|
| 1963 | Parnelli Jones    | 151.153 |
| 1964 | Jim Clark         | 158.828 |
| 1965 | A.J. Foyt         | 161.233 |
| 1966 | Mario Andretti    | 165.899 |
| 1967 | Mario Andretti    | 168.982 |
| 1968 | Joe Leonard       | 171.559 |
| 1969 | A.J. Foyt         | 170.568 |
| 1970 | Al Unser          | 170.221 |
| 1971 | Peter Revson      | 178.696 |
| 1972 | Bobby Unser       | 195.940 |
| 1973 | Johnny Rutherford | 198.413 |
| 1974 | A.J. Foyt         | 191.632 |

| Year | Driver            | Speed   |
|------|-------------------|---------|
| 1975 | A.J. Foyt         | 193.976 |
| 1976 | Johnny Rutherford | 188.957 |
| 1977 | Tom Sneva         | 198.884 |
| 1978 | Tom Sneva         | 202.156 |
| 1979 | Rick Mears        | 193.736 |
| 1980 | Johnny Rutherford | 192.256 |
| 1981 | Bobby Unser       | 200.546 |
| 1982 | Rick Mears        | 207.004 |
| 1983 | Teo Fabi          | 207.395 |
| 1984 | Tom Sneva         | 210.029 |
| 1985 | Pancho Carter     | 212.543 |
| 1986 | Rick Mears        | 216.828 |

| Year | Driver             | Speed   |
|------|--------------------|---------|
| 1987 | Mario Andretti     | 215.390 |
| 1988 | Rick Mears         | 219.198 |
| 1989 | Rick Mears         | 223.885 |
| 1990 | Emerson Fittipaldi | 225.301 |
| 1991 | Rick Mears         | 224.113 |
| 1992 | Roberto Guerrero   | 232.482 |
| 1993 | Arie Luyendyk      | 223.967 |
| 1994 | Al Unser, Jr.      | 228.011 |
| 1995 | Scott Brayton      | 231.604 |
| 1996 | Scott Brayton      | 233.718 |
| 1997 | Arie Luyendyk      | 218.263 |
| 1998 | Billy Boat         | 223.503 |

| Year | Driver            | Speed   |
|------|-------------------|---------|
| 1999 | Arie Luyendyk     | 225.179 |
| 2000 | Greg Ray          | 223.471 |
| 2001 | Scott Sharp       | 226.037 |
| 2002 | Bruno Junqueira   | 231.342 |
| 2003 | Helio Castroneves | 231.342 |
| 2004 | Buddy Rice        | 222.024 |
| 2005 | Tony Kanaan       | 227.566 |
| 2006 | Sam Hornish, Jr.  | 228.985 |
| 2007 | Helio Castroneves | 225.817 |

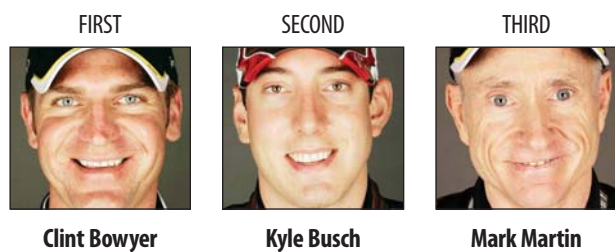
BACKGROUND PHOTO: ROM MCQUEENEY/IRL INDYCAR PHOTO

# RACE REWIND

## NASCAR SPRINT CUP

Race 10 of 36: Dan Lowry 400, Saturday, May 3  
Richmond Int'l Raceway, Richmond, Va.

### FINAL RESULTS



| Fin. | St. | No. | Driver              | Car                            | Laps | Money     | Status   |
|------|-----|-----|---------------------|--------------------------------|------|-----------|----------|
| 1    | 31  | 07  | Clint Bowyer        | BB&T Chevrolet                 | 410  | \$226,550 | Running  |
| 2    | 7   | 18  | Kyle Busch          | Pedigree Toyota                | 410  | 171,100   | Running  |
| 3    | 2   | 8   | Mark Martin         | U.S. Army Chevrolet            | 410  | 174,108   | Running  |
| 4    | 15  | 20  | Tony Stewart        | Home Depot Toyota              | 410  | 157,911   | Running  |
| 5    | 3   | 1   | Martin Truex, Jr.   | Bass Pro Shops Chevrolet       | 410  | 133,708   | Running  |
| 6    | 10  | 12  | Ryan Newman         | Alltel Dodge                   | 410  | 137,975   | Running  |
| 7    | 19  | 99  | Carl Edwards        | Office Depot Ford              | 410  | 131,375   | Running  |
| 8    | 11  | 29  | Kevin Harvick       | Shell/Pennzoil Chevrolet       | 410  | 125,411   | Running  |
| 9    | 28  | 24  | Jeff Gordon         | DuPont Chevrolet               | 410  | 126,186   | Running  |
| 10   | 9   | 9   | Kasey Kahne         | Budweiser Dodge                | 410  | 113,741   | Running  |
| 11   | 33  | 31  | Jeff Burton         | AT&T Mobility Chevrolet        | 410  | 119,658   | Running  |
| 12   | 5   | 41  | Reed Sorenson       | Target Dodge                   | 410  | 104,464   | Running  |
| 13   | 39  | 43  | Bobby Labonte       | Speed Racer/Cheerios Dodge     | 410  | 113,011   | Running  |
| 14   | 23  | 16  | Greg Biffle         | Dish Network Ford              | 410  | 84,575    | Running  |
| 15   | 22  | 88  | Dale Earnhardt, Jr. | National Guard/Chevrolet       | 410  | 83,000    | Running  |
| 16   | 34  | 28  | Travis Kvapil       | Discount Tire Ford             | 410  | 101,089   | Running  |
| 17   | 13  | 6   | David Ragan         | AAA Insurance Ford             | 409  | 80,850    | Running  |
| 18   | 17  | 22  | Dave Blaney         | Caterpillar Toyota             | 408  | 90,383    | Running  |
| 19   | 30  | 66  | Scott Riggs         | Haas Automation Chevrolet      | 408  | 88,158    | Running  |
| 20   | 8   | 19  | Elliott Sadler      | Stanley Dodge                  | 408  | 100,470   | Running  |
| 21   | 26  | 01  | Regan Smith         | Steak-umm Burgers Chevrolet    | 408  | 81,000    | Running  |
| 22   | 14  | 44  | David Reutimann     | UPS Toyota                     | 407  | 71,275    | Running  |
| 23   | 35  | 77  | Sam Hornish, Jr.    | Mobil 1 Dodge                  | 407  | 113,650   | Running  |
| 24   | 1   | 11  | Denny Hamlin        | FedEx Express Toyota           | 407  | 123,166   | Running  |
| 25   | 41  | 09  | Sterling Marlin     | Micosaukee Resorts Chevrolet   | 407  | 67,975    | Running  |
| 26   | 38  | 7   | Robby Gordon        | Charter Communications Dodge   | 406  | 92,608    | Running  |
| 27   | 42  | 45  | Kyle Petty          | PVA Dodge                      | 406  | 81,858    | Running  |
| 28   | 32  | 83  | Brian Vickers       | Red Bull Toyota                | 406  | 70,075    | Running  |
| 29   | 36  | 78  | Joe Nemechek        | Furniture Row Racing Chevrolet | 406  | 66,950    | Running  |
| 30   | 12  | 48  | Jimmie Johnson      | Low's Chevrolet                | 400  | 121,411   | Running  |
| 31   | 25  | 15  | Paul Menard         | Menards/Moen Chevrolet         | 397  | 77,150    | Running  |
| 32   | 6   | 42  | Juan Pablo Montoya  | Texaco/Havoline Dodge          | 389  | 94,408    | Running  |
| 33   | 37  | 70  | Johnny Sauter       | Haas Automation Chevrolet      | 374  | 67,325    | Running  |
| 34   | 43  | 96  | J.J. Yeley          | DLP HDTV Toyota                | 365  | 74,250    | Running  |
| 35   | 20  | 26  | Jamie McMurray      | Crown Royal Ford               | 364  | 74,125    | Accident |
| 36   | 16  | 5   | Casey Mears         | Kellogg's/CARQUEST Chevrolet   | 354  | 83,975    | Accident |
| 37   | 27  | 55  | Michael Waltrip     | NAPA Toyota                    | 352  | 75,397    | Parked   |
| 38   | 24  | 17  | Matt Kenseth        | DeWalt NANO Ford               | 345  | 113,366   | Running  |
| 39   | 18  | 84  | AJ Allmendinger     | Red Bull Toyota                | 259  | 65,600    | Accident |
| 40   | 29  | 00  | Michael McDowell    | Aaron's Dream Machine Toyota   | 258  | 65,475    | Accident |
| 41   | 40  | 38  | David Gilliland     | freecreditreport.com Ford      | 229  | 65,330    | Accident |
| 42   | 21  | 2   | Kurt Busch          | Miller Lite Dodge              | 228  | 65,205    | Accident |
| 43   | 4   | 10  | Patrick Carpentier  | LifeLock Dodge                 | 228  | 65,471    | Accident |

### RACE STATISTICS

Race time: 3 hours, 12 minutes, 37 seconds  
Average speed: 95.786 miles per hour  
Victory margin: .439 second  
Caution flags: 11 for 62 laps  
Lead changes: Four among four drivers

Lap leaders: Denny Hamlin 1-206; A.J. Allmendinger 207; Hamlin 208-382; Dale Earnhardt, Jr. 383-397; Clint Bowyer 398-410.

### TALK OF TIME TRIALS

Denny Hamlin started the FedEx Express No. 11 Toyota on the pole after turning a qualifying lap of 21.395 seconds at 126.198 mph. Mark Martin started the U.S. Army Chevrolet alongside Hamlin.

### STANDINGS



| FINISHING POSITION | DRIVER             | POINTS | DRIVER            | POINTS |
|--------------------|--------------------|--------|-------------------|--------|
| 1.                 | Kyle Busch         | 1,495  | 7. Jimmie Johnson | 1,318  |
| 2.                 | Jeff Burton        | 1,477  | 8. Tony Stewart   | 1,297  |
| 3.                 | Dale Earnhardt Jr. | 1,391  | 9. Greg Biffle    | 1,269  |
| 4.                 | Clint Bowyer       | 1,372  | 10. Carl Edwards  | 1,230  |
| 5.                 | Kevin Harvick      | 1,350  | 11. Ryan Newman   | 1,212  |
| 6.                 | Denny Hamlin       | 1,349  | 12. Kasey Kahne   | 1,162  |



**VIEW POINT:** Dale Earnhardt, Jr. answers questions from the media following Saturday night's Dan Lowry 400 at Richmond Int'l Raceway. Earnhardt spun out while leading during the race's final laps.

## ADVANTAGE: Hamlin Loses Chance At Richmond Double

CONTINUED FROM PAGE 3

"You don't have days like this. Dominating days like this just don't happen. Usually, when it does, you have an issue at the end. To me, it almost wasn't that surprising. I've had these issues before at Bristol and some other race tracks."

Hamlin ran over something on the track, which tore a V-shaped puncture in the right front. He immediately radioed his team with the news.

"I definitely felt it," he said. "I was in complete ride mode all race long. Letting guys get close to me and then just pulling back away from them at leisure. You know, we had the car to beat still after that last pit stop. It was everything we needed. I was just out there riding and I knew right away. I went in one corner and it fell down in the right front, and I knew we had a tire going down. They said the tires looked good, but I knew that we had an issue and it just kept getting worse and worse. There's nothing we could do there. Hopefully, it was going to last to the end and it didn't."

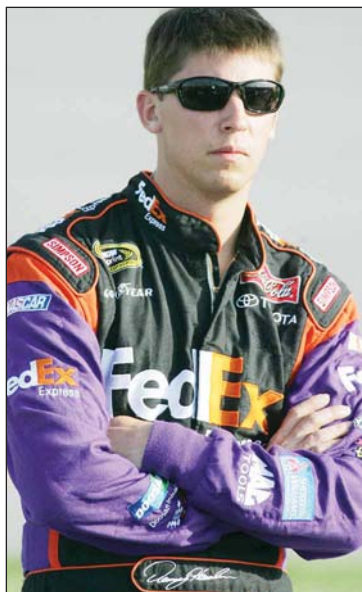
## RACING: Junior Denied Drought- Breaking Victory At RIR

CONTINUED FROM PAGE 3

Busch bristled a bit when asked if the move was intentional.

"If I wanted to take him out, I probably would have done it on the last lap where I still could have won the race," Busch said. "It was the product of good, hard racing. I hate that it happened, but we just didn't give each other enough room."

Compounding the incident was the fact that Earnhardt was two laps away from breaking a 71-race winless streak — two years ago Saturday, as a matter of fact.



**Denny Hamlin**

Up to that point, Hamlin was untouchable. Over the first 300 laps, only A.J. Allmendinger crossed the start/finish line before Hamlin, and that was because he stayed out under caution. Hamlin broke the record for laps led at Richmond with his performance. Bobby Allison formerly held the mark since 1979.

Busch, who ran second to Hamlin much of the night, said there wasn't

"Sometimes I make mistakes, and other people have to pay for them. Tonight it was the 88 bunch, unfortunately," Busch said. "If I apologized up and down to them [Junior Nation], it wouldn't make a difference."

For Earnhardt, it was a heartbreaking end to what might have been his first victory for Hendrick Motorsports. For Busch, it's a headache he didn't need.

"The worst part about it is that I have been priding myself on running good all year and I was in a position for a win," Earnhardt said. "I ran hard and got wrecked. I had a top-three car and should have finished in the top three. I was going for the win today and just ended up on the hook."

Busch was between a rock and a hard place.

"I feel like it's like that," Busch said.

any catching his teammate. "It's just a bummer deal for him," Busch said. "He had the field covered. He drove a flawless race and had spectacular pit stops. No mistakes on his part and no mistakes in the pits. Those guys deserved it."

Bowyer was understandably pleased with his second-career NASCAR Sprint Cup Series victory.

"You know, the fastest car does not always win, and that was the case with the BB&T Chevrolet tonight," Bowyer said. "We were fast all night, and once we were up there, we were able to run a lot better. You know, you've got to be able to be there for the taking at least, and we were close enough to do just that. It was pretty wild out there. I think it was bound to happen. I think, you know, I was watching it and Richard (Childress, team owner) was on the radio saying, 'It's going to happen,' and sure enough, it did happen."

Bowyer said he thought the top two got together in a racing incident.

"They were putting on a show for a while; I thought so, anyway," Bowyer said. "They were racing hard. That's what racing at Richmond is all about in my opinion. It just didn't work out."

"I told the cops I didn't know why they were escorting me in here. I told them, they better get on and escort Kyle Busch out of here. It was meant to be, I guess."

"Everybody probably is racing around the track just scared to death of wrecking Dale, Jr., so why should I be different? You know, that was just a product of good, hard racing. I apologize that it happened and I hate that it did."

There's an added element to this tangle: Junior is driving the car that Busch was removed from at the end of last season. Rick Pigeon, who has been with Hendrick Motorsports for many years, came down to Busch's pit after the race and confronted him.

"If you know Rick Pigeon, you know Rick Pigeon," Busch said. "He was a friend of mine and has always been a good friend of Dale, Jr.'s, but for him to come down here like that was a little uncalled for. It's not all about him all the time, and he'll know what I mean by that."



HHP/HAROLD HINSON PHOTO

**HEARTBREAKER:** Denny Hamlin brings the No. 11 FedEx Express Toyota to pit road after he cut down a right front tire while leading with eight laps remaining in Saturday's Dan Lowry 400.

## Dreams Of Victory Fall Flat

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

RICHMOND, Va. — After winning the NASCAR Nationwide Series race on Friday night, **Denny Hamlin** had high hopes of making it a hometown double.

Unfortunately, that didn't come to pass.

On top of losing the race and finishing 24th, Hamlin was hit with a two-lap penalty for "intentionally bringing out the caution."

"It was just a kick in the face after a bad deal anyway," Hamlin said afterward. "It is what it is. What's the difference? We didn't win. It's 25th or 10th — wherever we would have been — or 15th one lap down, it doesn't matter at this point."

Hamlin was ecstatic on Friday and equally bummed on Saturday.

"We know we're capable of winning," he said. "We've been capable of winning the last six races we've been in. It's just you have to have things go your way. We had things go our way last night — maybe we shouldn't have won. And this one we should have won and didn't. So, it balances itself in the end."

"Of course, I would have loved to win this one instead of last night. You figure your luck comes in swings at times. I felt like I had some good fortune at Martinsville, good fortune here last night, but I'm trying to justify why we had 10 races we've had bad luck. Eventually, hopefully, it's going to turn around one day. Once it does, we're going to start ringing off a bunch of wins."

Winning at home means a lot to Hamlin.

"It means more here, for sure," Hamlin said. "I would have the same reaction at another race track, maybe not as much as what I feel right now. It's still just another win that slipped away from us. I've never

led that many laps in one race before. **Mike (Ford, crew chief)** gave me an excellent car. We should have won it. He deserves it. The team deserves it. We just came up short."

■ **Kyle Busch** was a perfect two-for-two at Richmond. In two races, he was involved in two post-race altercations.

"Last year, we got wrecked twice by the 8 car [**Dale Earnhardt, Jr.**] in The Chase, and I feel like those were the situations that took us out of the running for the championship," Busch said of Saturday's deal. "That had nothing to do with tonight."

"The fact that he [Hendrick crewman **Rick Pigeon**] came down and confronted me, saying 'why did you do that,' thinking I did it deliberately, was beyond insane."

■ A broadcast report early in the weekend stated that **Bobby Labonte** either has signed or will sign an extension to remain with Petty Enterprises. The 2000 series champion was rumored to be following sponsor General Mills to the fourth **Richard Childress** Racing car for next season.

Petty is still seeking to replace General Mills as sponsor, and with Labonte, that task will be much easier. But Labonte said that he had not signed the "lifetime" contract the Pettys offered as of yet and that nothing has been set in stone.

■ The Last American Hero meets the Last American Promoter?

Texas Motor Speedway President **Eddie Gossage** offered Dale Earnhardt, Jr. a cool \$100,000 to race in the Indy Car Series' Bombardier Lear Jet 550k event at his 1.5-mile oval June 7. Gossage said he'd pay Junior in cash or as a donation to his favorite charity.

Will he do it?

"He thinks I'm a cheap date, I guess," Earnhardt cracked Friday. "I wouldn't be able to do it, my con-

science wouldn't let me. If they offered me more money, my conscience wouldn't let me feel comfortable with doing it. I know his intentions are good and we had that discussion with the billboard thing and I totally understand what his approach is to advertising now. If I had the opportunity, if I was there testing my car and somebody had their car there, I'd like to jump in it and run a couple of laps, but that would be the extent of the adventure."

■ During the Nationwide Series aftermath, Kyle Busch and **Steven Wallace** were standing eight feet apart on pit road saying unkind things about each other over the public-address system.

After Busch made his comments (see Nationwide story, page 26), Wallace said, "I wish he'd be a man about it and come over here and say that to my face."

**Kevin Harvick**, known to have flown off the handle a time or two, listened to the exchange and chuckled. "We've got boys calling each other boys," he said. "I'm just glad it's not me."

For the record, Busch is 23, Wallace is 20 and **David Ragan**, who also had words for Wallace after the race, is 22.

■ Busch got off a good line in the post-race press conference. Asked if he would try to talk to Wallace during the week, Busch said, "Probably not. Since he's **Rusty Wallace's** kid, I don't think he's going to listen very much."

■ **Ken Schrader** couldn't recapture the magic from one week earlier at Talladega, and as a result, the No. 40 Dodge missed the race. So too did the fourth RCR car driven by **Scott Wimmer, John Andretti's** machine and the No. 21 Air Force Ford driven by **Jon Wood**.

The Wood Brothers missing a race at Richmond? Say it ain't so.

## How Will NASCAR Fans Weather Summer '08?

RICHMOND, VA.

**R**ichmond Int'l Raceway and Bristol (Tenn.) Motor Speedway have always been popular stops on the NASCAR Sprint Cup tour.

The waiting list at Bristol is a couple of years long, and Richmond tickets were hot sellers no matter what. The track sold out Saturday's race, but the sell-out did not come until race day.

Gas prices, the increasing cost of attending a NASCAR race and the allure of not fighting traffic, rowdy rednecks and the hustle and bustle are all factors.

It is going to be interesting to watch how the average NASCAR fan weathers the economic slowdown this summer. With gas reaching toward \$4 a gallon, it doesn't make much sense to fill the RV with high-cost high-test and motor to the track, as NASCAR fans have done for nigh on a half-century.

Even if you don't have an RV or access to one, it's expensive. Hotels engage in the time-honored, free-market principle of raising prices to what the market will bear, and within 40 miles of the track, that market pays around \$160 a night on average for the meanest of digs.

Camping fees are probably the cheapest way to get to a NASCAR race and stay without busting the bank, but you still have the problem of getting there, so it's a wash, really.

The cost of tickets is open to debate. You'll pay as much or more to attend any major sporting event, so NASCAR is competitive with other sports in that regard.

The average NASCAR fan is a rugged individualist to begin with, and passionate to boot. He or she will find a way to get to as many races as makes sense, and if they can't go, they don't. They'll watch

WIDE OPEN



**RON LEMASTERS, JR.**

on TV, listen to the radio or, in increasing numbers, watch on the Web.

All of this is nothing new to NASCAR. We've been through boom and bust on the economy, and NASCAR is perhaps more susceptible to market forces than the NFL or baseball.

TV ratings are, on average, better than they were last year, and that is a reflection of economy more than the exciting races, although last week's race at Talladega was pretty good in that regard.

The gateway to a long, hot summer awaits, and by the time September rolls around, we'll see how NASCAR weathered the storm. Scheduling, at least as far as California and Atlanta are concerned, remains a key indicator of how NASCAR feels about the overall health of the sport.

Nobody goes to the first California race, comparatively, and the heat of the Labor Day event

makes Darlington look temperate. Swapping the Atlanta and California or Talladega dates could be a winner. Atlanta has its own troubles attendance-wise, even though the racing is pretty good and the market is a good one, or at least has been traditionally.

NASCAR has to juggle the twin pillars of business and competition, and for the most part they do so as a matter of course. But when one of those pillars is on the verge of hitting the ground, adjustments must be made.

This summer — the Summer of '08 — will go a long way toward determining if the sanctioning body can keep both in the air on a consistent basis.

*TV ratings are, on average, better than they were last week, and that is a reflection of economy more than the exciting races, although last week's race at Talladega was pretty good in that regard.*

### UP NEXT

#### Darlington Raceway

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

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

#### Sprint Cup Race

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



Start/finish

Pit lane

Address:

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

## RACE REWIND

NATIONAL HOT ROD ASS'N

Race 7 of 24: O'Reilly NHRA Midwest Nationals, May 2-4  
Gateway Int'l Raceway, Madison, Ill.

## FINAL RESULTS

## TOP FUEL



Rod Fuller

## FUNNY CAR



Tim Wilkerson

## PRO STOCK



Kurt Johnson

## Top Fuel

## FIRST ROUND

| Qual. | Driver          | E.T.  | Speed  | Def. | Qual. | Driver               | E.T.   | Speed  |
|-------|-----------------|-------|--------|------|-------|----------------------|--------|--------|
| 8     | Rod Fuller      | 4.530 | 328.06 | def. | 9     | Cory McClenathan     | 10.845 | 78.80  |
| 10    | Alan Bradshaw   | 4.561 | 319.67 | def. | 7     | J.R. Todd            | 4.542  | 319.14 |
| 4     | Antron Brown    | 5.929 | 194.30 | def. | 13    | Brandon Bernstein    | 7.869  | 139.73 |
| 3     | Hillary Will    | 5.648 | 217.98 | def. | 14    | Troy Buff            | 11.511 | 90.31  |
| 2     | Tony Schumacher | 4.531 | 323.97 | def. | 15    | Morgan Lucas         | 4.604  | 313.95 |
| 1     | Dave Grubnic    | 4.542 | 321.19 | def. | 16    | Luigi Novelli        | 13.386 | 92.94  |
| 5     | Doug Kalitta    | 4.549 | 315.64 | def. | 12    | Doug Herbert         | 7.609  | 97.81  |
| 6     | Larry Dixon     | 4.721 | 311.70 | def. | 11    | Bob Vandergriff, Jr. | 4.786  | 243.72 |

## SECOND ROUND

|   |                 |       |        |      |    |               |        |        |
|---|-----------------|-------|--------|------|----|---------------|--------|--------|
| 3 | Hillary Will    | 4.629 | 308.99 | def. | 6  | Larry Dixon   | 4.678  | 309.42 |
| 5 | Doug Kalitta    | 4.773 | 283.07 | def. | 4  | Antron Brown  | 10.922 | 64.35  |
| 8 | Rod Fuller      | 4.570 | 325.45 | def. | 1  | Dave Grubnic  | 5.074  | 209.69 |
| 2 | Tony Schumacher | 5.286 | 250.74 | def. | 10 | Alan Bradshaw | 9.761  | 93.25  |

## SEMIFINAL

|   |                 |       |        |      |   |              |        |        |
|---|-----------------|-------|--------|------|---|--------------|--------|--------|
| 2 | Tony Schumacher | 4.575 | 321.50 | def. | 3 | Hillary Will | 11.349 | 75.82  |
| 8 | Rod Fuller      | 4.591 | 320.50 | def. | 5 | Doug Kalitta | 6.202  | 156.46 |

## FINAL

|   |            |       |        |      |   |                 |       |        |
|---|------------|-------|--------|------|---|-----------------|-------|--------|
| 8 | Rod Fuller | 4.525 | 328.70 | def. | 2 | Tony Schumacher | 4.583 | 325.45 |
|---|------------|-------|--------|------|---|-----------------|-------|--------|

## Funny Car

## FIRST ROUND

| Qual. | Driver        | E.T.  | Speed  | Def. | Qual. | Driver         | E.T.  | Speed  |
|-------|---------------|-------|--------|------|-------|----------------|-------|--------|
| 1     | Tim Wilkerson | 4.828 | 322.88 | def. | 16    | Tony Bartone   | 9.509 | 85.48  |
| 2     | Mike Ashley   | 6.579 | 252.90 | def. | 15    | Scott Kalitta  | 6.622 | 138.12 |
| 13    | Tony Pedregon | 4.892 | 297.90 | def. | 4     | Ashley Force   | 4.869 | 309.98 |
| 3     | Robert Hight  | 4.834 | 301.00 | def. | 14    | Jerry Toliver  | 4.910 | 308.85 |
| 5     | Cruz Pedregon | 4.873 | 311.34 | def. | 12    | Gary Scelzi    | 4.863 | 314.17 |
| 6     | John Force    | 4.862 | 320.20 | def. | 11    | Ron Capps      | 4.856 | 319.07 |
| 7     | Mike Neff     | 4.904 | 310.63 | def. | 10    | Melanie Troxel | 4.920 | 292.46 |
| 8     | Del Worsham   | 4.817 | 316.30 | def. | 9     | Bob Tasca III  | 4.924 | 310.13 |

## SECOND ROUND

|   |               |       |        |      |    |               |        |        |
|---|---------------|-------|--------|------|----|---------------|--------|--------|
| 7 | Mike Neff     | 4.924 | 309.77 | def. | 2  | Mike Ashley   | 4.959  | 295.79 |
| 3 | Robert Hight  | 5.042 | 300.60 | def. | 6  | John Force    | 5.811  | 200.00 |
| 1 | Tim Wilkerson | 4.826 | 310.20 | def. | 8  | Del Worsham   | 7.533  | 121.20 |
| 5 | Cruz Pedregon | 5.808 | 264.65 | def. | 13 | Tony Pedregon | 12.046 | 79.55  |

## SEMIFINAL

|   |               |       |        |      |   |               |       |        |
|---|---------------|-------|--------|------|---|---------------|-------|--------|
| 7 | Mike Neff     | 4.852 | 312.78 | def. | 3 | Robert Hight  | 7.377 | 115.45 |
| 1 | Tim Wilkerson | 4.829 | 314.83 | def. | 5 | Cruz Pedregon | 6.886 | 135.65 |

## FINAL

|   |               |       |        |      |   |           |       |        |
|---|---------------|-------|--------|------|---|-----------|-------|--------|
| 1 | Tim Wilkerson | 4.874 | 317.27 | def. | 7 | Mike Neff | 4.886 | 321.58 |
|---|---------------|-------|--------|------|---|-----------|-------|--------|

## Pro Stock

## FIRST ROUND

| Qual. | Driver        | E.T.  | Speed  | Def. | Qual. | Driver         | E.T.   | Speed  |
|-------|---------------|-------|--------|------|-------|----------------|--------|--------|
| 9     | V. Gaines     | 9.327 | 127.01 | def. | 8     | Greg Stanfield | 10.155 | 117.80 |
| 10    | Rickie Jones  | 6.812 | 205.85 | def. | 7     | Mike Edwards   | 18.309 | 41.97  |
| 6     | Allen Johnson | 6.624 | 208.94 | def. | 11    | Max Naylor     | 6.630  | 204.70 |
| 5     | Kurt Johnson  | 6.581 | 209.36 | def. | 12    | Todd Hoerner   | 6.619  | 208.65 |
| 2     | Greg Anderson | 6.616 | 208.49 | def. | 15    | Matt Hartford  | 11.851 | 74.75  |
| 3     | Dave Connolly | 6.668 | 208.10 | def. | 14    | Rod Krisher    | 6.641  | 207.62 |
| 16    | John Nobile   | 9.679 | 158.91 | def. | 1     | Jason Line     | 12.809 | 66.19  |
| 4     | Jeg Coughlin  | 6.619 | 208.01 | def. | 13    | Jim Yates      | 6.623  | 206.57 |

## SECOND ROUND

|   |               |       |        |      |    |               |        |        |
|---|---------------|-------|--------|------|----|---------------|--------|--------|
| 9 | V. Gaines     | 6.626 | 207.91 | def. | 16 | John Nobile   | 10.602 | 94.83  |
| 3 | Dave Connolly | 6.661 | 207.43 | def. | 6  | Allen Johnson | 14.206 | 59.17  |
| 2 | Greg Anderson | 6.623 | 208.62 | def. | 10 | Rickie Jones  | 6.648  | 208.36 |
| 5 | Kurt Johnson  | 6.620 | 209.33 | def. | 4  | Jeg Coughlin  | 6.623  | 208.01 |

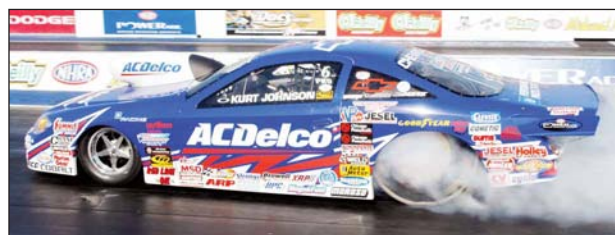
## SEMIFINAL

|   |               |       |        |      |   |               |        |        |
|---|---------------|-------|--------|------|---|---------------|--------|--------|
| 3 | Dave Connolly | 8.851 | 151.22 | def. | 2 | Greg Anderson | 29.371 | BROKE  |
| 5 | Kurt Johnson  | 6.619 | 208.78 | def. | 9 | V. Gaines     | 6.639* | 207.05 |

## FINAL

|   |              |       |        |      |   |               |       |        |
|---|--------------|-------|--------|------|---|---------------|-------|--------|
| 5 | Kurt Johnson | 6.631 | 209.30 | def. | 3 | Dave Connolly | 6.651 | 208.78 |
|---|--------------|-------|--------|------|---|---------------|-------|--------|

\*—Denotes red light



NHRA PHOTO

**CHEVY THUNDER:** Kurt Johnson picked up his first Pro Stock triumph of the season Sunday afternoon.

DON FIGLER PHOTO

**THE FINAL ROUND:** Rod Fuller (near lane) outran Tony Schumacher for the Top Fuel victory in Sunday's NHRA POWERade Drag Racing Series event at Gateway Int'l Raceway in Madison, Ill.

## Wilkerson Keeps Chugging

MADISON, Ill. — Tim Wilkerson denied John Force Racing's Mike Neff his first career win on the same day Neff's boss made history at the 12th annual O'Reilly NHRA Midwest Nationals presented by Castrol.

Wilkerson earned his first win at his hometown track, his second of the season and seventh of his career when he drove his Levi, Ray & Shoup Chevy Impala SS to a 4.874-second finish at 317.27 miles per hour to Neff's 4.886 at 321.58 in his Old Spice Ford Mustang.

Early in the day, Force cemented his position as the most prolific Funny Car driver in NHRA history when he reached 1,000 round wins, the first driver to do so, in a first-round match-up with Ron Capps.

The win marked Wilkerson's second victory over a JFR entry this year — he defeated team owner and driver John Force's daughter Ashley in Las Vegas. He enters the season's next event in Bristol leading the NHRA POWERade Series points for the first time in his 11-year career after qualifying No. 1 at the event.

"The emotions are out of control," Wilkerson said. "It was all I could do at the other end of the track just to get out of the car...It'll get the monkey off our back. We ended up qualifying No. 1 a couple of times this year and couldn't even get out of the first round. We're pretty proud. My guys are just doing a terrific job working on my car, and the track was good all day."

After watching new teammate and Pro Stock Motorcycle transplant Antron Brown win two of the season's first six events, 2007 title contender Rod Fuller has his own reason to celebrate. Fuller piloted his Caterpillar dragster to a 4.525 at 328.70 around Tony Schumacher's 4.583 at 325.45 in his U.S. Army-backed dragster.

"I kind of had a chip on my shoulder from what happened to me last year, leading the points all year long and losing to him (Schumacher, the reigning POWERade Series world champion)," Fuller said. "It's gratifying when you beat him. What else can I say about David Powers Motorsports? Four finals in a row for



AUTOIMAGERY.COM PHOTO

**TWICE AS NICE:** Tim Wilkerson enjoys his second Funny Car victory of the season Sunday at Gateway Int'l Raceway.

us and three wins. It just tells you how strong this organization is.

"I take a lot of pride in (Brown's) success because we're really close to each other. He gives me a lot of compliments by saying how much I helped him, and I have helped him a lot. It's almost like we're brothers and it's like watching my little brother Tony racing. If I can't win, I want him to win. I always say drag racing is like a merry-go-round. You just have to wait for your time to get on."

Kurt Johnson earned his first victory since Phoenix of last year when he drove his ACDelco Chevy Cobalt to a 6.631 at 209.30 for a win over Dave Connolly's 6.651 at 208.78 in his Charter Communications Chevy Cobalt. It is his 37th-career victory and third at Gateway (2005, 1998).

"It was pretty tough out there," Johnson said. "There was a lot of tire shake...I think everybody just kind of underestimated the race track. It was exceptional for me. We ran a .58 this morning and it's hard to touch it after that, but we knew we

had to make some changes. We changed the gears around; we changed the clutch around. The whole ACDelco crew just came together and we did what we needed to do."

Andrew Hines turned in his 16th consecutive run in the six-second range to earn his second-consecutive and 15th-career win on his Screamin' Eagle Vance & Hines Harley-Davidson.

"The V-Rod's just going straight, making good runs," Hines said. "It's the same engine we ran in Atlanta. We tried a different engine on Friday and it just didn't seem to have as many ponies as this one. We wanted to get back the No. 1 qualifying spot, and we put the engine back in yesterday and just couldn't find the set-up because it was making so much horsepower here in St. Louis."

"It was throwing us for a loop...but winning from the No. 3 spot, that still means a lot. Four races in three finals and two wins, it's just a tribute to how good my team is."



NHRA PHOTO

**BIG NUMBER:** John Force poses for photographs after recording his 1,000th-career round victory in NHRA Funny Car competition Sunday at Gateway Int'l Raceway in Madison, Ill.

## Bradshaw Honors Russell

MADISON, Ill. — Top Fuel driver **Alan Bradshaw** didn't advance to the final round Sunday in the **Dexter Tuttle**-owned Vis Viva "Living Force Energy" Dragster. But in beating former Tuttle driver **J.R. Todd** on a holeshot in the opening round, he made a splash in celebrating the life of his close friend, **Darrell Russell**.

Russell was killed at Gateway Int'l Raceway during eliminations of the 2004 O'Reilly Midwest Nationals.

And Bradshaw paid tribute to the extremely popular rodeo-cowboy driver from Hockley, Texas, with his "Tribute to a Champion — Never Forgotten" special edition dragster.

Bradshaw also wore a custom helmet and firesuit commemorating the event. Darrell's parents, **Gwen** and **Burnell Russell**, and his brother, **Chris Russell**, attended the race.

"We couldn't be more thrilled that Darrell is being honored in this way," Chris Russell said. "This was something Darrell would have been very proud of, and the fact Alan will be driving the car is a perfect fit."

Bradshaw advanced to the quarter-finals with his first round-win of the year. "I'm glad we turned the win light on for the Russell family," Bradshaw said. "It couldn't have come at a better time. Obviously, the high of winning that first round and then the disappointment of not fulfilling what I envisioned this weekend made it pretty emotional for me. I wanted nothing more than to hand the Russell family the Top Fuel Wally at the end of the race."

■ **Hot Rod Fuller** had a laundry list of people to thank after beating **Tony Schumacher** and earning his first victory this year.

"Any time you beat the (U.S.) Army car, you're fired up," Fuller said. "I've had a chip on my shoulder with the way things played out last season, so it does feel really great to beat them. How about this **David Powers** Motorsports team? Four straight

finals with three wins is just awesome.

"I have to dedicate this win to two things. This is the fourth anniversary of the death of Darrell Russell. Darrell and his brother, Chris, partnered with David Powers with the idea of starting a Top Fuel team and they hired me. It was an honor to get that call to drive their car. I'm going to dedicate this win to the Russell family. I also had to fight tears at the top end because this was the first race my mom has seen me win in Top Fuel. She hasn't been in great health and when I got out of the car, she was in tears. If it wasn't for my mom and dad, I wouldn't be here. What a great day."

■ **Tim Wilkerson's** 4.744-second elapsed time, which earned him his fourth No. 1 qualifier award in this season's seven races, was the quickest in the Funny Car class all season. **Gary Scelzi**, the winningest driver at Gateway Int'l Raceway with three Top Fuel victories and one in the Funny Car class, was one of several drivers who set personal season-best e.t.s in qualifying. His 4.724-second E.T. and 330.23-mph speed remain Gateway Int'l Raceway records.

"What a field," Scelzi said of the 16-car lineup that was separated by just eight-hundredths of a second. "It's almost like racing Pro Stock. Besides Wilkerson's 4.744, everybody is jammed in there between a .79 and an .81."

■ **Layoff?** What layoff? Funding trouble kept **Dave Connolly** on the Pro Stock sidelines for the first five races this season, but he stormed back with a runner-up finish in only his second race back on the tour. Faring well in front of his new sponsor, St. Louis-based Charter Communications, Connolly qualified third and advanced to the final. But a clutch problem at the starting line against **Kurt Johnson** foiled his chances of winning his 18th race and repeating his 2007 victory at Gateway. He blamed himself.

"I screwed it up," Connolly said. "I just let the car go through the (starting) beams and as soon as I went to stop it, the tree was on and I was just dead late. We could've run with Kurt...it was a win we should've had."

■ Two-time Top Fuel rookie-winner **Antron Brown** qualified the Matco Tools Dragster in the top half of the field for the fifth time this season. In his only attempt Saturday afternoon, Brown erased **Doug Kalitta's** two-year-old, track-speed mark of 330.55 mph with his 331.94.

Referring to Kentucky Derby winner, the former Pro Stock Motorcycle rider said, "I felt like Big Brown cruising down the backstretch at Churchill Downs, running that 331 mph."

However, **Dave Grubnic** took the top-qualifying position with a track-record pass of 4.467 seconds that erased the late Darrell Russell's 2004 mark of 4.511. That field was a quick one, as well, with final qualifier **Luigi Novelli** as the only driver with an e.t. slower than 4.60.

■ Track records fell in both of the Pro Stock classes. Both of **Greg Anderson's** marks disappeared in qualifying. Teammate **Jason Line** reset the elapsed-time record at 6.571 seconds in leading a class in which only seven-hundredths of a second separated Nos. 1 and 16. Kurt Johnson claimed the speed record at 209.39 mph.

In the Pro Stock Motorcycle class, winner **Andrew Hines** highlighted the first round of eliminations with a 6.875-second pass, the second-quickest in class history. Top qualifier **Matt Smith** followed to cap the round with a 6.882-second e.t. victory.

■ For the first time this season, "Fast" **Jack Beckman** missed the Funny Car cut in the Valvoline/Mail Terminal Services Dodge Charger, snapping his record as the active driver with the longest qualifying streak (22 races).

## Imagine Force Still Winning At Age 89

THE STRAIGHTLINE



SUSAN WADE

SEATTLE

**J**ohn Force posed after his first-round victory in Sunday's O'Reilly Midwest Nationals at Gateway Int'l Raceway with four fat Goodyear slicks cleverly arranged to spell out "1,000."

The Funny Car icon and 14-time champion had just recorded his unprecedented 1,000th elimination round-win in National Hot Rod Ass'n competition. After a week that lauded daughter Ashley for beating him at Atlanta and becoming the first woman to win a Funny Car final, he reveled in his 59th birthday cheer in the shadow of the St. Louis Arch. He received a crystal trophy commemorating his achievement, kissed wife Laurie, kissed Senior Vice President of Racing Operations Graham Light, and turned his attention back to a race that saw his rookie driver, Mike Neff, reach the finals.

John Force Racing cranked out the stats of his 30-year career, including such esoteric tidbits as "Force has won 111 rounds against drivers with surnames beginning with the letter B" and "263 of Force's 1,000 round-wins have come without facial hair." Perhaps the fun of this moment, though, came in Force's remarks the week before, when he was preparing for his 500th race, at Atlanta, and Top Fuel dominator Tony Schumacher was set to notch his 250th.

Said Force then, "Well, he ain't going to catch me til I drop dead, because I'm going to drive this old thing until I drop. I've just fallen in love with it all over again."

Schumacher paid his respects, then joined in the kidding: "He told the media that unless he croaked that I was never going to catch him. He said he's never going to quit. Well, unless he wants to run his Funny Car on Geritol, he may not have a choice."

Force has proven that he does have a choice. As he lay in a hospital bed in Dallas last fall, battered badly by a racing accident that inspired sweeping safety measures, Force made the decision to race again.

Many wagged their heads that he wasn't ready. Some feared he would

hurt himself worse. But John Force knew John Force better than anyone, and he worked like a man possessed to regain his strength. His stubbornness carried him through days of painful and grueling physical therapy that made him cry and made him angry. But he never lost sight of his goal: to be back in a Funny Car.

So hmmm...Fast-forward to 2038... John Force is amazing everybody.

Imagine — 89 years old...28 championships...and reaching that 2,000 round-win plateau. Finally he did it, but he had to beat granddaughter Autumn Hight, oldest child of 10-time champion Robert Hight, to do it. He and daughter Ashley always have raced together; it seems, for at age 55, she just captured round win No. 1,000, beating young Bob Tasca VII.

"It seems like yesterday I was getting congratulations for winning the 1,000th round-win," Force said. "That was way back when gas was only about \$4 a gallon at the pump. Boy, we didn't know how great we had it then! And everybody had those flat-screen TVs. And cell phones — how big and bulky they were! And we hadn't even colonized Mars back then. Forgive me — I'm an old man, reminiscing..."

"It's just so different now," Force said. "We didn't know what we were going to do when nitro got outlawed 20 years ago. But who knew these ole hot rods would run on hydrogen power laced with a compost mixture of potato peels, grass clippings and stale beer?"

"Now I'll shut up," Force said. "I see Caden Capps is standing here, waiting to talk." Capps, Senior Vice President of Racing Operations once NHRA and IHRA merged and purchased a financially struggling NASCAR operation, started to take the microphone and congratulate Force. But Force had something else left to say.

"Just one more thing. Caden Capps, I beat your old man — Ron Capps — to get that 1,000th round-win, back there in St. Louis in 2008. Never will forget it. He left on me, but I ran him down."

### UP NEXT

O'Reilly NHRA Thunder Valley Nationals, May 16-18, Bristol Dragway, Bristol, Tenn.

### STANDINGS

#### TOP FUEL



Tony Schumacher

#### FUNNY CAR



Tim Wilkerson

#### PRO STOCK



Jason Line

### Top Three

|                    |     |
|--------------------|-----|
| 1. Tony Schumacher | 608 |
| 2. Antron Brown    | 540 |
| 3. Larry Dixon     | 469 |

|                  |     |
|------------------|-----|
| 1. Tim Wilkerson | 497 |
| 2. Ashley Force  | 473 |
| 3. Cruz Pedregon | 425 |

|                 |     |
|-----------------|-----|
| 1. Jason Line   | 527 |
| 2. Jeg Coughlin | 520 |
| 3. Kurt Johnson | 508 |



## RACE REWIND

## NASCAR NATIONWIDE SERIES

Race 11 of 35: Lipton Tea 250, Friday, May 2  
Richmond Int'l Raceway, Richmond, Va.

## FINAL RESULTS

FIRST



Denny Hamlin

SECOND



Kevin Harvick

THIRD



Kyle Busch

| Fin. | St. | No. | Driver                 | Car                                  | Laps | Money    | Status     |
|------|-----|-----|------------------------|--------------------------------------|------|----------|------------|
| 1    | 3   | 20  | Denny Hamlin           | Z-Line Designs Toyota                | 253  | \$45,595 | Running    |
| 2    | 6   | 33  | Kevin Harvick          | Rheem Chevrolet                      | 253  | 31,950   | Running    |
| 3    | 25  | 32  | Kyle Busch             | Hass Avocados From Mexico Toyota     | 253  | 27,925   | Running    |
| 4    | 9   | 6   | David Ragan            | Discount Tire Ford                   | 253  | 21,075   | Running    |
| 5    | 23  | 66  | Steve Wallace          | Atreus Homes Chevrolet               | 253  | 24,968   | Running    |
| 6    | 14  | 64  | David Stremme          | Atreus Homes Chevrolet               | 253  | 24,018   | Running    |
| 7    | 2   | 60  | Carl Edwards           | Save-a-Lot Ford                      | 253  | 19,335   | Running    |
| 8    | 12  | 1   | Mike Bliss             | Miccosukee Resorts Chevrolet         | 253  | 24,063   | Running    |
| 9    | 5   | 2   | Clint Bowyer           | BB&T Chevrolet                       | 253  | 16,750   | Running    |
| 10   | 10  | 29  | Scott Wimmer           | Holiday Inn Chevrolet                | 253  | 24,468   | Running    |
| 11   | 33  | 88  | Brad Keselowski        | U.S. Navy/Blue Angels Chevrolet      | 253  | 22,818   | Running    |
| 12   | 7   | 17  | Matt Kenseth           | CitiFinancial Ford                   | 253  | 16,250   | Running    |
| 13   | 18  | 7   | Mike Wallace           | Geico Toyota                         | 253  | 23,368   | Running    |
| 14   | 1   | 9   | Kasey Kahne            | Lipton Dodge                         | 253  | 19,100   | Running    |
| 15   | 28  | 12  | Sam Hornish, Jr.       | Penske Truck Rental Dodge            | 253  | 16,425   | Running    |
| 16   | 11  | 38  | Jason Leffler          | Great Clips Toyota                   | 253  | 23,068   | Running    |
| 17   | 20  | 25  | Bobby Hamilton, Jr.    | Peanut Shop of Williamsburg Ford     | 253  | 22,243   | Running    |
| 18   | 8   | 99  | David Reutimann        | Aaron's Dream Machine Toyota         | 252  | 15,675   | Running    |
| 19   | 15  | 11  | Jason Keller           | America's Incredible Pizza Chevrolet | 252  | 22,068   | Running    |
| 20   | 24  | 47  | Kelly Bires            | Cloxxx Ford                          | 252  | 23,018   | Running    |
| 21   | 16  | 40  | Bryan Clauson          | Fastenal Dodge                       | 252  | 22,968   | Running    |
| 22   | 4   | 70  | Mark Green             | ForeTravel Chevrolet                 | 251  | 15,450   | Running    |
| 23   | 13  | 5   | Landon Cassill         | National Guard Chevrolet             | 251  | 22,243   | Running    |
| 24   | 26  | 22  | Johnny Sauter          | Supercuts Dodge                      | 251  | 23,793   | Running    |
| 25   | 17  | 59  | Marcos Ambrose         | Kingsford Hickory Charcoal Ford      | 251  | 21,893   | Running    |
| 26   | 19  | 27  | Brad Coleman           | Huggies/Kroger Ford                  | 250  | 21,668   | Running    |
| 27   | 39  | 81  | D.J. Kennington        | Vector Security Dodge                | 250  | 21,618   | Running    |
| 28   | 29  | 89  | Morgan Shepherd        | Victory in Jesus Racing Dodge        | 250  | 21,568   | Running    |
| 29   | 27  | 61  | Kevin Lepage           | Un-sponsored Ford                    | 249  | 21,518   | Running    |
| 30   | 35  | 92  | Brian Keselowski       | Un-sponsored Dodge                   | 249  | 15,250   | Running    |
| 31   | 31  | 01  | Kertus Davis           | RaceGirl Chevrolet                   | 248  | 21,413   | Running    |
| 32   | 30  | 24  | Eric McClure           | Hefty Brand Chevrolet                | 247  | 21,353   | Running    |
| 33   | 38  | 52  | Derrick Cope           | Un-sponsored Chevrolet               | 246  | 21,318   | Running    |
| 34   | 42  | 4   | Robert Richardson, Jr. | JVC Chevrolet                        | 243  | 21,208   | Running    |
| 35   | 43  | 76  | Ryan Hackett           | JandRSupply.com Ford                 | 243  | 14,710   | Running    |
| 36   | 34  | 05  | Brett Rowe             | 31W Insulation Chevrolet             | 240  | 21,143   | Running    |
| 37   | 21  | 28  | Kenny Wallace          | U.S. Border Patrol Chevrolet         | 207  | 21,083   | Running    |
| 38   | 22  | 31  | Jeff Green             | Key Motorsports Chevrolet            | 162  | 14,560   | Electrical |
| 39   | 36  | 37  | Burney Lamar           | Un-sponsored Ford                    | 55   | 20,978   | Ignition   |
| 40   | 32  | 02  | Andy Ponstein          | Stotts Classic Racing Chevrolet      | 18   | 14,475   | Engine     |
| 41   | 41  | 0   | Danny Efland           | Lori Morgan, LLC Chevrolet           | 16   | 14,440   | Engine     |
| 42   | 37  | 90  | Johnny Chapman         | Un-sponsored Chevrolet               | 8    | 14,395   | Brakes     |
| 43   | 40  | 91  | Kenny Hendrick         | Un-sponsored Chevrolet               | 6    | 14,330   | Vibration  |

## RACE STATISTICS

Race time: 1 hour, 58 minutes, 18 seconds  
Average speed: 96.238 miles per hour  
Victory margin: .789 second  
Caution flags: Eight for 41 laps  
Lead changes: Three among four drivers

Lap leaders: Kasey Kahne 1-17; Carl Edwards 18-143;  
Kevin Harvick 144-241; Denny Hamlin 242-253.

## TALK OF TIME TRIALS

Kasey Kahne took the pole for the Lipton Tea 250 after qualifying at 125.127 miles per hour. The lap won him his second pole this season in the Nationwide Series and his third in 10 races at Richmond Int'l Raceway.

## STANDINGS

FIRST



Clint Bowyer

SECOND



Carl Edwards

THIRD



Kyle Busch

## Top 10

|                 |       |                    |       |
|-----------------|-------|--------------------|-------|
| 1. Clint Bowyer | 1,565 | 6. David Reutimann | 1,407 |
| 2. Carl Edwards | 1,556 | 7. Brad Keselowski | 1,382 |
| 3. Kyle Busch   | 1,553 | 8. Jason Leffler   | 1,342 |
| 4. David Ragan  | 1,434 | 9. Mike Wallace    | 1,297 |
| 5. Mike Bliss   | 1,424 | 10. David Stremme  | 1,177 |



HHP/ALAN MARLER PHOTO

**A CLOUD OF SMOKE:** Virginia native Denny Hamlin performs donuts in the infield after winning Friday night's NASCAR Nationwide Series race at Richmond (Va.) Int'l Raceway.

# Hamlin Hurries At Home

By **RON LEMASTERS JR.**  
NSSN CORRESPONDENT

RICHMOND, Va. — Friday was a good day for Denny Hamlin.

First, he earned the pole for Saturday's Crown Royal Presents the Dan Lowry 400 NASCAR Sprint Cup Series race at Richmond Int'l Raceway, and then he out-smarted Kevin Harvick to win the Lipton Tea 250 for the NASCAR Nationwide Series.

"When those guys (Harvick, Carl Edwards and third-place Mike Bliss) stayed out, I knew this was our race to lose," Hamlin gushed. "It was our race. I told them (his crew) that, that I knew it. Kevin had a hard decision to make, and I knew that one of these days, circumstances were going to come out in our favor."

"That's the way it happened tonight."  
Hamlin, born and raised about 15 minutes up the road from RIR in Chesterfield, led a parade of cars onto pit road with 22 laps to go, taking four tires and fuel in 15.35 seconds. The first three cars, driven by Harvick, Edwards and Bliss, stayed out for track position.

Crew chief Dave Rogers ordered the stop, saying it was a no-brainer.

"We knew the only way we could steal this one was to come in and put four tires on it," Rogers said. "We were a third-place car all day. Track position is so important, and you can't fault Kevin and those guys. They were in a hard place, and I've been in that situation before."

"We were third, and we knew we couldn't pass them if we didn't come to pit road."

Hamlin, who restarted fourth, made Rogers look like a wizard, arcing high in turn one with 10 laps left to grab third, and getting Edwards off turn four on the same lap for second.

With nine laps remaining in the scheduled 250-lap event, Hamlin powered his No. 20 Z-Line Designs Toyota Camry to the inside and passed Harvick for the lead. Despite waiting through another caution for Bryan Clauson's spin, Hamlin calmly drove away for the victory under the green-white-checked format.

"This means more to me to win at Richmond than any trophy I could ever have," Hamlin said. "I can hear the fans here, even over all the noise



HHP/HAROLD HINSON PHOTO

**SPLISH, SPLASH:** Denny Hamlin gets a celebratory shower Friday night at Richmond Int'l Raceway.

here in victory lane, and that means a lot to me."

It was Hamlin's sixth career NASCAR Nationwide Series victory and his first here at Richmond. The victory was also Toyota's fifth-straight NNS victory and seventh in 11 races so far this season.

Edwards led 126 laps and Harvick paced 98, as they had the two best cars all night. It just didn't work out for either of them. Harvick held on to finish second, followed by Hamlin's Toyota teammate Kyle Busch, David Ragan and Steven Wallace. Edwards was sixth at the end.

Harvick said he was darned if he did and darned if he didn't.

"Fifteen laps to go, what do you do?," he asked. "I've been caught on both sides of that, but it only cost us one spot. I was pitting, until I saw the 60 (Edwards) and the 1 (Bliss) behind him stay up. I figured more cars would stay out."

Edwards was pragmatic about it.

"Harvick and I were up there leading and we just didn't pit and everybody else did," Edwards said. "That was it. But they had like 10 cars between us and the guy behind us, so they all got time to think about what they were gonna do. By watching the leaders stay out, it's an easy decision then. I should have pitted. It's just a mistake."

For Rogers, it was his third-straight victory, with three different drivers, in the Nationwide Series. Asked what he was doing up on the box that had led to such success, Rogers cracked,

"Asking for a raise."

It was a rough night for Busch, who fell down a lap in the early going and needed the free pass on lap 146 to get back in it.

He got back in the top 10 at lap 200, and was sixth and closing on lap 218 when Derrick Cope triggered an accident on the front stretch. That caution set up Hamlin's victory.

Busch restarted sixth and gained one spot on lap 234 when another caution waved for Ryan Hackett's spin on the frontstretch.

He pitted with Hamlin and the two leap-frogged the cars on older tires to the finish.

Busch might have gotten second had he not been hit by the onrushing Wallace off turn two on the final lap. Wallace got Busch sideways, but the youngster saved it and got back in it, chasing Wallace up the track and out of third place.

"He's a boy playing in a man's sport, and I don't have to play those kinds of games," a clearly vexed Busch said of Wallace after the race. "If he wants to play like that, then we'll do that."

Busch walked back to Wallace's car after the race was over, leaned into the car to talk to Wallace and had Wallace grab his helmet. "I told him that if he messes with the bull, he's gonna get the horns," Busch said.

Edwards gained on point-leader Clint Bowyer, trailing by just nine points heading to Darlington. Busch, winner of three races so far this season, is 21 points back.



DAVID E. HEITHAUS PHOTO

**BURNING RUBBER:** Will Power accelerates off of pit lane to become the first driver on the track during Sunday's Opening Day at Indianapolis Motor Speedway. Power was also the fastest on the track.

## Will Power On Top On Opening Day

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

INDIANAPOLIS — As Indianapolis Motor Speedway opened Sunday for the 92nd Indianapolis 500, it was a day for rookie drivers to get the attention.

Before any new driver is cleared to compete in practice and qualifications for the May 25 Indy 500, they must first go through the Rookie Orientation Program. Each driver must run a set number of laps in four phases with each phase increasing in speed. Once they pass ROP, they are no longer under speed restrictions and can begin building up speed for Saturday's Pole Day qualifications.

In recent years, there have been a few talented rookies that usually pass through ROP with ease, but it's much different in the unified era of the IndyCar Series.

With so many of the drivers coming over from the Champ Car Series after unification, one-third of this year's Indy 500 starting lineup could be drivers making their first start in the biggest race of the year.

There were 13 drivers that took to the 2.5-mile oval Sunday, with former Champ Car star Will Power the fastest of the newcomers at 220.694 miles per hour. After breezing through all four phases of his rookie test, this year's Toyota Grand Prix of Long Beach winner ran 93 laps, just one lap short of Oriol Servia, who was third quick at 220.102 mph.

"We were first out and last in," Power said. "Initially, when I went out I thought, 'How the hell do you go flat here?' But we crept up through it.

"We had a pretty safe car there at the end. It was pretty solid. I was happy to get flat all the way around because that takes you to the next level and now we start trimming the car out (for speed)."

E.J. Viso was second fastest at 220.445 mph.

The initial phase of ROP is five laps with consistent speeds of 200-205 mph followed by subsequent five-lap phases of 205-210 mph, 210-215 mph and 215-plus mph.

Ten of the 13 drivers passed ROP on Sunday. Power, Jaime Camara, Jay Howard, Ryan Hunter-Reay, Alex Lloyd, Hideki Mutoh, Graham Rahal, Oriol Servia, Viso and Justin Wilson

passed all four phases. Enrique Bernoldi completed three phases and may complete the fourth phase at any point later in the month.

Mario Moraes completed three laps late in the day, while Mario Dominguez did not take the track. Both drivers must complete the first three phases of ROP Monday to remain eligible to compete in the Indianapolis 500.

In addition to the 13 drivers that had to pass ROP, Davey Hamilton of Vision Racing and Max Papis of Rubicon Racing/Sam Schmidt Motorsports were required to complete the refresher test, which consists of the final phase of ROP because, although they are veterans, they have not driven an IndyCar in competition in at least one year.

While the first three drivers on Sunday were transition teams new to IndyCar, rookie driver Alex Lloyd was the fourth fastest at 219.964 mph.

Lloyd won the Indy Pro Series (now known as Firestone Indy Lights) title in 2007. That championship got him a contract from team-owner Chip Ganassi to be the team's developmental driver in 2008.

Ganassi has loaned Lloyd to Rahal Letterman Racing for the Indy 500 where he teams up with fellow rookie driver Hunter-Reay.

"It's strange the way it is working because if you look at my timing stand I have my engineers from Target Chip Ganassi Racing and a couple of the Rahal Letterman guys," Lloyd said. "I've got two great teams that have won this race before, and many other races and championships before, and I've got their expertise on both sides working with me. That's great for a first timer here because all of that experience goes a long way."

Lloyd also has two-time Indy 500 winner Arie Luyendyk working with him to help serve as a driving coach throughout the month.

With Sunday and Monday set aside for ROP, it is a huge benefit for the new drivers in this year's race to slowly learn how to drive the demanding Indianapolis Motor Speedway.

They better learn quickly, however, as the full field of veterans take to the race course beginning May 6 with four full days of practice leading up to Saturday's Pole Day.

# Curry Gets Walking Papers

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

INDIANAPOLIS — Larry Curry has been released as team manager of Vision Racing.

Curry held that position since the team's inception in 2005 and oversaw the rapid growth of the operation, but was let go in the aftermath of a rules violation for both Vision cars in the Miami-Homestead Speedway opener.

That disallowed the speeds posted by Ed Carpenter and A.J. Foyt IV after a rear wing violation was discovered in post-qualification technical inspection.

Former crew chief Keven Kukuliwicz (a.k.a. Keven Kaye) has been named to the post of team manager, taking on the additional responsibility for the operation of the race team.

Curry was one of the first employees of Vision Racing when team owners Tony and Laura George formed the team from assets purchased through the sale of Kelley Racing in 2005.

"Larry has been an asset to the growth and building of Vision Racing," George said. "However, after full review of the facts surrounding the disallowance of the

## INDY NOTES

teams qualifying runs at Homestead-Miami Speedway, Larry and I agreed that a breach of what amounts to the teams code of conduct had occurred, and as team manager he was expected to uphold a very high standard, but in this instance fell short."

Kukuliwicz has also been with the team since its inception.

■ **Dario Franchitti** made an appearance at Indianapolis Motor Speedway on Monday. Franchitti won the 2007 Indianapolis 500 and the IndyCar Series championship before moving on to the NASCAR Sprint Cup Series as a rookie for Target Chip Ganassi Racing this season.

"It seems really strange to be here and not be driving," Franchitti said. "This is always a very special place. We knew all month last year that we had a very fast car. Both Tony Kanaan and I worked well together, but we got into a rhythm where both cars were feeding off each other. We knew we had a great car.

"But during the race we had a problem with one of the dampers on the car and worked on that with understeer. But after that was corrected, I thought we had one of the strongest cars in the race here. Last year we were in the right place at the right time."

Franchitti called his move to NASCAR "the right move at the right time." He also said he has "no remorse whatsoever" in leaving IndyCar because he was ready for a new challenge.

"I'm totally consumed by what I'm doing right now," Franchitti said. "NASCAR takes up all of your time. I don't wake up in the morning thinking 'I wish I was back at Indy,' but I'm sure on race day that will change. It was great when the series unified and there is one IndyCar Series. That is going to be great for the future."

Franchitti continues to recover



DAVID E. HEITHAUS PHOTO

**PARTNERS:** Driver Oriol Servia (left) chats with KV Racing team owner Jimmy Vasser during rookie orientation at Indianapolis Motor Speedway.

from a broken left ankle that he suffered in a crash in the Nationwide Series race at Talladega Superspeedway two weeks ago. He was reevaluated by Indianapolis orthopedic surgeon Dr. Terry Trammell on Monday.

Franchitti even quipped that he won a bet with Ganassi on how soon Danica Patrick would win a race.

"I told Chip at the Christmas party she was going to win at least one race," Ganassi said. "He said, 'I'm not so sure.' So I made a bet with Chip, team President Steve Lauletta, and then Felix Sabates wanted to get in on it so I ended up coming out pretty good on that.

"I won \$300."

■ While Justin Wilson is an Indianapolis 500 rookie, he competed in the 2003 United States Grand Prix, which meant he went the opposite way around the track than on the oval.

"It was cool, I really enjoyed my time going out on Sunday and getting the feel of the circuit," said Wilson, a native of Sheffield, England. "It's four corners, but they are four very cool, fast corners. That is what people said to me before I came here, that this place is like a road circuit with four quick corners unlike an oval with the constant G-force loading in the banking. It's a matter of getting into the flow so when you go into turn one and the car is releasing well and then you go into turn two and look down that long backstraight and you are going 225 miles per hour, it's a really cool feeling.

"The road course you only get a taste of that on the pit straight before going into the infield for this really tight road circuit, it's quite frustrating. Coming here and doing the proper circuit, it feels like it should feel."

■ **Jaime Camara** was the first driver to hit the wall this year at Indy. The

rookie driver for Conquest Racing lost control early in Monday afternoon's practice in the first turn. His car looped around and crashed into the SAFER Barrier. Camara complained of back pain and was transported to Methodist Hospital in Indianapolis for further evaluation.

Alex Lloyd turned the fastest lap in May 5's practice session, with a 223.033 mph circuit.

■ **Davey Hamilton** is back for another attempt at the Indianapolis 500 and will drive a third car for Vision Racing for the second year in a row.

"You know, I love this place," Hamilton said. "It's hard to, as a racing driver, get this particular race out of your system. There are a handful of races I love: This is one of them, the Oswego Classic, which I participated in last year and I'll do again, the Copper Classic, which unfortunately is no longer there. They always just stood out as the thrills of my career and I love to do.

"I'm just fortunate that Hewlett-Packard and Kingdom (Racing) came aboard to allow me to negotiate with Tony (George) to put together a third entry for Vision Racing. It was down to the last minute, it has worked out, we'll be in the car Monday and the car looks fantastic."

Hamilton made a triumphant return to last year's Indy 500 finishing ninth for Vision Racing. It was his first IndyCar race after suffering horrifying leg injuries in a crash at Texas Motor Speedway in 2001.

■ Despite published reports, **Larry Foyt** will not compete in this year's Indianapolis 500. He is listed on the official entry blank, but that was done to get additional garage stalls for A.J. Foyt Enterprises, which currently plans on running **Darren Manning** in this year's race.



A weekly report of action from across America



**Columbus Motor Speedway**

Columbus, Ohio  
May 3, 2008  
**Late Model**  
1. Donnie Hill  
2. Coby Robb  
3. Matthew Parsons  
**Modified**  
1. Mike Rush  
2. Shawn Szep  
3. George Lindsay  
**Sport Stock**  
1. George Lindsay  
2. James Harding  
3. Beau Davis  
**Crazy Compact**  
1. James Dennis  
2. Brian Whettnall  
3. Brandon Coleman

**Monett Speedway**

Monett, Mo.  
May 4, 2008  
**Rookie**  
1. Shawn Price  
2. Dustin Hooten  
3. Ryan Johnson  
**Factory Stock**  
1. Jody Tillman  
2. Bobby Maggard  
3. Mark Bourey

**Flat Rock Speedway**

Flat Rock, Mich.  
May 3, 2008  
**Late Model**  
1. Eric Lee  
2. Ricky Kargel  
3. Paul Pelletier  
**Figure Eight**  
1. Dennis Whisman  
2. Jeremy Vanderhoof  
3. Jeremy Miller  
**Street Stock**  
1. Dan Ford, Jr.  
2. Tim Moore  
3. Jeff Kurzyniec

**Lebanon Midway Speedway**

Lebanon, Mo.  
May 2, 2008  
**Modified**  
1. Jesse Stovall  
2. Bobby Williams  
3. Tony Jackson  
**Factory Stock**  
1. Issac Keeper  
2. Dusty Rhoads  
3. Ben Solberg  
**Bomber**  
1. Brandon Knutson  
2. Brandon Waters  
3. Sundance Keeper  
**Superstock**

1. Ben Newell  
2. Larry Pruitt  
3. J.C. Newell  
**B-Mod**  
1. Colt Cheevers  
2. Steve Muilenburg  
3. Mickey Burrell  
**Sprint Car**  
1. Compton Crane  
2. Jeremy Williams  
3. Rusty Quick  
**Enduro**  
1. Mike Scott  
2. Robert Doublin

**Mount Lawn Speedway**

New Castle, Ind.  
May 3, 2008  
**Late Model**  
1. David McConnell  
2. Jeff Marcum  
3. David Fox  
**Thunder**  
1. Kevin Claborn  
2. Pam McConnell  
3. Jameson Owens  
**Hornet**  
1. Nick Warner  
2. Chris Jennings  
3. Keith Morris

**Deer Creek Speedway**

Spring Valley, Minn.  
May 3, 2008  
**Modified**  
1. Tim Donlinger  
2. Mike Sorensen  
3. Kelly Shryock  
**Late Model**  
1. John Kaanta  
2. Lance Matthees  
3. Nick Herrick  
**Midwest Modified**  
1. Brandon Davis  
2. Dan Wheeler  
3. A.J. Wiste  
**Street Stock**  
1. Michael Conrad  
2. Ryan Goergen  
3. Chuck Nerland  
**Super Stock**  
1. Curt Myers  
2. Brandon Jensen  
3. Dustin Nelson

**Slinger Super Speedway**

Slinger, Wis.  
May 4, 2008  
**Late Model**  
1. Lowell Bennett  
2. Eric Fransen  
3. David Prunty  
**Limited Late Model**  
1. Jon Reynolds, Jr.  
2. Chris Ratajczyk  
3. Steve Apel  
**Sportsman**  
1. Kenny Joosten  
2. Jeff Holtz  
3. James Swan  
**Modified**  
1. Steven Schulz  
2. Steve Huelsbeck  
3. Wes Bitwell  
**Thunderstock**  
1. Aaron Gain  
2. Al Stippich  
3. Jim Bentzler  
**Slinger Bees**  
1. Matt Westphal  
2. Matt Klenz  
3. Eddie Klug

**Skyline Speedway**

Stewart, Ohio  
May 2, 2008  
**Mini Wedge**  
1. Brandon Knutson  
2. Ronnie Pickens  
3. Brandon Dils

**Corbin Speedway**

Corbin, Ky.  
May 3, 2008  
**Late Model**  
1. Tim Howard  
2. Mike Bargo  
3. Roger Parker  
**Sportsman**  
1. Eddie Barton  
2. Cliff Partin  
3. Randy Frasure  
**Super Truck**  
1. Steve Brock  
2. Brandon Barton  
3. Keith Lovett  
**Pure Street**  
1. Ed Murray  
2. Josh Brock  
3. Anthony Wager  
**Slammer**  
1. Ed Murray  
2. Chris Widner  
3. Aaron Peace  
**Mini Slammer**  
1. Clifford Wagers  
2. Travis Travillian  
3. Lonnie Grubb

**Tri-City Speedway**

Pontoon Beach, Ill.  
May 2, 2008  
**Factory Stock**  
1. Bob Zbinden  
2. Jason Schmidt  
3. Chris Williams  
**Late Model**  
1. Billy Faust  
2. Rodney Melvin  
3. Bryan Collins  
**Modified**  
1. Tommie Seets, Jr.  
2. Ra Walsh  
3. Bob Martintoni  
**Crate Late Model**  
1. Bobby Dauderman  
2. Kevin Hardin  
3. Tyler Deibert  
**Street Stock**

1. Josh Jackson  
2. Richie Gabriel  
3. Andy Beavers

**Paducah Int'l Raceway**

Paducah, Ky.  
May 2, 2008  
**Late Model**  
1. Terry Casey  
2. Justin Ratcliff  
3. Dylan Thompson  
**Modified**  
1. Rod Reed  
2. Justin Houston  
3. Randle Sweeney  
**Crate Late Model**  
1. Tait Davenport  
2. Tanner English  
3. Matt Liner  
**Street Stock**  
1. Steve Maisel  
2. Poncho Elder  
3. Paul Howard  
**Mini Sprint**  
1. Tyler Reddick  
2. Jarrett Cathey  
3. Derek Hogue  
**Warrior**  
1. Jeffrey Bailey  
2. Keaton Downing  
3. Jaren Frick

**Central Missouri Speedway**

Warrensburg, Mo.  
May 3, 2008  
**Sprint Car**  
1. Kenny Potter  
2. Mitchell Moore  
3. Cody Baker  
**Late Model**  
1. Jason Bodenhammer  
2. David Angell  
3. Jon Bining  
**Street Stock**  
1. Brian Johnson  
2. Marc Carter  
3. Herb Danner  
**Modified**  
1. Scotty Martin  
2. Ethan Isaacs  
3. Jeremy Lile

**St. Francois County Raceway**

Farmington, Mo.  
May 3, 2008  
**Sprint Car**  
1. A.J. Bruns  
2. Robbie Standridge  
3. Joey Montgomery  
**Modified**  
1. Mike Francis  
2. Davis Shepard  
3. Chris Boyd  
**Multi**

1. Ryan Kempin  
2. Austin Brown  
3. Jimmy Bridgeman  
**Pure Street**  
1. Ray Dodd  
2. John Bohn  
3. Brian Blair

**La Crosse Fairgrounds Speedway**

West Salem, Wis.  
May 3, 2008  
**Late Model**  
1. Shawn Pfaff  
2. Tony Bagstad  
3. Kevin Nuttleman  
**Sportsman**  
1. Nick Clements  
2. Rob Mason  
3. Branden Berg  
**Thunderstox**  
1. Joey Johnson  
2. Wayne Smith  
3. Jamie Dummer  
**Tuner**  
1. Jason Bolster  
2. Mike Peters  
3. Kyle Swenson  
**Skidder**  
1. Ron Amann  
2. Mark Bornitz  
3. Kevin Herold

**Malden Speedway**

Malden, Mo.  
May 3, 2008  
**Late Model**  
Feature No. 1  
1. Billy James  
2. Austin Rettig  
3. Chris Hall  
Feature No. 2  
1. Kyle Berry  
2. Austin Rettig  
3. Jeff McGhee  
**Modified**  
1. Jeff Greene  
2. Troy Fowler  
3. Robert Powers  
**Hobby Stock**  
1. Kyle Berry  
2. Claudie Cook  
3. Billy James  
**Pure Street**  
1. Jared Wagster  
2. Aaron Darby  
3. Greg Casey  
**E-Mod**  
1. Dicky Jackson  
2. Adam Hemby  
3. Jeff Jarrell  
**Mini Stock**  
1. Jimmy Newsome  
2. Gene Windham, Jr.  
3. Michael McCain

**Winchester Speedway**

Winchester, Ind.  
May 4, 2008  
**Street Stock**  
1. Joe Beaver  
2. Brian Hopkins  
3. Josh Burton  
**ARCA Lincoln Welders Truck**  
1. Nick Gullatta  
2. Ron Wells  
3. Frank Wilson, Jr.  
**Sportsman**  
1. Tony Dager  
2. Rick Rinehart  
3. Nick Lay  
**Compact**  
1. Brain Redmond  
2. Billy Charles  
3. Tim Dilg

**I-70 Speedway**

Odessa, Mo.



ALLEN HORCHER PHOTO

**BRUNS RUN:** A.J. Bruns (44) battles Jerrod Hull for the lead during sprint-car action at Saint Francois County Speedway in Farmington, Mo. Bruns was victorious.

May 3, 2008  
**Enduro**  
1. Tommy Speakman  
2. Danny Anders  
3. Gary Walton  
**Super Stock**  
1. Rodney Phillips  
2. Brandon Davis  
3. Brad Johnson  
**Super Truck**  
1. Ron Hartford  
2. Randy Price  
3. Damon Clevenger  
**Late Model**  
1. Brett Moffitt  
2. Ron Hartford  
3. Mike Vannoy, Jr.

**Winchester Speedway**

Winchester, Ind.  
May 4, 2008  
**Street Stock**  
1. Joe Beaver  
2. Brian Hopkins  
3. Josh Burton  
**ARCA Lincoln Welders Truck**  
1. Nick Gullatta  
2. Ron Wells  
3. Frank Wilson, Jr.  
**Sportsman**  
1. Tony Dager  
2. Rick Rinehart  
3. Nick Lay  
**Compact**  
1. Brain Redmond  
2. Billy Charles  
3. Tim Dilg

**Anderson Speedway**

Anderson, Ind.  
May 3, 2008  
**Super Truck**  
1. Josh Poore  
2. Joe Beaver  
3. Jerry Faucet  
**Legends**  
1. Jeremy Johnson  
2. Adam Roberts  
3. Bryan Knuckles  
**Front Wheel Drive**  
1. Jeff Saxon  
2. Andy Keller  
3. Jared Keller  
**Figure-8**  
1. Ranny Hinton  
2. Rob Allman  
3. Ronnie Rose

**Rockford Speedway**

Loves Park, Ill.  
May 3, 2008  
**Short Tracker**  
1. George Sparkman  
2. Nick Cna, Jr.  
3. Kelly Evink  
**Late Model**  
1. Steve Ruback  
2. Matt Berger  
3. Jerry Gille  
**Roadrunner**  
1. Terrance Robinson  
2. Rob Roush  
3. Joshua Lundy  
**Legends**

1. Tim Brockhouse  
2. Alex Arelano  
3. Matt Booker

**M-40 Speedway**

Jones, Mich.  
May 4, 2008  
**Enduro**  
1. Dave Miller  
2. Robert Rheinsburg  
3. Greg Lapierre

**Miami County Speedway**

Peru, Ind.  
May 4, 2008  
**Junior**  
1. Kolt Kinsler  
2. Trenton Bitzel  
3. Hollie Fequay  
**Stock**  
1. Sam Kimmel  
2. Kris Knox  
3. Tony Stump  
**Restrictor**  
1. Braxton Hanft  
2. Bob Kemp  
3. Jason Ormsby  
**Wingless Sprint**  
1. Jordan Lambert  
2. Brandon Rose  
3. Kyle Hamilton

**Indianapolis Speedrome**

Indianapolis, Ind.  
May 3, 2008  
**Late Model**  
1. Jesse Tunny  
2. Rodney Sizemore  
3. Bruce Tunny  
**Late Model Figure 8**  
1. Charlie Hargraves  
2. Rodney Sizemore  
3. Bruce Tunny  
**Stock**  
1. Jimmy Kirby  
2. Chris Harmon  
3. Corey Turner  
**Hornet**  
1. Don Klein  
2. Chad Sizemore  
3. Jon Elkins, Jr.  
**Roadrunner**  
1. Jeff Johnson  
2. Rex Cox, II  
3. Kevin Smith

**Macon Speedway**

Macon, Ill.  
May 3, 2008  
**Sportsman**  
1. Mike Pickering  
2. Norm Wood  
3. Scott Landers  
**Pro Hornet**  
1. Bruce Dulgar  
2. Joe Reed  
3. Todd Rush  
**Hornet**  
1. Zach Dodd  
2. Zac Martin  
3. Kimberly Holmes

**Late Model**  
1. Kyle Logue  
2. Steve Sheppard  
3. Cory Daugherty  
**Street Stock**  
1. Tyler Blankenship  
2. Steve Ewing  
3. Troy Dodson  
**Modified**  
1. Eric Sloan  
2. Steve Ewing  
3. Brad Crosby



Arizona  
California  
Nevada  
New Mexico  
Oregon  
Washington

**Central Arizona Raceway**

Case Grande, Ariz.  
May 3, 2008  
**Modified**  
1. Robert Adams  
2. Aaron Mari  
3. Dave Dulceak

**Ephrata Raceway Park**

Ephrata, Wash.  
May 3, 2008  
**Sprint Car**  
1. Tony Richards  
2. R.C. Whitwell  
3. Robert Adams  
**Pure Stock**  
1. Dennis Harrison  
2. E.J. Jones  
3. Jody Henderson  
**Modlite**  
1. Nick Bruce  
2. Clayton Echols  
3. Robert King, Jr.

**Toyota Speedway**

Irwindale, Calif.  
May 3, 2008  
**Super Late Model**  
Feature No. 1  
1. Nick Joanides  
2. Andrew Allen  
3. Scott Conaway  
Feature No. 2  
1. Nick Joanides  
2. Travis Thirkettle  
3. Dan Moore

**Super Stock**  
1. Bryan Harrell  
2. Christopher Harness  
3. Rich DeLong, III  
**Legends**  
1. Tom Landreth  
2. Ryan Reed  
3. Darren Amidon  
**Bandolero**  
1. Eric Sloan  
2. Aubree Porter  
3. Andrew Porter

**Tucson Raceway Park**

Tucson, Ariz.  
May 3, 2008  
**Late Model**  
1. Victor Pfluger  
2. Duane Hunt, Jr.  
3. Scott Rueschenburg  
**Bomber Lite**  
1. Jason Davis  
2. John Cowser  
3. Kyle Milburg  
**TRP Bomber**  
1. Rick Butler  
2. Shawn Perrin  
3. Brad Kleifgen  
**Modified**  
1. P.J. Megna  
2. Pat Bush  
3. John Daley  
**Factory Stock**  
1. Tom Mikla  
2. Loren Sheffield  
3. Joel Johnson  
**Sport Compact**  
1. Josh Davis  
2. Jon Martinez  
3. Cindy Martinez

**Marysville Raceway Park**

Marysville, Calif.  
May 4, 2008  
**Wingless Sprint**  
1. Tony Richards  
2. Brett Youngman  
3. John Anderson  
**Winged Sprint**  
1. Brent Dohage  
2. Troy Degaton  
3. Shawn Amos  
**Mini Stock**  
1. Eddie Staving  
2. Mike Merritt  
3. Brent Hall  
**Midjet Lite**  
1. Chris Glass  
**Extreme Bomber**  
1. Jason Clayton

**Silver Dollar Speedway**

Chico, Calif.  
May 2, 2008  
**410 Sprint Car**  
1. Kyle Hirst  
2. Tyler Walker  
3. Tim Kaeding  
**Wingless Sprint**  
1. Taylor Simas  
2. Billy Wallace  
3. Keith Bloom  
**Street Stock**  
1. Scott Rogers

**Death Valley Raceway**

Amarogosa Valley, Nev.  
May 3, 2008  
**Modified**  
1. Jon Jensen  
2. Dan Fitzgerald  
3. Ryan Cottrell  
**Super Stock**  
1. Dan Snowden  
2. Anthony Debiase  
3. Dale Daffern  
**Classic Coupe**  
1. Steve Summer  
2. Randell Boren  
3. James Ralleo  
**Mini Stock**  
1. Mike Lysinger  
2. Frankie England  
3. Keith Young  
**Dwarf Car**  
1. Mark Dillie  
2. Rick Rochell  
3. James Schuette  
**Micro Sprint**  
1. Anthony Sharron  
2. Eddie Sharron  
3. Randy Knipschild

**The Bullring at Las Vegas Motor Speedway**

Las Vegas, Nev.  
May 3, 2008  
**Bomber**  
Feature No. 1  
1. Larry Dittman  
2. Billy Bob Grasser  
3. Ben Sherard  
Feature No. 2  
1. Larry Dittman  
2. Fred Harding  
3. Ben Sherard  
**Bandolero**  
1. Jacob Tilton  
2. Michael Morris  
3. Nicholas Thigpen  
**Bandolero Young Gun**  
1. Ashlee Ambriz  
2. Patrick O' Hanley  
3. Amanda Gubler  
**Thunder Roadster**  
1. Josh Gross  
2. Justin Johnson  
3. K.J. Garrison  
**Baby Grand**  
1. Jacob Gomes  
2. Mike Kipp  
3. Josh Gomes  
**Ford Focus**  
1. Alex Bowman  
2. Brenden Newberry  
3. Jessica Barnelli

**Southern New Mexico Speedway**

Las Cruces, N.M.  
May 3, 2008  
**Late Model**  
1. Kevin Clark

2. Donnie Newcomb  
3. Roger Owens  
**Legends**  
1. Dylan Harris  
2. Don Reynolds  
3. Alvie Williams  
**Street Stock**  
1. Vanessa Robinson  
2. Victor Colorbio  
3. Miles Widmer  
**Renegade**  
1. John Carney, II  
2. John Carney, Sr.  
3. Kyle McCutcheon

## Southern New Mexico Speedway

- Las Cruces, N.M.  
May 2, 2008  
**Super Truck**  
1. Brady Alberson  
2. Austin Adams  
3. Walton Kyle, Sr.  
**Street Stock**  
1. Victor Colorbio  
2. Jerry Cline  
3. Bryan Wells  
**Renegade**  
1. Mike Archuleta  
2. Don Grable  
3. Kyle McCutcheon

## Ventura Raceway

- Ventura, Calif.  
May 3, 2008  
**Senior Sprint - Tie**  
1. Ron Bach  
1. Bob Alderman  
3. Rob Kershaw  
**Sprint Car**  
1. Kevin Kierce  
2. Brent Camarillo  
3. Clark Templeman, III  
**Sport Compact**  
1. Darren Gunnell  
2. Trevor Fitzgibbon  
3. Joel Chavez  
**Dwarf Car**  
1. Brian Saxton  
2. Angel Figueroa  
3. Brent Stevens  
**Senior Dwarf Car**  
1. Jim Scribellito  
2. Kevin Alverson  
3. Dave Hume  
**Junior Midget**  
1. Brennan Rogers  
2. Riley Helland  
3. Cameron Dougan  
**Mini Dwarf Piston**  
1. Cameron McCauley  
2. Nick Velasquez  
3. Cole Wakim  
**Mini Dwarf Supercharger**  
1. Devin McCree  
2. Cody Major  
3. Ricky Lewis

## Madera Speedway

- Madera, Calif.  
May 3, 2008  
**Banger**  
1. Dave Boyco  
2. Dan Evans  
3. Jamie Sickler  
**Enduro**  
1. David Pabst  
2. Ryan Strmiska  
3. Ben Lewis

## Evergreen Speedway

- Monroe, Wash.  
May 3, 2008  
**Super Stock**  
1. Naima Lang  
2. Mike Holden  
3. John Zaretke  
**Bomber**  
1. Jill Lang  
2. Lane Sundholm  
3. Jim Foti  
**Figure-8**  
1. Doug Delfel  
2. Ryan Gunderson  
3. Ricky Deitz  
**Stinger Eight**  
1. Steve Peters  
2. Sean Peters  
3. Mike Middleton

## Havasu 95 Speedway

- Lake Havasu City, Ariz.  
May 3, 2008  
**Late Model**  
1. Danny Gay  
2. Austin Murphy  
3. Mark Schriener  
**Modified**  
1. Jimmie Dickerson  
2. Andrew Phipps  
3. Mike Salm

- ASA Street Stock**  
1. Mike Sutterfield  
2. Rick Layman  
3. Ralph Adams  
**ASA Factory Stock**  
1. Mark Beriant  
2. Jeff Reid  
3. Michael Fullum



- Colorado  
Idaho  
Iowa  
Kansas  
Montana  
Nebraska  
North Dakota  
Oklahoma  
South Dakota  
Utah  
Wyoming

## Tri-State Speedway

- Pocola, Okla.  
May 3, 2008  
**Economy Modified**  
1. Clay Julian  
2. George Martin  
3. Martin Hemphill  
**Front Wheel Drive**  
1. Jack Chavez  
2. Raymond Bieker  
3. Cory Clark  
**Mini Stock**  
1. Brian White  
2. Randy Norris  
3. Jake Davis  
**Modified**  
1. Justin Fulton  
2. Brandon Henry  
3. Larry Campbell  
**Road Runner**  
1. Andrew Bohanan  
2. Cody Jones  
3. Anthony Reeves  
**Super Stock**  
1. Eric Beshoner  
2. Gean Davlin, Jr.  
3. Robert Sutherland

## Mid-Nebraska Speedway

- Doniphan, Neb.  
May 4, 2008  
**Hornet**  
1. Richard Crow  
2. Darick Lamberson  
3. Jason Ummel  
**Hobby Stock**  
1. Andy Gregg  
2. Kyle Bond  
3. Jim Buss  
**Modified**  
1. Scott Blessing  
2. Kyle Prauner  
3. Wade Cross  
**Grand National**  
1. Mike Merrill  
2. Jerron Suck  
3. Jase Kaser  
**Cruiser**  
1. Joey Platt  
2. James Frickey  
3. Matthew Edwards

## Dawson County Raceway

- Lexington, Neb.  
May 4, 2008  
**Modified**  
1. David Murray  
2. Chad Dolan  
3. Charley Brown  
**Stock Car**  
1. Zach Schultz  
2. Casey Werkmeister  
3. Jason Smidt  
**Hobby Stock**  
1. Kyle Bond  
2. Jim Buss  
3. Cody Blessing

## Beatrice Speedway

- Beatrice, Neb.  
May 3, 2008  
**Factory Stock**  
1. Adam Armstrong

2. Neal Mittan  
3. Gary Lafin  
**Sport Mod**  
1. Benji Legg  
2. Craig Evers  
3. Mark Saathoff  
**Hobby Stock**  
1. Chad Borgman  
2. Robby Marsh  
3. Murray Haugen  
**Sport Compact**  
1. Dan Rhiley  
2. Amanda Rhiley  
3. Ron Frank  
**Modified**  
1. Dave Trauernicht  
2. Lance Borgman  
3. Jordan Grabouski

## Outlaw Motor Speedway

- Oktaha, Okla.  
May 3, 2008  
**Hobby Stock**  
1. Dale Richardson  
2. Brookin Stephens  
3. Jimmy Douglass  
**Modified**  
1. William Gould  
2. Justin Fulton  
3. Mike Withrow  
**Pure Stock**  
1. James Gillean  
2. Brandi Levasseur  
3. Brandi Justice  
**Economy Modified**  
1. Jake Kelley

## Junction Motor Speedway

- McCool Junction, Neb.  
May 3, 2008  
**Late Model**  
1. Kyle Berck  
2. Joe Kosiski  
3. Martin Fiesen  
**Modified**  
1. Brandon Blochinger  
2. Matt Richards  
3. Mike Stearns  
**Stock Car**  
1. Jeremy Swanson  
2. Andy Wilkinson  
3. Bryon Boersen  
**Hobby Stock**  
1. Jesse Sobbing  
2. Brent Kassik  
3. Nick Topil  
**Two Person Cruiser**  
1. Greg Ekelor / John Miller  
2. Brent Kassik / John Miller  
3. Jarrod Aspegren / Tom Dunker  
**4-Cylinder Front Wheel Drive**  
1. Eric Beshoner  
2. Jeremy Foos  
3. Mike Cheers

## Davenport Speedway

- Davenport, Iowa  
May 2, 2008  
**Four Stock**  
1. Wade Dahl  
2. Ricky Kay  
3. Kevin Haury  
**Legends**  
1. Jeremy Meyer  
2. Lane Swearingner  
3. Craig Peekenschneider  
**B-Mod**  
1. Kelly Meyer  
2. Mike Fluegel  
3. Mel Saffran  
**Street Stock**  
1. Greg Gill  
2. Andrew Burk  
3. Joe Beal  
**Pro Mod**  
1. Thad Wilson  
2. Bob Dominacki  
3. John Bull  
**Late Model**  
1. Boone McLaughlin  
2. Mike Murphy, Jr.  
3. Andy Nezworski

## Lakeside Speedway

- Kansas City, Kan.  
May 2, 2008  
**Modified**  
1. Tim Karrick  
2. John Allen  
3. Danny Charles  
**Grand National**  
1. Nic Bidingner  
2. Will Whisler  
3. Jason Park  
**Factory Stock**  
1. Michael Taylor  
2. Joe Smith, Jr.  
3. Terry Schmidt



- Florida  
Georgia  
North Carolina  
South Carolina  
Tennessee

## Columbia Motorsports Park

- Lake City, Fla.  
May 3, 2008  
**Super Late Model**  
1. Jason Garver  
2. Eddie Gainey  
3. Tuffy Hester  
**Sportsman**  
1. Jeff Prescott  
2. Charlie Seroki  
3. Ray Wheeler  
**Pure Stock**  
1. Wesley Keller  
2. Tim Alldredge  
3. John Roling  
**V8 Bomber**  
1. Rick Taylor  
2. A.C. Morrow  
3. Shawn DeSotle  
**Hornet A**  
1. Don Davis  
2. Raurk Hanover  
3. Josh Wise  
**Hornet B**  
1. Jack Bieker  
2. Anthony Gerhold  
3. Curtis Harry

## Caraway Speedway

- Asheboro, N.C.  
May 4, 2008  
**Late Model**  
1. Randy Benson  
2. Brad Brinkley  
3. Joey Coutler  
**Mini Stock**  
1. Ricky Sykes  
2. Michael Tucker  
3. Chuck Wall  
**Super Mini Truck**  
1. Ron Thayer  
2. Jerry Chriscoe  
3. Scottie York  
**U-car**  
1. Greg Cook  
2. Gary Dillard  
3. Jimmy Cooper

## Crossville Raceway

- Crossville, Tenn.  
May 2, 2008  
**Late Model**  
1. Brandon Williams  
2. Sam Williams  
3. Lynn Selby  
**Open-Wheel Modified**  
1. Michael Ashberry  
2. Billy Jones  
3. Billy Palmer  
**Pro Street**  
1. Mike Selby  
2. Jesse Lowe  
3. Chris Croinex  
**Mini Mod**  
1. Brad Hamilton  
2. Bryan Gregory  
3. Todd Spivey  
**Pure Mini**  
1. Robert Stone  
2. J.D. Rector  
3. Andy Wilson

## Travelers Rest Speedway

- Travelers Rest, S.C.  
May 3, 2008  
**Young Gun**  
1. Mack Norris  
2. Zeke Whitman  
3. Josh Wilhoit  
**Stock Four**  
1. Russell Shirley  
2. Matthew McDonald  
3. Matt Gilbert  
**Pure Stock**  
1. Mitchell Coggins  
2. Marty Chastain  
3. Nick Adams  
**Renegade**  
1. James Hudson  
2. Bobby Whitworth

3. Chris Harvell  
**Stock Eight**  
1. Timmy Smith  
2. Roger Gilliam  
3. Steve Massey  
**Limited**  
1. Tony Coggins  
2. Scott Galloway  
3. Drew Owen  
**GM Performance**  
1. Greg Pilgrim  
2. Scott Childress  
3. Johnny Raines

## Harris Speedway

- Rutherfordton, N.C.  
May 3, 2008  
**Stock Eight**  
1. Dale Chapman  
2. Scott Smith  
3. Dale Edmonds  
**Renegade**  
1. Nikita Treadwell  
2. Lloyd Dean Burgess  
3. Jason Jolley  
**Pure Stock**  
1. Travis Burdette  
2. Scott Humphries  
3. Ronnie O'Sullivan  
**Street Stock Four**  
1. Tony Adair  
2. Wayne Laws  
3. Blake Bentley  
**Young Gun**  
1. Justin Ward  
2. Ethan Gregory  
3. Brayen Pruitt

## Citrus County Speedway

- Inverness, Fla.  
May 4, 2008  
**Late Model**  
1. Scott Grossenbacher  
2. Herb Neumann, Jr.  
3. Dustin DesChamp  
**Sportsman**  
1. Mike Veltman  
2. D.J. Macklin  
3. Jojo Viverito  
**Mini Stock**  
1. Clint Foley  
2. Kevin Harrod  
3. Mark Powers  
**Four Cylinder Bomber**  
1. Chris Harvey  
2. Karl Born  
3. Richard Kuhn  
**Pure Stock**  
1. Richie Smith  
2. Tim Wilson  
3. Bill Ryan  
**V8 Thunderstock**  
1. Mike Heine  
2. Michael Martin  
3. Drew Matisek  
**Florida Pro Series**  
1. Ryan Rust  
2. Paul White  
3. Jarrett Snowden

## Orlando Speedworld

- Orlando, Fla.  
May 2, 2008  
**Super Stock**  
1. Bobby Riley  
2. Lee Wagner  
3. Chad Pierce  
**Sportsman**  
1. Andy Nicholls  
2. Derrick Wood  
3. Timmy Todd, Jr.  
**Mini Stock**  
1. R.J. Arnone  
2. David Russell  
3. Randy Blakeslee  
**Strictly Stock**  
1. Bill Loomis  
2. Devon Cuddy  
3. Mike Dresch

## Carolina Speedway

- Gastonia, N.C.  
May 3, 2008  
**Late Model**  
1. Buddy Smith  
2. Chris Steel  
3. Gary Puckett  
**Street Stock**  
1. Timbo Mangum  
2. Frankie McGuire  
3. Mike Messer  
**Renegade**  
1. Ronald Pope  
2. Joe Johnson, Jr.  
3. Shorty Lacey  
**Stock Four**  
1. Jerry Oliver  
2. Shannon Carter  
3. Shannon Barnhill

## Dillon Motor Speedway

- Dillon, S.C.  
May 3, 2008  
**USAC Ford Focus**  
1. Michael Mohelski  
2. Michael Ward  
3. Steven Intraivaia

## East Lincoln Speedway

- Denver, N.C.  
May 3, 2008  
**Grand American Stock Car**  
1. Mickey Anderson  
2. Tracy Tapley  
3. Jennifer Collins  
**Late Model**  
1. Jeff Mundwiler  
2. Ronnie White  
3. Keith Bowman  
**Micro Sprint**  
1. Terry Peters  
2. Ben Murphy  
3. Justin Lineman  
**Open-Wheel Modified**  
1. Jamie Kuntz  
2. Joshua Cook  
3. Anthony Cooter  
**Stars of Tomorrow**  
1. Brett Yers  
2. Shannon Major  
3. Brian Toler  
**Stock Four**  
1. Swain Morris  
2. Jamie Major  
3. Tony Paladino

## New Smyrna Speedway

- New Smyrna, Fla.  
May 3, 2008  
**Late Model**  
1. Earl Beckner  
2. Gregory Skyta  
3. Bruce Lawrence, Jr.  
**Mini Stock**  
1. Cody Blair  
2. Ted Vulpius  
3. Mark Broat  
**Sportsman**  
1. Michael Soukup  
2. Phillip Luizzo  
3. John Nusbaum  
**Strictly Stock**  
1. William Rush  
2. Jody Roberts  
3. Brent Bruner  
**Super Stock**  
1. Bobby Holley  
2. Geno Smith  
3. Michael Amato  
**Truck**  
1. Kevin Henry  
2. Logan Bordeaux  
3. Daniel Scott Reeves

## USA Int'l Speedway

- Lakeland, Fla.  
May 3, 2008  
**Extreme Modified**  
1. Wayne Jefferson  
2. Kurt Jett  
3. Robbie Cooper

## Bowman Gray Stadium

- Winston-Salem, N.C.  
May 3, 2008  
**Modified**  
1. Burt Myers  
2. Tim Brown  
3. Bryan Loftin  
**Sportsman**  
1. Derek Stoltz



**OH, MY, MYERS:** Burt Myers (1) leads Tim Brown (83) in modified action Saturday night at Bowman-Gray Stadium in Winston-Salem, N.C.

2. David Adams  
3. Kenny Bost  
**Street Stock**  
1. Tim Vaden  
2. Doug Wall  
3. Ryan Nelson  
**Stadium Stock**  
Feature No. 1  
1. Gary Brewer  
2. Dale Barneycastle  
3. Wayne Hill  
Feature No. 2  
1. Glenn Hamilton  
2. Shaun Cockerham  
3. Chuck Wall

## Volunteer Speedway

- Bulls Gap, Tenn.  
May 3, 2008  
**Late Model**  
1. Scott Bloomquist  
2. Rick Rogers  
3. Mike Smith  
**Crate Late Model**  
1. Brad Hall  
2. Steve Jones  
3. Vic Chandler  
**Hobby Stock**  
1. Mike Hodges  
3. Ronnie O'Sullivan  
2. Dustin Shaver  
3. Dale Reed  
**Mini Stock**  
1. Joey Allen  
2. Toby Jones  
3. Shawn Henry  
**Open-Wheel Modified**  
1. Jerry Broyles  
2. Wayne James  
3. Stanley Donahoo

## East Bay Raceway Park

- Gibsonton, Fla.  
May 3, 2008  
**Open-Wheel Modified**  
1. Austin Sanders  
2. Jamie Burrows  
3. John Bradley  
**Outlaw Four**  
1. Jim Courson  
2. Matt Haynes  
3. Shane Burrows  
**Late Model**  
1. Travis Varnadore  
2. Bobby Alexander, Sr.  
3. Steve Miller  
**Limited Late Model**  
1. Tim Gray  
2. Tim Powers  
3. William Pugh  
**Four Cylinder Bomber**  
1. Kyle Cruise  
2. Frank Miller  
3. Collin Kruse

## Music City Motorplex

- Nashville, Tenn.  
May 3, 2008  
**Late Model**  
1. Dillon Oliver  
2. Mark Day  
3. Daniel Pope, III  
**Super Truck**  
1. Daniel Bolden  
2. Blake Williams  
3. Daniel Victory  
**Grand National**  
1. Lloyd White  
2. Jeffrey Belt  
3. Eddie Taylor  
**Thunderstox**  
1. Jeremy Newman  
2. Charles Goddard, Jr.  
3. Dale Travis  
**Legends Pro Master**  
1. Kevin Rollins  
2. Tyler Slayden  
3. James Fowlkes  
**Legends Semi Pro**  
1. Dylan Presnell  
2. Brandon Summers  
3. Michael Bolden  
**Dwarf Car**

1. Timothy Lunn  
2. David Ring  
3. Greg Gresham



- Delaware  
Maryland  
New Jersey  
Pennsylvania  
Virginia  
West Virginia

## Williams Grove Speedway

- Mechanicsburg, Pa.  
May 2, 2008  
**Sprint Car**  
1. Keith Kauffman  
2. Fred Rahmer  
3. Todd Shaffer  
**Limited Sprint Car**  
1. Glennndon Forsythe  
2. Pat Cannon  
3. John Westbrook

## Allegheny County Speedway

- Cumberland, Md.  
May 3, 2008  
**Late Model**  
1. D.J. Troutman  
2. Dan Zachman  
3. Jamey Swank  
**Street Stock**  
1. John Whitfield  
2. Randy Zechman  
3. Rick Wright  
**Hobby Stock**  
1. Marcius VanMeter  
2. David Puckett  
3. R.T. Troutman  
**Factory Stock Four Cylinder**  
1. Jason Thompson  
2. Jason Riggelman  
3. Rick Jenkins  
**Factory Stock Eight Cylinder**  
1. Wade Peer  
3. Matt Sticklely

## Tyler County Speedway

- Middlebourne, W. Va.  
May 3, 2008  
**Late Model**  
1. Paul Wilmoth, Jr.  
2. Mike Balzano  
3. Donnie Dotson  
**Modified**  
1. Tom Sigler  
2. Dave Defibaugh  
3. Louie Krushansky  
**Crate Late Model**  
1. Sonny Conley  
2. Freddy Carpenter  
3. Shane Hitt  
**Junk Yard Warrior**  
1. Josh Fulks  
2. Brandon Doll  
3. Daryll Highley

## Susquehanna Speedway

- Newberrytown, Pa.  
May 3, 2008

- Street Stock**  
1. Wes Allemen  
3. Scott Thunberg  
1. Scott Hoffer  
**Young Guns**  
1. Eric Walker  
2. Jenn Scott  
3. Calvin Herman  
**Midget**  
1. Steve Buckwalter  
2. Nick Wean  
3. Frank Polimeda

## Franklin County Speedway

- Callaway, Va.  
May 4, 2008  
**Late Model**  
1. Buster Carroll  
2. Rodney Cook  
3. Rick Sigmon  
**Street Stock**  
1. Tommy Adams, Jr.  
2. Steve Weeks  
3. Kyle Dudley  
**Group Mod**  
1. Denny Sloan  
2. Jonathan Smith  
3. Terry Mitchell  
**UCAR**  
1. Scott Foley  
2. Chris Amos  
3. Randy Argbright

## Mountain Speedway

- St. Johns, Pa.  
May 4, 2008  
**Modified**  
1. Earl Paules  
2. Rusty Smith  
3. Brian Defebo  
**Late Model**  
1. Paul Koehler  
2. Jim Lamoreaux  
3. Mike Sweeney  
**Street Stock**  
1. Paul Frank  
2. Todd Ahner  
3. Scott Meckes  
**Thriller**  
1. Scott Adams  
2. Nick Ross  
3. Nick Shaw

## Tri-City Speedway

- Franklin, Pa.  
May 4, 2008  
**Modified**  
1. Kevin Bolland  
2. Rex King  
3. Joe Crawford  
**Late Model**  
1. Alan Dellinger  
2. Max Blair  
3. Mike Pegher, Jr.  
**Economy Modified**  
1. Alan Dellinger  
2. Shawn Shingledecker  
3. Jim Frontz  
**Pro Stock**  
1. Jason Reagle  
2. Jason Johns  
3. Chris Haines  
**Thundercar**  
1. Chadd Uber  
2. Cody Manners  
3. Curtis E. Bish

## Path Valley Speedway

- Spring Run, Pa.  
May 2, 2008  
**Late Model**  
1. Tim Fedder  
2. Brad Kling  
3. Andy Fries  
**Sprint Car**  
1. Jimmy Brookens

2. Jim Young  
3. Dwayne Gutshall  
**Legends**  
1. Scott Houdeshell  
2. Greg Burd  
3. Shawn Arndt  
**Thunder Car**  
1. Terry Smith  
2. Denny Scofield  
3. Buddy Smith  
**Mini Stock**  
1. Jeremy Ott  
2. Ricky Harper

## Dog Hollow Speedway

- Strongstown, Pa.  
May 2, 2008  
**Late Model**  
1. Rick Strong  
2. Shawn McGarvey  
3. Darrell Dick  
**Fastrak Late Model**  
1. Justin Kann  
2. Dan Angelicchio  
3. Chris Angelicchio  
**Street Stock**  
1. Scott Stein  
2. Nick Goss  
3. John Kinsey  
**Pure Stock**  
1. Tim Good  
2. John Mazey  
3. Marshall Detwiler  
**Sidewinder**  
1. Brennan McCracken  
2. Dan Adams  
3. Matt Weakland

## Grandview Speedway

- Bechtelsville, Pa.  
May 3, 2008  
**Stock Car**  
1. Duane Howard  
2. Jeff Strunk  
3. Kerry Kratz  
**Late Model**  
1. Brian Shuey  
2. Ron Kline  
3. Jon Kellner  
**Legends**  
1. Jason Rochelle  
2. Tom Mayberry  
3. Josh Morrow

## Trail-Way Speedway

- Hanover, Pa.  
May 3, 2008  
**600cc Micro Sprint**  
1. Keith Woodson  
2. Jimmy Brookens  
3. Tim Dietz  
**270cc Micro Sprint**  
Feature No. 1  
1. J.B. Cunningham  
2. Billy Laughman  
3. Todd Hoover  
Feature No. 2  
1. Nick Gower  
2. Cody Phillips  
3. Todd Hoover  
**Sidewinder**  
1. Jason Morrison  
2. Ryan Grett  
3. Shawn Seifert  
**Scramble Car**  
Feature No. 1  
1. Chad Stine  
2. Michael Kolodiej, Jr.  
3. Chase Eckert  
Feature No. 2  
1. Wes Kellison  
2. Rusty Warnick  
3. Mark Reece  
**Four Cylinder Starlite Oval**  
1. Terry Hartlaub  
2. Devin Eckert  
3. Wes McDaniel  
**Six Cylinder Starlite Oval**  
1. Joe Warrenner  
2. Heath Gilliland  
3. Justin Bittle

BOWMAN GRAY STADIUM PHOTO



ALLEN HORCHER PHOTO

**FLIPPER:** Jay Landoldt (9) flips during his heat race at Morgan Co. Speedway in Jacksonville, Ill. He was unhurt and flipped again in the feature.

### Trail-Way Speedway

- Hanover, Pa.  
May 2, 2008  
**358 Sprint Car**  
1. Brad McClelland  
2. Jeff Rohrbaugh  
3. Dale Hammaker  
**Thundercar**  
1. Justin Mong  
2. Rick Weaver  
3. Larry Neiderer  
**Limited Stock**  
1. Brad Kress  
2. Wes McDaniel  
3. Mark Reece  
**Limited Stock**  
1. Brad Kress  
2. Tyler Gastley  
3. Roy Denike

### Penn Can Speedway

- Susquehanna, Pa.  
May 2, 2008  
**Sportsman**  
1. Dwayne Robbins  
2. Jeff Crambo  
3. Grant Hillfiger  
**Super Stock**  
1. Nate Shay  
2. Tom Herman  
3. Casey Strohl

### Lermerville Speedway

- Sarver, Pa.  
May 2, 2008  
**Sprint Car**  
1. Rod George  
2. Bob Felmlie  
3. Scott Priester  
**Late Model**  
1. Alex Ferree  
2. Matt Lux  
3. Lynn Geisler  
**Modified**  
1. Brian Swartzlander  
2. Dave Murdick  
3. Tom Winkle  
**Street Stock**  
1. Paul Schreckengost  
2. Greg Beach  
3. Bob Lipinski

### Virginia Motor Speedway

- Jamaica, Va.  
May 2, 2008  
**Late Model**  
1. Jason Covert  
2. Brent Robinson  
3. Tim McCreadie  
**Super DIRTcar**  
1. Matt Sheppard  
2. Duane Howard  
3. Brett Hearn



Connecticut  
Maine  
Massachusetts  
New Hampshire  
New York  
Vermont

### Thunder Road Int'l Speedbowl

- Barre, Vt.  
May 4, 2008  
**Sportsman**  
1. Scott Coburn  
2. Shawn Sicard  
3. David Fink  
**Street Stock**  
1. Dave LaFleche  
2. Joe Fecteau  
3. Tim Campbell

### Oswego Speedway

- Oswego, N.Y.  
May 4, 2008  
**Winged Super Modified**  
1. Dave Shullick, Jr.  
2. Timmy Jedrejek  
3. Charlie Schultz  
**Super Modified**  
1. Mike Bond  
2. Kevin Knopp  
3. Brian Sobus

### Rolling Wheels Raceway Park

- Weedsport, N.Y.  
May 4, 2008  
**Sportsman Modified**  
1. James Friesen  
2. Tim Currier  
3. Jipp Ortiz

### Utica-Rome Speedway

- Vernon, N.Y.  
May 4, 2008  
**Modified**  
1. Pat Ward  
2. Stewart Friesen  
3. A.J. Romano  
**Sportsman**  
1. Casey Williams  
2. Brad Alger  
3. Jeremy Vunk  
**Pro Stock**

1. Tom Denton  
2. Shawn Frost  
3. Rob Seavy  
**Pure Stock**  
1. Tim Janczuk  
2. Waylan Wilczek  
3. Chris Carr

### Waterford Speedbowl

- Waterford, Conn.  
May 3, 2008  
**Modified**  
1. David Pinkham  
2. Dwight Jarvis  
3. Les Hindckley  
**SK Modified**  
1. Keith Rocco  
2. Dennis Gada  
3. Ron Yuhas, Jr.  
**Late Model**  
1. Ed Reed, Jr.  
2. Bruce Thomas, Jr.  
3. Ron Yuhas, Jr.  
**Sportsman**  
1. Chris Douton  
2. Al Stone, III  
3. Walt Hovey  
**Mini Stock**  
1. Jeff Civardi  
2. Lou Bellisle  
3. Ken Cassidy, Jr.

### Speedway 95

- Bangor, Maine  
May 3, 2008  
**Outlaw**  
1. Scott Mulken  
2. Chris Staples  
3. Mike Harmish  
**Sportsman**  
1. Dan McKeage  
2. Shane Tatro  
3. Richie Morse  
**Modified**  
1. Mark Lucas  
2. Tom Oliver  
3. Gary Norris, Jr.

### Oxford Plains Speedway

- Oxford, Maine  
May 2, 2008  
**Unrestricted**  
1. Robbie Wentworth  
2. Kayla Ashline  
3. Tyler Braunschweig  
**Star Champ**  
1. Mike Ricker  
2. Stephen Beattie  
**Gold Plate**  
1. Brady Smith  
2. Spencer Morse  
3. Dave Blackwell  
**Blue Plate**  
1. Spencer Thomson  
2. Troy Davis  
3. Avery Spear  
**Purple Plate**  
1. Zachary Rich  
2. Brandon Varney  
3. Cameron Gaghan  
**Street Stock**



Alabama  
Arkansas  
Louisiana  
Mississippi  
Texas

### Crawford Co. Speedway

- Van Buren, Ark.  
May 3, 2008  
**Front Wheel Drive**  
1. Kaelin Richesin  
2. Jerry Ellison  
3. Charles Parker  
**Young Gun**  
1. Dalton McKenzie  
2. Zach Dean  
3. Lee Selman  
**Pure Stock**  
1. Miles Newman  
2. Bobby Murray  
3. Dustin Willet  
**Modified**  
1. Chausten Willhite  
2. Mitch Keeter  
3. William Gould  
**Grand National**  
1. Chuck Smith  
2. Roger Pence  
3. David Stobaugh  
**Mini Stock**  
1. Kyle Ledford  
2. Alvin Moran  
3. Jeremy Taylor

### Devil's Bowl Speedway

- Dallas, Texas  
May 3, 2008  
**Super Sprint**  
1. Dale Wester  
2. Russell Shoulders  
3. Larry Long  
**Late Model**  
1. Darren Ellis  
2. Jack Ambem, Jr.  
3. Sloppy Hogg  
**Outlaw Modified**  
1. Steve McMakin  
2. Jason Troutman  
3. Randy Kirkland  
**Street Stock**  
1. Wally Beaty  
2. Harry Hronas  
3. Tim McManus  
**Limited Modified**  
1. Jimmy Griswell  
2. Robert Haney  
3. Robert Vetter

### El Paso Speedway Park

- El Paso, Texas  
May 2, 2008  
**Super Truck**  
1. Brady Alberson  
2. Austin Adams  
3. Walton Kyle, Sr.  
**Legends**  
1. James Fleming  
2. Don Reynolds  
3. Joe Cully  
**Street Stock**  
1. Victor Colorbio  
2. Jerry Cline  
3. Bryan Wells  
**Reenegade Sprint Car**  
1. Mike Archuleta  
2. Don Grable

1. Clint Mashburn  
2. Ricky Wrinkle  
3. Robert Kirpatrick

### I-37 Raceway

- Pleasanton, Texas  
May 2, 2008  
**Modified**  
1. Greg Dinsmore  
2. Chris Swenson  
3. Jason Borlace  
**SportMod**  
1. Johnny Torres  
2. Bill Pittaway  
3. Chris Rye  
**Super Stock**  
1. Moe VanKirk  
2. Robert Williams  
3. Harlin Covert  
**Street Stock**  
1. Wade Jones  
2. Craig Crawley  
3. Donald Lewis  
**Pure Stock**  
1. Justin Henley  
2. Sonny Jones  
3. Jared Ganss

### Grand Prairie Speedway

- Grand Prairie, Texas  
May 2, 2008  
**Modified**  
1. Jared Webb  
2. Tim Clonch  
3. Kevin Rowland  
**Sport Modified**  
1. Tommy Davis, Jr.  
2. Jacob Pirkle  
3. Tommy Davis, Sr.  
**Street Stock**  
1. Jake Upchurch  
2. Bubba Davis  
3. Robert Hill  
**Bomber**  
1. Wes Milliron, Jr.  
2. Chad Roden  
3. Randy Com

### Texana Raceway Park

- Edna, Texas  
May 3, 2008  
**Limited Modified**  
1. Vince Louden  
2. Mickey Helms  
3. Aaron Hudgeons  
**Stock Truck**  
1. Jimmy Rogers  
2. Bob Ort  
**Bomber**  
1. Bubba Seals  
2. Danny Bennett  
3. Chris Shafer  
**Mini Stock**  
1. Jason Bloom  
2. Garrett Hayes  
3. Zachary Tesch  
**Dwarf Car**  
1. Greg Sexton, Sr.  
2. Andrew Cline, Jr.  
3. John Armstrong

# Barrichello Closes In On Record

BY DAN KNUTSON  
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — Rubens Barrichello will celebrate his record 257th Grand Prix appearance in Turkey this weekend. There were three events that Barrichello entered but did not actually race in for various reasons. As there is no definitive F-1 record

## F-1 NOTES

will surpass **Riccardo Patrese's** record of 256 starts.

Barrichello, therefore, picked Turkey as his record race, but plans to celebrate over the next three races.

"Becoming the most experienced F-1 driver ever means a great deal to me," he said. "I've had a long career in F-1 and I have so many wonderful memories, but I don't feel any different today to the day when I started out on this journey in 1993. My first race, at Kyalami [South Africa], seems like yesterday. I must thank my family and friends for their unwavering support through the years. I was lucky enough to start my career in F-1 at a young age and I love racing as much as ever and, importantly, I still love F-1."

"While people will look back at my 16-year career in Turkey, I'm still looking forward and the next race is the one that matters the most."

■ May 1 and April 30 marked the 14th anniversary of the deaths of **Ayrton Senna** and **Roland Ratzenberger** during the San Marino Grand Prix weekend. The fact that **Heikki Kovalainen** escaped virtually unharmed from his huge accident in Spain shows how far F-

1 safety has advanced since 1994.

■ Heikki Kovalainen is undaunted by the crash that briefly knocked him unconscious after he wedged into a tire-lined barrier at 125 miles per hour in Spain. But he will have to wait until a final medical exam on the Thursday prior to the Turkish Grand Prix before he is cleared to race.

"None whatsoever," he said when asked if he had any doubts about getting back into a F-1 car. "I want to get back racing as soon as possible; since the accident at Barcelona it has been my only focus."

"Everyone involved in the sport, the FIA in particular, is always working on improving safety for the drivers, but F-1 is a risky business. You know that as a driver, but you don't think about it. If you worry about things like that, you lose focus. I guess it is just not in my psyche."

■ **Mark Webber** says the runoff area in the corner where Kovalainen crashed in Spain needs to be improved.

"**Sebastien Bourdais** had a crash there in testing," he said. "The runoff on the exit of the corner is good, but if you have a problem on the way in, there is not enough runoff."

■ A French judge has turned down **Max Mosley's** request to have Internet access to his sex video banned in France. The judge did, however, say that any remaining copies of the British tabloid *News of the World* containing the original scandal story could not be sold in France.

■ **Robert Kubica** is hot property these days. Will he remain

with BMW Sauber in 2009? "We will announce next year's drivers in the summer," said team boss **Mario Theissen**.

■ An unofficial poll taken by 24 of the 26 members [excluding Max Mosley and **Bernie Ecclestone**] of the FIA's World Motor Sport Council revealed a split decision over whether Mosley should resign, according to Czech **Radovan Novak** who is one of the members. Novak said nine supported Mosley, nine were against him and six abstained.

■ Many drivers and teams would like to see the safety-car rules changed soon. Currently, the pit lane remains closed until all the cars are lined up behind the safety car. This is done to prevent cars racing back to the pits past the scene of an accident.

Cars running out of fuel, however, have to pit before the pit lane is officially declared open and that results in a 10 second stop-and-go penalty.

"It's a lottery, you cannot plan for it," BMW Sauber's Mario Theissen said after the Spanish Grand Prix where his driver **Nick Heidfeld** lost a top-six finish because of just such a penalty.

While there is a strong push to get the rule modified before Monaco and Montreal, races that traditionally feature several safety-car periods, it is doubtful that any changes will happen by then.

■ Prices for Singapore hotels are ludicrously high for the Grand Prix weekend.

On top of the hotels raising their rates outrageously, the government will add a 20 to 30 percent tax to help pay for the race.

The government is now looking into the issue.

# German Company Could Bail Out Super Aguri

BY DAN KNUTSON  
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — The Super Aguri team is on the brink of securing financial aid from Weigl, an automotive company based in Germany. But Nick Fry, CEO of Honda's F-1 team, is not convinced it will be enough to save Super Aguri from folding.

"We are happy that we have been able to resurrect talks between Super Aguri F-1 Team and Franz Weigl at such short notice and to have the opportunity of presenting the Weigl Group to the Honda Board once again," team principal Aguri Suzuki said in a statement May 2. "Such a partnership as the one proposed by Weigl Group will allow us to

race for the foreseeable future, and I am hopeful that all parties will find the Group's offer a realistic package."

The team has desperately been seeking a new owner since the Magma Group withdrew its offer, but Weigl has pledged its backing.

"We would like to express sincere support for the team's participation in the F-1 World Championship and the Group's, together with its sponsors and partners, earnest intention to provide ongoing investment to secure the team's future," said CEO Franz-Josef Weigl.

Fry doesn't think the Weigl Group has the financial clout to save the team, and Honda has reached the limit of its support.

"I am aware that Aguri Suzuki is continuing to look for an investor and we wish

him well," Fry told Reuters. "Since we have been looking for a partner for more than a year, unfortunately, it would seem unlikely that someone appropriate is going to appear in the next 48 hours."

"It would appear unlikely that a company the size of Weigl is able to support a competitive F-1 team, unless of course there are other partners of which we have not been made aware."

Weigl and Suzuki were scheduled to meet with Honda this week to get final approval for the deal.

Despite Fry's comments, Weigl was confident that Honda would support the offer.

Yet the Super Aguri's transporters were denied access to the paddock in Turkey reportedly because Fry said the team would not be racing.

# Logano Set For Debut

By JOHN CLAYTON  
STAFF WRITER

ROCKINGHAM, N.C. — Carolina 500 winner **Joey Logano** will turn 18 in a couple of weeks, making the **Joe Gibbs** Racing phenom eligible for NASCAR's top-tier series.

Logano said plans are for him to make his Nationwide Series debut in the No. 20 Toyota Camry, which has been driven to victory by **Tony Stewart**, **Kyle Busch** and **Denny Hamlin** this season, at Dover.

■ Days before the green flag dropped on Sunday's ARCA RE/MAX Carolina 500, the series made its presence known with a Thursday evening parade of haulers through downtown Rockingham.

Some 44 cars arrived on Thursday while eight more rolled into the famed "Rock" on Friday.

■ As reported in this newspaper in April, Rockingham Speedway officials announced plans for the inaugural Polar Bear 150 Jan. 1, 2009, featuring the **Frank Kimmel** Street Stock Car Series. The street-stock event will be the third held under the auspices of new speedway owner **Andy Hillenburg**, including this past weekend's ARCA RE/MAX Carolina 500 and the USAR Hooters Pro Cup season ender Nov. 1. For information on the Polar Bear 150, contact Rockingham Speedway at (910) 205-8800.

■ After showing the lap-by-lap dominance of Joey Logano's ARCA RE/MAX Carolina 500 victory, Speed practically missed the boat on the afternoon's most dramatic moments. The gaffe occurred during a restart within the final 10 laps.

Logano pitted after a caution with 10 laps to go and restarted fourth, handing the lead to **Ken Schrader**. With fresh tires, Logano easily passed the two cars between himself and Schrader.

Meanwhile, Speed was at commercial and did not rejoin the race's final laps until well after the restart. Upon returning to action, Speed started with a tape-delay to show the restart, but abruptly cut to the live feed with Logano in front of Schrader.

## LOGANO:

### Fresh Tires Carry Rookie Past Schrader To Victory Lane

CONTINUED FROM PAGE 2

of (the tires)," Logano said. "I was hoping for a caution, but that was a little later than I wanted, that's for sure. Tires are really big here. I just stuck (the car) on the outside and passed two cars. I knew by turn two that we had him (Schrader)."

Though he saw his chances of a 16th-career ARCA victory slipping away in the closing laps, Schrader was content with his runner-up finish.

"We were just a second-place car. I don't even know if we were a second-



ADAM KULIKOWSKI PHOTO

**TASTE OF VICTORY:** Joey Logano takes a sip of Cheerwine in victory lane after Sunday's Carolina 500 at Rockingham (N.C.) Speedway.

■ West Palm Beach, Fla.'s, **Harrell Champion** paid a tax-deductible \$3,000 to be a part of the parade laps as a passenger in the car starting "51st" in the Carolina 500.

Harrell's winning bid for the ride will go to the Richmond County (N.C.) United Way. He rode along with retired Cup driver **Ricky Rudd**.

■ Rockingham Speedway owner Hillenburg said he has plans to install SAFER barriers at the track.

It's just a question of time and money.

"I can't give you a time-table, of course, because basically I have invested as much as I can in the facility," Hillenburg said. "There's a lot of improvements. I have a vision of what Rockingham Speedway can be and what it should have been all along,

place car, but we were able to steal second," Schrader said. "We got the lead there close to the end and put on new tires and Joey didn't. I ran about four laps and saw what was coming, and I had to get out of his way because I saw that he was coming.

"I'm happy. I'd forgotten how fun this place is. This is a fun race track."

Ricky Stenhouse, Jr., driving the RoushFenway.com Ford, crossed the line third, followed by Hawkins's Dodge and Annett's Toyota.

Sunday's Carolina 500 was the first race at Rockingham Speedway (nee North Carolina Speedway) in more than four years. The track was purchased at auction in October by 1995 ARCA RE/MAX Series champion **Andy Hillenburg**. The race was also only the second ever ARCA event at the North Carolina facility. The first,

and I don't know if it's going to take me two years, four years, six years or 10 years to make it. I am going to work very hard on making that a reality."

Hillenburg said the fact that he is a former driver and that so many current drivers are his friends, makes safety a major concern at the track.

■ **Billy Leslie**, driver of the No. 18 Titan Tire Ford, said racing at Rockingham was a "dream come true."

"It was awesome out there," he said. "Here at Rockingham Speedway and Darlington are two places I've always wanted to race, so this is a dream come true, coming here."

A broken motor ended Leslie's day. He was one of 18 of the 50 starters already in the garage when the checkers flew.

a 300-mile race on June 10, 1973, went to **Charlie Glotzbach**, who, like Logano, captured the victory from the pole.

The finish:

Showing driver, car and laps completed: 1. Joey Logano, Chevrolet, 312; 2. Ken Schrader, Dodge, 312; 3. Ricky Stenhouse, Jr., Ford, 312; 4. Matt Hawkins, Dodge, 312; 5. Michael Annett, Toyota, 312; 6. Chad McCombee, Chevrolet, 311; 7. Austin Dillon, Chevrolet, 311; 8. Matt Carter, Ford, 311; 9. Tom Hessert, Ford, 310; 10. Frank Kimmel, Ford, 310; 11. Dexter Bean, Chevrolet, 309; 12. John Wes Townley, Ford, 309; 13. Clay Rogers, Ford, 308; 14. Tayler Malsam, Dodge, 308; 15. Alli Owens, Chevrolet, 306; 16. Nick Tucker, Dodge, 305; 17. Jeff Buice, Chevrolet, 305; 18. Mike Harmon, Chevrolet, 304; 19. Donny Kelley, Chevrolet, 303; 20. Kory Rabenold, Chevrolet, 300; 21. Jack Bailey, Toyota, 297; 22. Darrell Basham, Chevrolet, 290; 23. Mike Koch, Chevrolet, 290; 24. Tim Mitchell, Ford, 289; 25. Gabi DiCarlo, Chevrolet, 287; 26. Norm Benning, Chevrolet, 285; 27. Justin Allgaier, Chevrolet, 277; 28. James Hylton, Dodge, 271; 29. Ted Olszewski, Chevrolet, 271; 30. Bryan Silas, Ford, 266; 31. Justin Marks, Toyota, 265; 32. Brad Smith, Ford, 246; 33. Jeremy Clements, Chevrolet, 244; 34. Patrick Sheltra, Chevrolet, 200; 35. Scott Speed, Toyota, 152; 36. Dominick Casola, Dodge, 149; 37. Michael Phelps, Dodge, 127; 38. Billy Leslie, Ford, 122; 39. Ken Butler III, Toyota, 114; 40. Jeff Boyer, Chevrolet, 114; 41. Bobby Gerhart, Chevrolet, 85; 42. Mike Holt, Ford, 79; 43. Justin Lofton, Dodge, 63; 44. Jesse Smith, Dodge, 62; 45. Ricky Sanders, Chevrolet, 46; 46. Brent Sherman, Chevrolet, 31; 47. Jason Basham, Chevrolet, 16; 48. A.J. Henriksen, Ford, 9; 49. Brandon Knapp, Ford, 2; 50. Wayne Peterson, Chevrolet, 0.



DOUG DAY PHOTO

**CHEESE HEAD:** Four-time series champion Sebastien Bourdais leads at Road America in Elkhart Lake, Wis.

## VENUES:

### Former Champ Car Stops Vying For Spot On Schedule

CONTINUED FROM PAGE 2

you have 30 races, there are going to be some casualties and unfortunately, (Cleveland) is part of the carnage. There's a lot of rich history here that I'd like to keep going and I'm going to try my best to get something for 2009. But I don't have anything right now."

■ **LAGUNA SECA:** When the San Jose Grand Prix folded after a three-year run, Champ Car decided to maintain a northern California presence with an event at Mazda Raceway Laguna Seca that was added to an existing Grand Am Rolex Series date. Champ Car pulled out of the bill, but the Grand Am event will continue as planned May 18.

The IRL has run at Infineon Raceway in Sonoma since 2005, and Laguna Seca may find itself in competition with that track for a date on the '09 schedule.

■ **ZOLDER, JEREZ, ASSEN:** There seems to be little interest at present from the IRL in terms of expansion into Europe.

"The international reference was not necessarily Europe at this stage of our development," Angstadt said. "We're open to ideas, but that was more in reference to probably more of a North American strategy, maybe a Mexico, maybe another event in Canada, along those lines."

Last year's race at the TT Circuit Assen in the Netherlands was a commercial and artistic success and would merit the most consideration. Given its oval heritage, the IndyCar Series may also explore racing at EuroSpeedway Lausitz in Germany and Rockingham Speedway in England; both hosted CART-sanctioned races from 2001-03.

■ **CIRCUIT MONT-TREMBLANT:** Of the two Canadian Champ Car events in limbo, this road course in remote Quebec has less chance of landing in the 2009 rotation. Champ Car's one-off 2007 event drew a mod-

est crowd of about 20,000.

If IndyCar racing begins to grow again, a more likely eastern Canadian venue is the Circuit Gilles Villeneuve in Montreal, which hosted Champ Car races from 2002 to 2006.

■ **TORONTO:** Once considered a formality for the future schedule, the established Toronto race is on thin ice. Andretti Green Promotions, which also runs the successful IndyCar event in St. Petersburg, will make a decision imminently about whether to pursue taking over what was a very successful event when Molson Breweries supported it from 1986 to 2005.

Interest in the event declined dramatically over the last couple of years and a recent audit reportedly concluded that the race was losing approximately \$2 million annually in that period. AGR is looking for support from local and provincial government to keep a race in Toronto, possibly moving it from the Exhibition Place street circuit.

■ **PORTLAND:** This is viewed by many as a key market for open-wheel racing, with a park-like natural road course just 10 minutes from the city center. CART and Champ Car raced there since 1984, and a little TLC for the venue and a serious title sponsor could revive the event.

"There are two big markets that we have circled — the Pacific Northwest and New England," Angstadt said. "We've had some very interesting early conversations in Portland, but the last thing you want to do is go to a market and not have a successful event."

■ **ROAD AMERICA:** A sentimental favorite with the road-racing set and a serious contender for a slot on the 2009 schedule.

■ **MEXICO CITY:** With the Mexico Tourism Board sponsoring driver Mario Dominguez's entry into the IndyCar Series with Pacific Coast Motorsports, it's a safe bet that Mexico City is on the short list for 2009. CART and Champ Car raced at the Autodromo Hermanos Rodriguez since 2002.

"If there's interest from cities or venues in Mexico that warrant our consideration, we'd be happy to do that," said George.

*"We're really taking much more of a clean-sheet approach for '09."*

**TERRY ANGSTADT,**  
PRESIDENT OF THE INDYCAR  
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# Gullatta Gets It Done

WINCHESTER, Ind. — ARCA Lincoln Welders Truck Series veteran Nick Gullatta turned in a near-perfect performance Sunday afternoon at Winchester Speedway with a convincing victory in the Lincoln Welders 50-lap main event.

The Cleveland, Ohio, driver earned the 2BKool Pole Award earlier in the day, then charged

from the 10th-starting position and tracked down Ron Wells in the closing stages to earn his fifth series victory in his 25th series start.

Wells had to settle for second after leading 18 laps. Frank Wilson, Jr. was third.

The finish: Nick Gullatta, Ron Wells, Frank Wilson, Jr., Dan Cava, Steven Christman, Nathan Trepkowski, Bill Withers, Tim Schafer, Robbin Slaughter, Ashley Hawkins, Mike Young, Kenny Kirsch, Paul Hahn, Rob Jones, Norm Weaver, Tully Esterline, Paul Vanderhoff, Mark Otting, Duane Bischoff, Levin Mansfield, Brad Yunker, Jeff Smith, Randy Moyes, Jr., Frank Wilson, Sr.

# Another Payday for Payea

BARRE, Vt. — Scott Payea earned his third-career American-Canadian Tour victory Sunday afternoon in the 10th-annual Merchants Bank Thunder Road Int'l Speedbowl.

After waging a race-long battle with defending track champion Dave Pembroke, Payea took the lead for good on lap 139. ACT Castrol Series champion Patrick Laperle passed

Pembroke late for the runner-up position, and Pembroke was forced to settle for third.

Former ACT late-model champion Phil Scott finished fourth ahead of seven-time and defending ACT champion Jean-Paul Cyr.

The finish: Scott Payea, Patrick Laperle, Dave Pembroke, Phil Scott, Jean-Paul Cyr, Randy Potter, Eric Williams, Scott Dragon, John Donahue, Pete Potvin III, Tyler Cahoon, Jamie Fisher, Brent Dragon, Joe Becker, Glen Luce, Dave Whitcomb, Ryan Nolin, Robbie Crouch, Claude Lederer, Joey Laquerre, Joey Polewarczyk, Chip Grenier, Jonathan Urlin, Ron Henry, Cris Michaud, Trampas Demers, Bobby Dragon, Kip Stockwell, Dennis Demers, Nick Sweet.

# Miller Holds Back Bilderback

OREGON, Wis. — Jeremy Miller and Michael Bilderback put on a classic short-track battle in the Big 8 Series feature event Sunday at Madison Int'l Speedway.

At the checkers, it was Miller, the defending champion, hold-

ing off the young pilot. Bob Wilberg finished third, Skylar Holzhausen was fourth and Ross Kenseth rounded out the top five.

The finish: Jeremy Miller, Michael Bilderback, Bob Wilberg, Skylar Holzhausen, Ross Kenseth, Ryan Carlson, Tyler Sauter, Nathan Oppliger, Andrew Kulka, Brady Liddle, Matt Berger, Jeff Steenbergen, Chad Stevens, Mark Miller, Russ Blakely, Steve Dobbatz, Todd Schmitz, Chris Purdy, Mike Ehde, Ryan Goldale, John Baumeister, Jr., Scot Broughton, Andy Niles, Jason Erickson.

# Mad About Madison

OREGON, Wis. — Dan Fredrickson would admit that he never had a good run at Madison Int'l Speedway, but that story changed Sunday after he captured the ASA Midwest Tour Echo Chainsaw 100.

"I haven't won here and I've never been real good here, but had a pretty sweet car here tonight," a happy Fredrickson stated in victory lane. "I hope we can keep going with this, it was cool to beat Carlson and Busch. And now Madison is one of my favorite tracks."

Fredrickson held off a late charge from Steve Carlson to take his fourth ASA Midwest Tour victory, leading the final 31 laps. Carlson settled for second.

NASCAR Sprint Cup star Kyle Busch survived an up-and-down night to finish in third, just .007-second ahead of Mark Eswein in fourth. Josh Vadnais completed the top five.

The finish: Dan Fredrickson, Steve Carlson, Kyle Busch, Mark Eswein, Josh Vadnais, Chris Wimmer, Blake Horstman, Andy Monday, Russ Blakley, Frank Kreyer, Matt Kocourek, Andrew Morrissey, Donny Reuvers, Jeff Storm, Brian Roach, Kyle Calmes, Tim Schemdel, Jonathan Eilen, Travis Sauter, Jamie Iverson, Eugene Gregorich, Dave Feiler, Jaco Goede, Zack Riddle, Jake Ryan Farmington, Nick Murgic, Nathan Haselau, Brandon Hill.

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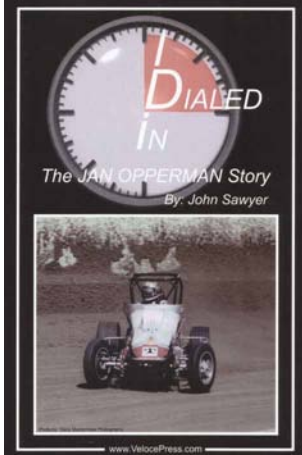


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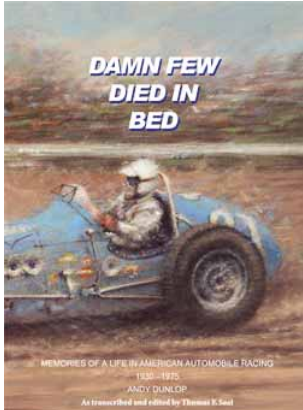


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Please note that the deadline for the May 14th issue of NSSN was 2pm EST on Tuesday, May 6. Any ads received after that deadline will be published in the May 21st issue.

**Business Opportunities 33**

**EARN MONEY** for your race team being part of our distribution team. Contact Bryan Bettenhausen (402) 380-3211.

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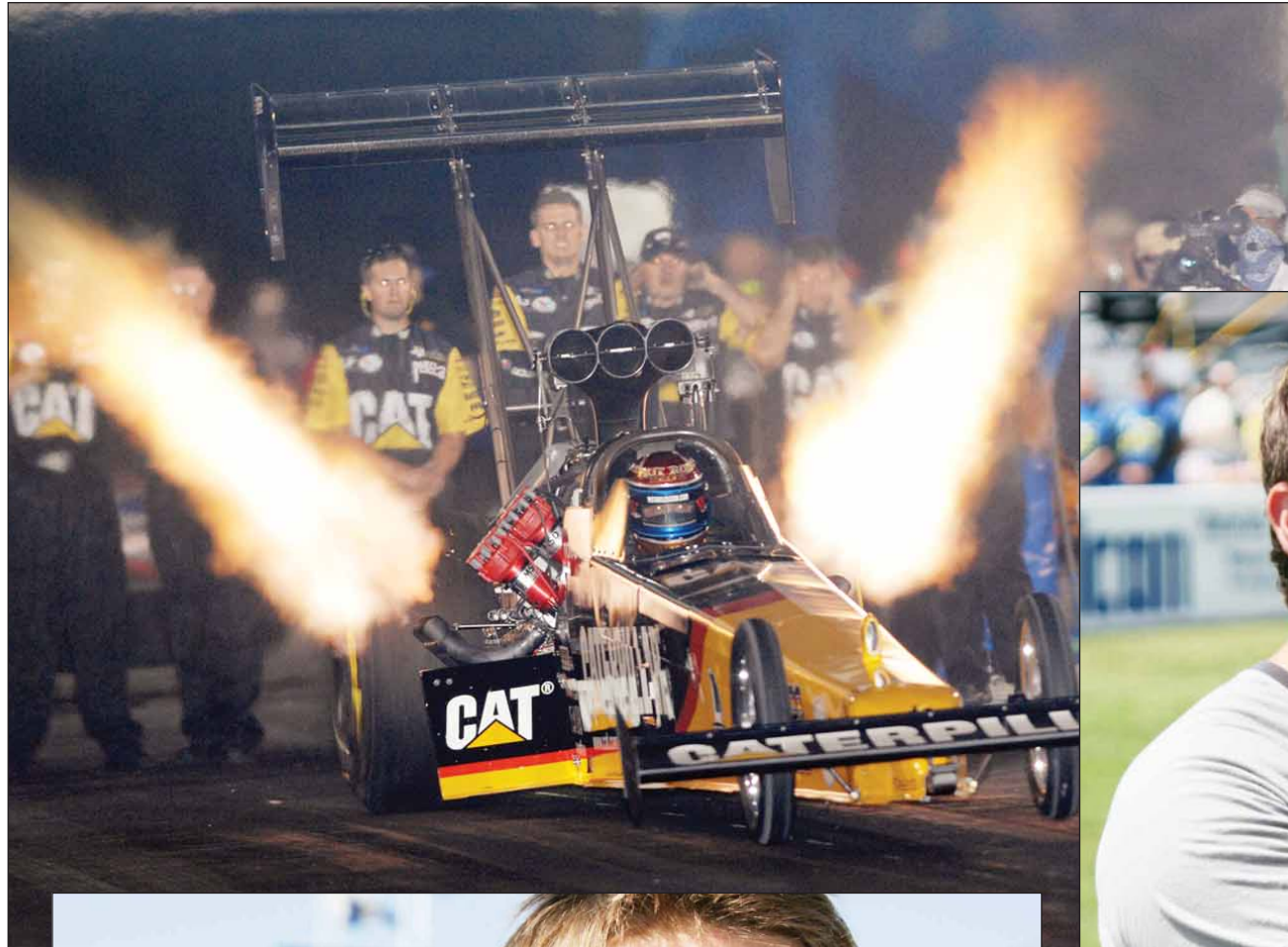
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**Miscellaneous 35**

**JAY M. ROBINSON HIGH SCHOOL - 4th Annual Silent Auction/Dinner.** Featuring Carrabba's Italian Grill - meals just \$7. Saturday, May 17th, 10 a.m. - 1 p.m. Well before the race! The greatest display of NASCAR memorabilia displayed in a silent and live auction format. Products and services from local businesses. Great bargains! Don't miss it! Contact Dave Parisi at dparisi@cabarrus.k12.nc.us. Jay M. Robinson High School is located just 1.5 miles from Lowe's Motor Speedway.

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NSSN THE FINAL LAP



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**FIRE ON HIGH:** Rod Fuller lights up the night during NHRA Top Fuel qualifying at Gateway Int'l Raceway in Madison, Ill. (Below) Former "American Idol" contestant and country singer Josh Gracin performs the national anthem prior to Sunday's ARCA RE/MAX Series Carolina 500 at Rockingham (N.C.) Speedway.



CHRIS JONES/IRL INDYCAR PHOTO

**POWER MOVE:** Former Champ Car World Series driver Will Power set fast time during opening day at Indianapolis Motor Speedway.



ADAM KULIKOWSKI PHOTO



AUTOSTOCK PHOTO

**HOME FREE:** The No. 20 NASCAR Nationwide Series crew celebrates their team's victory Friday night at Richmond Int'l Raceway.



RICH KEPNER PHOTO

**HOOKED UP:** Jeff Shepard powers around Pennsylvania's Lincoln Speedway toward victory lane.

## ECONOMAKI: Bristol-Like Track For Columbus, Ohio?

CONTINUED FROM PAGE 4

ber, seated in the grandstand on a day the club was provided a track for practice, was asked why he was not on the track with his car. Response: "With fuel at \$5 a gallon, who wants to practice?" The WRA lists 20 exhibition dates at 13 tracks in California and Nevada between May 3 and Nov. 30. Details from WRA President **John Lee** at (818) 896-8722. Another active member organization, the Dayton Auto Racing Fan Club, has announced 34 race dates at 19 tracks in the Buckeye State at which admission is either reduced or free for club members. The club is having difficulty getting sufficient personnel to staff these member-favored events.

When Georgia short-track driver **Gordon Pirkle** recently broke an ankle in a fall at work, the newspaper covering the incident referred to Pirkle as, "The second most important resident of Dawsonville," leaving one and all to speculate as to who the most important resident might be. Could it be Awesome **Bill (Elliott)** from Dawsonville?

Watching the resumption of racing at the reopened Rockingham, N.C., track, I wondered if new owner **Andy Hillenberg** was able to pay ARCA the race purse as Sunday's spectator

## MARTIN: Young Rahal Hopes To Follow Ruttman's Footsteps

CONTINUED FROM PAGE 4

Rahal was among the most popular drivers at the Speedway during Sunday's Opening Day. He's young, talented and an American IndyCar driver which stands out in a series that has increasingly become international in its makeup.

The Indianapolis 500 remains the most famous race in the world because it is uniquely American, run on Memorial Day Weekend and draped in red-white-and-blue. But while NASCAR has become the most popular racing series in the United States, the Indy 500 continues to stand out as an event of historical proportions, giving IndyCar the month of May to emerge on the motorsports landscape.

## FORUM: Readers Still Fuming About Politics

CONTINUED FROM PAGE 4

change anything and keep up the great work.  
*Larry Latimore  
Toledo, Ohio*

## From The Right

Concerning the letter to the editor in the April 2

turnout looked so small.

Changes coming. Whereas the sports pages of the *Indianapolis Star* these days are packed with stories on the upcoming Indy 500, the *Star's* business pages are devoted to the possibility of a proposed massive makeover of the downtown area of Speedway, that sector of greater Indianapolis that contains the famed raceway. Under review is the reworking of some 350 acres of the area, including relocating 16th Street, which currently serves as the southern border of the Indianapolis Motor Speedway property. The Speedway Development Commission recently approved 40 land parcels, which have to be altered to effect this massive plan. The project's cost is estimated at \$500 million.

The recent unification of big-league open-wheel racing in this country left the Atlantic Series homeless, now that Champ Car is no more. The Atlantic boss lady, **Vickie O'Connor**, is seeking a new home for the series, which served as a lead-up to Champ Car for the past 35 years. The IRL has its parallel Indy Pro Series serving the same purpose. But the Atlantic series has an 11-race schedule this year and O'Connor hopes it will not be its last.

## From The Staff

Developers in Columbus, Ohio, would like to turn an old baseball stadium into a state-of-the-art racing facility. *The Columbus Dispatch* reported that an agreement is pending to sell Cooper Stadium, which

For a young driver like Rahal to emerge in this race would give another fresh face to a series that continues to enjoy its positive vibe since taking over Champ Car and becoming a unified IndyCar Series Feb. 22.

That took the politics out of the sport, and fans and the media can once again concentrate on the racing and the stars that drive the cars.

Rahal is a perfect fit for that role as he is young and fearless at a track where bravery is a necessary requirement.

"That doesn't worry me so much," Rahal said. "You know you can go around here flat so you have to stick to it and do it. You do see the wall but you focus on the track; that's the biggest thing."

"Surprisingly, I wasn't nervous at all. I think if you get yourself worked up about it you get really nervous. Then you make errors and mistakes, which can lead to a crash. It's a big weight off our shoulders to

issue (Playing Politics), where everything was blamed on greedy Republicans and greedy NASCAR owners: Who does that writer think foots the bill for everything in this country? It's hard-working Republicans.

This country is 50/50 Republican and Democrat. Forty-four percent of the citizens of this country paid no taxes in 2006. What party do you think they belong to?

Everyone in this great country has the same chance to do well, to get ahead, to live the American dream. Some choose not to, either due to ignorance, stupidity or laziness. Some have medical problems and cannot work, those people need to be taken care of.

But too many healthy Americans just sit back

has housed minor league baseball since 1931, to Arshot Investment Corp. for \$3.3 million. The *Dispatch* estimates it could take 17 months to close and hinges on "contractual ifs," that could easily negate the sale. Developers compared their plan to turn the site into a race track to Bristol (Tenn.) Motor Speedway. Already the plan has had opposition from neighbors concerned about noise. The stadium is being sold by Franklin County, as the Columbus Clippers move to a new stadium in downtown Columbus. County officials acknowledged the plan seems unlikely to come to fruition. "All the stars have to align," **James Schimmer**, director of economic development and planning for the county, told the *Dispatch*. "But we have a really dynamic possibility with a lot of growth potential."

It was a banner weekend for NASCAR drivers as car owners. **Tony Stewart** was the big winner. His newest driver, **Donny Schatz**, won the World of Outlaws race at Knoxville (Iowa) Raceway, while **Levi Jones** wheeled Stewart's USAC sprint car to victory in USAC's first-ever race at Brownstown (Ind.) Speedway. Also at Brownstown, **Ronnie Combs** won the UMRA three-quarter-midget race in a car owned by Stewart, while **Steve Barnett** drove the Indiana veteran's crate late model to victory at Brownstown as well. **Clint Bowyer**, who won the Sprint Cup event at Richmond (Va.) Int'l Raceway, also won as an owner, with **Shannon Babb** taking the World of Outlaws Late Model Series event at I-44 Speedway in Missouri.

finish ROP and now we can get down to work and get on with the month, and that's the biggest thing."

Now, Rahal can focus on joining his father as a driver who has competed in the Indy 500. The name has helped him throughout his career, but Graham Rahal will actually be racing against his father's team, which includes Indy 500 rookie drivers Ryan Hunter-Reay and Alex Lloyd.

"It's pretty cool, but I need to get my name on that BorgWarner Trophy," Rahal said. "That's the first thing. With my father, he has had success. No matter what my dad won, he won three CART championships, but you never hear about that, you hear about he's an Indy 500 champion."

Another name Graham Rahal should focus on is Troy Ruttman, the youngest winner in Indy 500 history who won the 1952 Indy 500 when he was just 22.

"That means I have three years to try and break that record," Rahal said.

and let others do the heavy lifting. Let Stan boycott NASCAR. That's his choice.

*Marilyn McDonald  
West Fargo, N.D.*

## Spineless Busch?

Kyle Busch, not only did you wreck Dale Earnhardt, Jr., but you were too spineless to take the blame. You need to be driving in the Demolition Derby. You are not only spineless, but classless.

I really hope that you and Toyota never win another race.

*Carol and Marty Moose  
Greenwood, Ark.*

# Chicagoland Racing Was Busy Prior To World War II

CHICAGO

CHICAGO CHIPS

This column will be the final one regarding Chicagoland racing history, covering area racing just before and after World War II and into the early 1950s.



STAN KALWASINSKI

Riverview Speedway and Raceway Park were the primary sites of open-wheel midget auto racing in the Chicago area just before the outbreak of WWII. Chicago's Riverview, described as a "dustless" fifth-mile dirt oval," was a busy place from 1936 through mid-summer 1942, holding weekly racing programs, sometimes even two nights a week.

The last race held there was on July 29, 1942 with area racing's "favorite son" Tony Bettenhausen capturing the 100-lap finale.

Raceway Park near Blue Island opened Sept. 24, 1938 with Indianapolis' Harry McQuinn winning the 40-lap inaugural midget contest. The small dirt track was a weekly stop for racing before and after WWII. Brothers Nick and Pete Jenin took ownership of the speedway for the '47 season and hosted weekly midget racing through 1952. The track was the site of some of the first "short-track" stock-car racing programs held in the area in 1948.

In June of 1939, Soldier Field on Chicago's lakefront would be the scene of a five-race series held on a specially built board track laid out inside the huge sports arena.

Some 30 years later, Soldier Field would become the home of the Chicago Bears football team and, as the years progressed, mainstream Chicago would forget auto racing was ever held there.

Drivers came from all over the country to compete in the AAA-sanctioned, board-track races at the Field, which would be the scene of some spotty midget events until after WWII. West-Coast racers Sam Hanks and Mel Hansen scored two feature wins apiece on the boards with Ronnie Householder, later the head of Chrysler's factory racing program, winning the 100-lap finale on June 25.

The 124th Field Artillery Armory in Chicago was the scene of local indoor midget racing from the first event in 1934 until the final speed program was held there Dec. 8, 1940, when the facility became unavailable as America prepared to enter the Second World War. Indoor competition moved to the International Amphitheatre near the Chicago Stockyards with fall/winter action held annually there pretty much through 1954 with the exception of the War years.

As World War II came to a close, Raceway Park was perhaps the scene of the first post-war racing program held in the country, Aug. 25, 1945 with Bettenhausen, from nearby

Tinley Park, winning the 25-lap event. Raceway and Soldier Field, now featuring a quarter-mile paved track, became the hotbeds of local midget racing, hosting weekly

competition in 1946, '47, '48, '49 and into the early 1950s. Both tracks would battle each other for a little supremacy with Raceway promoters having a plane fly over Soldier Field on race nights with a banner proclaiming, "Raceway Park, No Parading Here...It's Real Racing!"

Hot-rod racing, introduced by Andy Granatelli, would make a brief, but successful run at Soldier Field, starting with three events in 1947. Big crowds would watch the midgets and the hot rods there from 1947-49. The big program of the year at Soldier Field was the Chicago Park District Police Benevolent race with tens of thousands of fans witnessing these races.

Gill Stadium on 87th Street on Chicago's southeast side was the site of the very first short-track stock-car racing program held in the Chicagoland area late in 1948. Being nothing more than an added attraction to the weekly United Auto Racing Ass'n midget programs, the stock cars were no more than some older, used cars that Chuck Scharf and Eddy Anderson had brought in from a used-car lot.

The stock cars got their own program on Labor Day evening in '48 with UARA midget racer Larry Johnson winning the first feature race. Another five stock car races were held at Gill in 1948 with other early stock events taking place at Raceway and at Harry Molenaar's dirt half-mile in Schererville, Ind.

One of Raceway's early contests was a 300-lap battle with midget ace Danny Kladis piloting a four-wheel-drive Jeep to the win.

Fans liked it and stock-car racing became more prominent in the "Windy City" area, eventually pushing the midgets out of the weekly venues just like in other parts of the country. Raceway Park and Soldier Field were the most active weekly tracks as racing moved into the 1950s.

After a couple of idle years, Gill, renamed 87th Street Speedway, began to host weekly racing (stock cars) again in 1951. An area mainstay through 2000, the now-paved Raceway Park would get the nickname "The World's Busiest Track" as the speedway hosted 80 events, both midgets and stock cars, in 1951. Bud Koehler, who would capture 11 stock car titles during his career at the track, was the speedway's stock car champ in 1949 and 1952 and the midget champ also in '49 and 1951.

Back in the day, the Chicago area was a busy place for racing.

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