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NATIONAL SPEED SPORT NEWS

Edwards Ends Winless Streak With MIS Rout

NEXTEL CUP

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STEVE ETHERINGTON PHOTO

TWO FOR THE ROAD: Rookie Lewis Hamilton pumps his fist after taking his second-career victory Sunday.

Hamilton Goes Two In A Row

FORMULA ONE PAGES 2, 30-31



The Lone Ranger

Audi's Sole Surviving Entry Rules Le Mans

LE MANS

PAGE 6

AUDI MOTORSPORTS PHOTO

DIESEL POWERED: Emanuele Pirro, in the No. 1 Audi R10, leads the way in Le Mans, France. Pirro and teammates Marco Werner and Frank Biela captured the 75th 24 Hours of Le Mans on Sunday.

Clauson Collects Toyota Challenge Crown

USAC MIDGETS

PAGE 8





STEVE ETHERINGTON PHOTO

TWO IN A ROW: Lewis Hamilton navigates the road course at Indianapolis Motor Speedway during Sunday's U.S. Grand Prix.

USGP Is Child's Play For Rookie

By DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — Lewis Hamilton swept the North American F-1 doubleheader as he followed up his victory in Canada with a victory in his United States Grand Prix at the Indianapolis Motor Speedway.

FORMULA ONE

Sunday.

"What a dream!" said Hamilton, who received an enthusiastic reception from the more than 100,000 fans at the Brickyard. "To come to two circuits that I didn't know, my first time, to really come out with such pace, to see the team moving forward always and being competitive and just to see how much work the team back home...how

ROOKIE: CONTINUED ON PAGE 30

Drag Racing Crash At Car Show Kills Six, Injures 20

SELMER, Tenn. — Six people died and at least 20 others were injured when a Pro Modified drag-racing car went out of control and crashed into a group of spectators during a car show ironically promoted by Cars for Kids.

Australian driver Troy Critchley was performing a burnout during a parade on a city street when everything went wrong and the car barreled into the crowd gathered along side.

In a statement on his Web site, Critchley, who suffered only minor injuries in the crash, offered: "The loss is deep within our hearts, and we

will carry the scars of each loss forever."

Cars for Kids raises more than \$200,000 for children's charities each year.

The six victims were in their teens and early 20s, while the injured, including a 5-year-old boy, were taken to hospitals in Tennessee and Mississippi.

Those who perished in the accident were: Raven Griswell, 15; Sean Michael Driskill, 22; Brook L. Pope, 20; Scarlett Replogle, 15; Kimberly A. Barfield, 17; and Nicole Griswell, 19.

There was no guardrail along the stretch of road where the crash occurred on State Highway 64.



JOHN CLOSE PHOTO

ON DUTY: Rescue workers head to the new Infield Care Center at Lowe's Motor Speedway.

On Standby

Infield EMS Are Ready At A Moment's Notice

A split second after Jeff Gordon pounded the frontstretch wall during the Coca-Cola 600, the radios in the Lowe's Motor Speedway emergency command center started buzzing.

Within moments, Norrie Baird, LMS's emergency services director had a rescue team at the scene helping Gordon out of his mangled car, assisting him to an awaiting ambulance for a mandatory ride to the Infield Care Center.

"If we have a wreck on the track, one of our fire trucks is the first one to the driver," said Baird, describing the protocol of the precautionary ride to the infield hospital racers and fans have come to know so well. "The fire truck has a paramedic and three firefighters on it. The paramedic will treat the driver in the car and get them to the ambulance, assuming they are able to walk away from the crash."

"When the ambulance gets to the Infield Care Center, the paramedic gives the doctor a status report on the driver's condition. The doctor then checks out the driver, does a few simple tests like blood pressure, and then



JOHN CLOSE PHOTO

releases the driver assuming they are OK.

"It's the same thing every time unless the driver has more serious injuries," Baird continued. "If there is a life-threatening situation, the doctor's will stabilize the patient and then they will be transported by helicopter to CMC (Carolinas Medical Center). That's true for anyone here, drivers, crew members, any of our

guests."

Baird has seen plenty of drivers get checked out in his 16 years directing the emergency services unit at LMS. This year, Gordon was fortunate enough to be checked out in the new Infield Care Center located in turn four of the race track. The fresh

EMS: CONTINUED ON PAGE 32

NSSN RACING LINE

The Week In Motorsports
For June 20, 2007

Darnell Goes Two-For-Three With MIS ARCA RE/MAX Win

BROOKLYN, Mich. — At the rate he is going, it's a good thing for the rest of the ARCA RE/Max Series that Erik Darnell is concentrating on the NASCAR Craftsman Trucks this season. Darnell won his second ARCA event of 2007 — in three starts — Friday at Michigan Int'l Speedway, edging 2006 Indianapolis 500 winner Sam Hornish, Jr.

ARCA
PAGE 10

McCarl Finally Gets Elusive Knoxville WoO Victory

KNOXVILLE, Iowa — One of Terry McCarl's goals when he first began racing sprint cars at Knoxville Raceway was to win a World of Outlaws event at his home track. After six track championships and 42-career victories at the famed half-mile track, Saturday night he finally reached the winner's circle in a WoO event.

WoO
PAGE 26

Leicht Leads The Way To First Busch Series Triumph

SPARTA, Ky. — Robert Yates Racing's Stephen Leicht reaped the benefits of Carl Edwards's misfortune in Saturday's Meijer 300 and celebrated his first NASCAR Busch Series victory at Kentucky Speedway. "We were in the right position at the right time, and we were able to capitalize on it with 10 to go," Leicht said.

BUSCH
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Winless No More

Edwards Breaks 52-Race Winless Streak
With Michigan Victory Sunday

BY RON LEMASTERS, Sr.
NSSN CORRESPONDENT

BROOKLYN, Mich. — The state of Michigan still needs rain, but Carl Edwards ended his personal drought Sunday at Michigan Int'l Speedway with a hard-fought victory in the NASCAR Nextel Cup Citizens Bank 400.

It was the 16th Cup victory at MIS for car owner Jack Roush and the first for Edwards, ending a personal streak of 52 Cup races without a victory after he won on Nov. 6, 2005, at Texas.

It wasn't an easy victory, however. Like the drivers who finished second and third, Edwards had to drive from the back to win it.

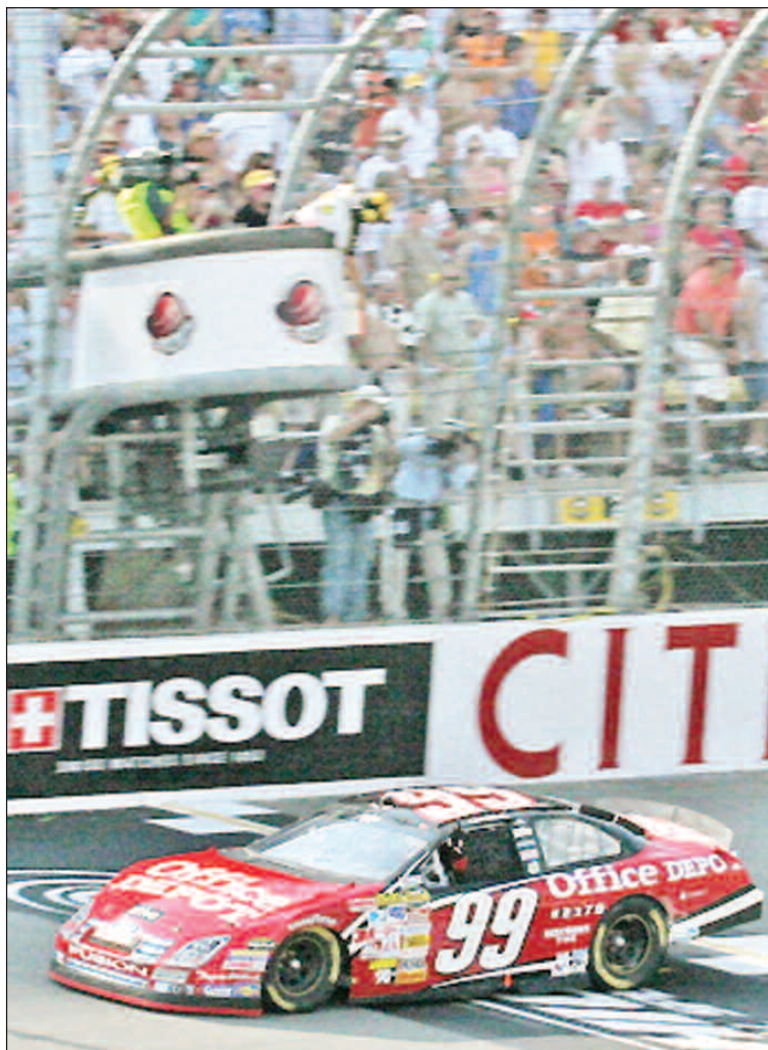
He was penalized for speeding on pit road and went to the back of the line of lead-lap cars.

For a time, Edwards admitted that he had concerns about being caught from behind.

"Our car was good enough that it made it back up to the front," Edwards said of his Office Depot Ford. "At the end there, Martin Truex was just amazingly fast, and he's been on a roll lately, so it was really great to beat him in a head-to-head race."

Edwards credited lessons in patience long-learned in helping him weather the winless streak.

"I learned through trial and a lot of



CHRISTINA RAMZEL PHOTO

MIS MAGIC: Carl Edwards takes the checkered flag Sunday at Michigan Int'l Speedway, scoring his fifth-career victory.

WINLESS: CONTINUED ON PAGE 28



GRANT HALVERSON/GETTY IMAGES

TEAMING UP: Dale Earnhardt, Jr. (right) listens to car owner Rick Hendrick Wednesday during a press conference at JR Motorsports.

Earnhardt Joins Hendrick Stable

BY JOHN CLAYTON
STAFF WRITER

MOORESVILLE, N.C. — Hendrick Motorsports has accumulated six NASCAR Nextel Cup championships during the past decade and an ever-growing list of victories this season.

But when one of NASCAR's elite race teams added Dale Earnhardt, Jr. to its stable, which also includes four-time series champion Jeff Gordon and defending title holder Jimmie Johnson, this past week, observers started to speculate that Hendrick

Motorsports became more than simply a racing dynasty.

With NASCAR's most popular driver on board, Hendrick Motorsports, which has won 10 of 15 races this season without Earnhardt, Jr. in the fold, may have become a juggernaut with unmatched sponsorship and marketing dollars to help propel it to new heights.

"When you have multi-car teams, you try to get — my job is to get the best talent out there," said Rick Hendrick at the announcement

EARNHARDT: CONTINUED ON PAGE 27

NASCAR Launches \$100M Counter Suit Against AT&T

BY BRUCE MARTIN
NSSN CORRESPONDENT

NEXTEL CUP
INSIDE
AT&T signs 10-year contract extension with Childress.
PAGE 28

BROOKLYN, Mich. — NASCAR officials filed a counterclaim in United States District Court in Atlanta on Sunday against AT&T Mobility/Cingular Wireless and AT&T, Inc. for \$100 million, series officials said late Sunday in a release.

Court documents were filed electronically on Sunday by NASCAR alleging breach of contract, fraud and misrepresentation, and conspiracy to aid and abet wrongful interference with Nextel's exclusive sponsorship agreement.

NASCAR is seeking a minimum of \$100 million in damages.

AT&T was granted a preliminary injunction against NASCAR that allowed Richard Childress Racing to switch the logos from Cingular Wireless to AT&T on Jeff Burton's No. 31 Chevrolet.

NASCAR refused to allow the switch in logos because of its series sponsorship agreement with Nextel, which began in 2004.

Cingular and Alltel were grandfathered into the sport when Nextel entered, but NASCAR said no changes were permitted to their decals and no other wireless companies would be allowed into the sport.

However, AT&T purchased Cingular and claimed it should be allowed to switch logos because it owns the existing sponsorship contract with Childress.

After AT&T filed a lawsuit, U.S. District Judge Marvin Shoob in Atlanta issued a preliminary injunction last month that allowed the Cingular logos to be switched to AT&T. Shoob then barred NASCAR and any other group affiliated with it from interfering with AT&T's rights as primary sponsor on the car in the Nextel Cup Series.

According to court documents, AT&T "filed its Complaint and a Motion for Preliminary Injunction in furtherance of a scheme of

SUIT: CONTINUED ON PAGE 27

OPINIONS

ECONOMAKI: Cup testing schedule is growing and growing. **PAGE 4**
CLAYTON: So, how much is the No. 8 really worth? **PAGE 4**
KERCHNER: It's time for Junior to put up or shut up. **PAGE 5**

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EXCLUSIVE

Carroll Shelby Has Spent A Lifetime Working With Cars

At 84, Carroll Shelby still casts a looming shadow as an iconic figure in both motorsports and the automotive industry.

Shelby sat down with *NSSN's* John Clayton at the 50th Anniversary of Virginia Int'l Raceway and talked about the business, the sport, heart-felt promises to "the old man upstairs" and Texas chili.

LIVING HISTORY
PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
USAC Sprints	Jon Stanbrough	Gas City, Ind.	8
USAC Sprints	Bobby Santos III	Clermont, Ind.	8
USAC-CRA	Mike Spencer	Santa Maria, Calif.	8
Indy Pro	Hideki Mutoh	Indianapolis	14
Indy Pro	Bobby Wilson	Indianapolis	14
Craftsman Trucks	Travis Kvapil	Brooklyn, Mich.	22
WoO	Danny Lasoski	Pontoon Beach, Ill.	26
WoO	Terry McCarl	Knoxville, Iowa	26

THE FINISH

"To me, second place would've felt the same as chopping off my arm today. I wanted to win; that's it."

CARL EDWARDS

AFTER TAKING THE CITIZENS BANK 400



▶ PUBLIC FORUM

Let your voice be heard

Eldora Thank You

Thank you, thank you to all the racers who came out this year to the Prelude to the Dream at Eldora Speedway. You cannot know how much we fans appreciate the fact that you not only came to "our" little track, but that you also cared enough to put on a fantastic show. It was an awesome night.

We all knew that Stewart, Kahne, Kenny Wallace, Blaney and Schrader would be great to watch. It was just as much fun to see the "dirt virgins" discover the secrets of finessing a car around the track.

Juan Pablo Montoya showed his versatility. Give him a couple more races on dirt and he will be fighting for the lead with the best of them. Jeff Gordon was certainly fun to watch. He tentatively mirrored Stewart's line around the track during hot laps. But as he racked up time on the track, you could see that, just like riding a bike, running on dirt came back to him. Kyle Busch showed his talent by finishing second. Congratulations to Carl Edwards. Having your name on the list of winners of this race is a piece of history.

There has been discussion the last few weeks on the condition of the track at Eldora. This night, the track was just about perfect. It is very evident that "Smoke" and his Eldora staff have put a lot of time and energy into seeing that the drivers and fans have the best in racing.

I have been to all three of the Prelude races, and I will be at the next. It is a great cause, amazing racing and just a darned good time. Again, thank you to Tony Stewart, drivers, crews and Eldora staff. See you again next year.

Cheryl Dalhamer
New Carlisle, Ohio

On Eldora Pay-Per-View

I just wanted to say that I enjoyed watching the Eldora pay-per-view, but there were a few things I thought I could pass along to

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



Never A Week Off!

Demand For Testing In NASCAR Grows And Grows

MIDLAND PARK, N.J.

For the Nextel Cup gentry, testing is becoming not only a big, but somewhat troublesome issue. **Rusty Wallace** has let it be known that he tested every week of his 1989 championship year. Sanctioning body NASCAR, which restricts testing on its Goodyear racing tires, now just stands by as teams test helter-skelter on Michelin-owned BFG tires as well as Hoosier's racing rubber, despite the test ban. NASCAR's move into road racing at Watkins Glen, Infineon, Mexico City and now Montreal has created unprecedented demand for zig-zag course testing, so much so the racing roadway at the upgraded Virginia Int'l Raceway was the site of a huge test gathering by several Cup teams. Despite losing its popular driver, DEI created a team just for testing headed by **Tony Eury**, the crew chief for driver **Paul Menard**.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Menard team engineer **Dave Charpentier** moved into Eury's crew chief job for **Dale Earnhardt, Jr.** on the Budweiser No. 8 at Pocono two weeks ago. What DEI will do staffwise when Junior vacates for one of **Rick Hendrick's** Chevys next year is not yet known.

We got a good feeling Saturday afternoon when Speed Channel's TV coverage of the 24 Hours of Le Mans resumed after being away several hours. After a brief scare when scanty class only standings were posted, we got what we wanted — a detailed standings report showing car number, car make, car class, driver name and laps completed! Just what we have been pining for ever since TV discovered France's most famous race. But we waited endlessly for a repeat throughout the rest of the coverage. Come on guys, one of these definitive reports every hour please. The partial now-and-then standings later posted by Michelin and Porsche were welcome, but were a far cry from what a race of this stature deserves. Interesting was "the news" facet of the telecast when ALMS prexy **Scott Atherton** expressed optimism that Peugeot will enter the ALMS 12 Hours of Sebring in Florida next March. Speed Channel's coverage of the world's first diesel duel — using eight announcers — was quite good. Interesting was the winning performance of the revitalized Aston Martin team over Corvette for GT honors. Our congratulations go to Audi for its fifth-consecutive overall Le Mans triumph and to its drivers, **Frank Biela**, **Emanuele Pirro** and **Marco Werner**.

A major investor in Dover Motorsports, the public company that owns Delaware's Dover Int'l Speedway, Nashville Superspeedway, Memphis Motorsports Park and Gateway Int'l



DON FIGLER PHOTO

POWERFUL START: McLaren teammates Lewis Hamilton (2) and Fernando Alonso lead the way Sunday at Indianapolis Motor Speedway.

Raceway in Illinois across the Mississippi from St. Louis, has recommended to management that the company be sold to the highest bidder, recognizing the prospect for Nextel Cup events at the smaller ovals is nil. It will be interesting to see if ISC and/or Speedway Motorsports express interest. The company's holdings, except for its Delaware property, are only marginally successful.

Mercedes-Benz is doing better these days on the race track than in showrooms. A virtual also-ran in F-1 in recent seasons, it has come alive in its McLaren chassis this year, being a contender in every race and victorious in its two most recent starts. That's not the case at the dealership level. Its limited-edition \$455,000 Mercedes-engined SLR McLaren super sports car sold a disappointing 141 units in this country last year. As a result, McLaren, which hand-built the car in its Woking, England, shops, has been fired and replaced by HWA (initials of longtime M-B stalwart **Hans Werner Aufrecht**), which will design and build a super sports car using a 6.2-liter V-8 M-B engine in a factory being extensively upgraded in Affalterbach, Germany. It will take a while. HWA is a spinoff of AMG, long a performance engine supplier to Mercedes-Benz. HWA is now a public company, having been launched in 1999 by AMG founder Aufrecht.

Tarheel racing team owner **Rick Hendrick** is also a giant car

ECONOMAKI: CONTINUED ON PAGE 47

What Is A Car Number Really Worth?

HARRISBURG, N.C.

There's an old punch line to a dirty joke that begs the question, "So how much is a duck worth?"

With Dale Earnhardt, Jr.'s decision to go to Rick Hendrick Motorsports and then to openly manipulate the media into negotiating the rights to the No. 8 for him, saying, "It works pretty good sometimes when you let the media speak for you," I started thinking, how much is an "8" worth?

Granted, mathematics was never my strong suit, but I remember something about the value of a number being equal to that number — "8=8," "12=12" and so on.

This is not the case in NASCAR — or any other sport for that matter.

Numbers are worth something more than their value. They are synonymous with players or drivers. The No. 43 can't be imagined without a Petty attached to it. If you think about NFL quarterbacks and the No. 13, you think Dan Marino, unless you're a really big Tim Rattay fan.

In an effort to determine more exactly what an eight might be worth, I decided to e-mail Dr. Kevin Burke, professor and chair of the department of kinesiology, leisure and sport sciences, which

houses a unique motorports business and marketing program at East Tennessee State University.

ALL THE MARBLES



JOHN CLAYTON

Burke's response was not surprising.

It turns out that the No. 8 is sort of like that cherry Harley-Davidson shovelhead. As the buyer, it's worth exactly as much as you're willing to pay. But to the seller — in this case, Dale Earnhardt, Inc., it isn't worth nearly as much without Dale Earnhardt, Jr. attached to it.

That's what DEI has to consider as it goes forward — with or without the No. 8. Without Junior driving it, it might as well be No. 58, or No. 62 or whatever.

"It is really difficult to value the number," Burke said. "I believe any number — No. 8 or any other available number — that Dale Earnhardt, Jr. takes will be worth millions."

We're talking the silly, might-as-well-be Monopoly money of professional sports. It means caps and die-cast cars and T-shirts and a breakout business for tattoo shops across the country.

It means brand recognition. In the case of Dale, Jr., it means the continuation of his brand. He's the guy in the No. 8. It's only

CLAYTON: CONTINUED ON PAGE 47

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The
Audit
Bureau

Junior's Time Is NOW!

CONCORD, N.C.

It's time for Dale Earnhardt, Jr. to put up or shut up.

The third-generation driver wanted an opportunity to race for a NASCAR championship like his seven-time championship-winning father, now he has that chance.

Having signed a high-profile contract with Hendrick Motorsports, Earnhardt will be part of a team that has won six Nextel Cup titles and currently boasts four-time champion Jeff Gordon and defending series titlist Jimmie Johnson.

Hendrick Motorsports has dominated the 2007 campaign and Earnhardt has been little more than mediocre this season, his final one at Dale Earnhardt, Inc. after his announcement in mid-May he would leave the team his father founded at the end of this year.

Through most of his Cup Series career, Earnhardt has gotten by on his family name. He's won 17 Cup Series races, but he's never led the series in victories and he's never seriously challenged for a championship.

It's time to find out if the 32-year-old driver, who is without a doubt the most marketable driver in NASCAR racing, can become its most successful competitor.

While he never came out and said he feels the equipment at DEI is sub-par, he has insinuated that the past two seasons. While Earnhardt has struggled to get to the front this year, his DEI teammate and close friend, Martin Truex, Jr., has been splendid, winning his first race two weeks ago at Dover and keeping his No. 1 in contention for The Chase.

Earnhardt will join a Hendrick Motorsports team that has won 66 races since 2000, including 10 of this year's 14 events.

To his credit, Earnhardt knows the pressure will be on for him to win the title.

"I thought it was a huge risk to leave and go to drive for Rick," he said. "Say I don't win championships. I could have tried to dodge the criticism that will come from that, but in the end I'm going to say, 'I had the chance to go

FROM THE DESK



MIKE KERCHNER

drive for the best in the business, and I didn't go do it.' Now what kind of person does that?"

Maybe the most difficult thing for Earnhardt will be the long wait (unless a deal is brokered for Earnhardt to switch teams before the end of 2007) before his debut with Hendrick Motorsports in the 50th annual Daytona 500 next February.

"I'm excited just to get in the car," he said. "I don't feel really any pressure. I feel pretty comfortable. I think once I get into the testing mode and all of those things during the off season, there won't really be any question marks for me or any kind of pressure. I think I'll be anticipating it so much that I don't think that the pressure is going to get to me."

He may have been the most sought after driver in NASCAR history and he is joining a super team, but in many ways Earnhardt remains as humble as he was the first time his dad put him in one of his Busch Series cars.

"I've always said that I've done more in this sport than I've ever anticipated," he explained. "I just wanted to be able to pay my bills and once I got past that, everything else was a bonus."

"It seems like to me, three years ago, I was three months behind on my phone bill and living in a trailer with Kerry (Earnhardt), and his kids would jump over the couch back and forth and I would have to lock myself in my room just to get some peace and quiet. Those days don't seem like that far or that long ago."

But still the championship question remains. "I think that I'll have a good opportunity to succeed and win a lot of races," he said. "I think personally I will cherish a championship on my mantle when it's all said and done. I think I can live without it obviously."

"But I feel like, yeah, I think I'd be, you know, 90, 95 percent on my goals that I set for myself personally throughout my career, if I can't get that championship."

"I really do want it."

It Looks Like Illiana Is Here To Stay

CHICAGO

Just when you thought Illiana Motor Speedway's days were numbered, owner Mike Mikuly announced plans for a major remodeling the speedway in the form of new 6,000 fan-capacity grandstands.

Current plans call for the new seating to be on the speedway grounds this summer, with removal of the old ones beginning in October after the northwest Indiana speedway completes its 60th season of automobile racing.

Built after World War II by Harry Molenaar, the speedway, located near the town of Schererville, was primarily the scene of motorcycle competition early on, with Molenaar catering to his Harley-Davidson motorcycle dealership customers and wetting his own appetite for motorcycle racing.

Auto racing was first held at the half-mile track in 1948. Molenaar sold the speedway to Mikuly in the spring of 1999. Molenaar died later that year.

Rumors flowed during the past year that Mikuly, a former stock-car competitor at the track, would sell the half-mile asphalt oval. Mikuly admitted he would sell the track for the right price. The speedway property along U.S. Highway 30 has seen enormous growth, with the Illiana site being "eyeballed" by countless investors/developers.

"I was tired of fighting," Mikuly said. "It (running the track) takes the wind out of your sails sometimes. The noise problems, curfew hours, complaints from neighbors and working with the town. I was at the point that I was ready to throw in the towel."

Prior to the 2000 season, Mikuly did a major renovation to the track, repaving the half-mile oval and adding a quarter-mile track in addition to new lighting, new cement walls and wheel fencing around the entire half mile.

"I went through the whole routine with developers about selling," Mikuly commented. "The town doesn't want us, but they don't want (additional) housing. The Town Council wouldn't approve the housing (plans). The

CHICAGO CHIPS



STAN KALWASINSKI

whole thing then went into limbo. I heard the town wanted to buy it for the park department, but they never approached me."

On June 8, *The Times* newspaper carried the headline at the top of its front page, "Owner says Illiana race track not for sale."

Prior to running June 2, Mikuly posted a "not for sale" message on the

speedway's highway sign.

"Did you like that? I knew that would get everybody's attention," Mikuly said about the sign. "That means it is not for sale. We're here for 60 years. I'd like to see it go 120. It's here to stay. It's not going anywhere."

According to *The Times* story, the Town Council is awaiting appraisals on a 50-acre parcel of land that includes the speedway and some of the surrounding areas.

Mikuly said he has been trying to acquire new grandstands for the past five years or so. "Out of the clear, blue sky, some grandstands became available that I might be interested in," Mikuly said. "And why not? We've got the fans, we've got the drivers. By the end of the day, the deal was done and I had new grandstands."

"We're going forward. We're here to stay," Mikuly stated. "I would like to see the speedway become more involved with town activities and events. Fourth of July fireworks, town fests, things like that. I would like to get people who are not race fans in here to show them the place. I think they would come back for the races. We're also looking at maybe getting some more special (racing) events in here."

With tracks seemingly closing up here and there throughout the country, the current Illiana story is a refreshing one. So far this season, the crowds seem to be down, with car counts in some of the five divisions that race weekly hurting a bit.

Hopefully, Mikuly's "here to stay" decision will benefit and strengthen the whole speedway's picture, and, for that matter, the entire area's racing health.

Remembering Happy Dan Walters's Eventful Trip To Daytona

ST. BONIFACIUS, MINN.

I was fortunate to be part of Chicago short-track racing in the early 1950s, and it remains the toughest, most entertaining competition I've seen.

Drivers could race nearly every night of the week, and they developed high degrees of skill in setting up cars and an aggressive, give-no-quarter Chicago driving style. Andy Granatelli's early promotions at Soldier Field pioneered the way for stock-car popularity, but Raceway Park in Blue Island became the key-stone Chicago track, running as many as four nights a week. The pits were always jammed.

I did the announcing at 87th Street Speedway, a former baseball park, in the heart of the south side. Santa Fe Speedway, where I also announced

during its first season, offered dirt racing in suburban Willow Springs. O'Hare Stadium, near the airport, came along in 1956.

Happy Dan Walters was among the journeyman drivers on those tough Chicago tracks. He was good enough to always have a competitive ride. Walters got his nickname after he crashed a motorcycle and skidded a couple of hundred feet on his chin, wiping out most of his jaw and leaving him with a sort of Andy Gump look and a constant grin — hence, "Happy Dan."

Walters is gone now, but he was part of a wonderful adventure when a crew of Chicago short trackers took a Packard to Daytona in the early 1950s to go late-model racing on Bill France's beach-road course.

Walters hooked up with Hank Salat,

CYNIC IN THE STANDS



STEW REAMER

an old-time Hammond, Ind., mechanic, and they journeyed south that February to try their hand at NASCAR racing. Salat was something of a genius with Packards and built some very fast cars for the Chicago short tracks. The small Packard Clipper fastback with the 356-inch, nine-main-bearing engine was fearsomely fast and rugged.

For the beach-road events, the late models qualified through timed straightaway runs on the beach (a smart Bill France idea to tie modern racing to early beach-record attempts). Walters timed the Packard in the middle of the field, but he came back elated, saying, "We got the wrong gear in this thing! I was all wound out before I got into the timing trap." They changed gears, and although they couldn't time again, the car was noticeably faster, and they were excited about their chances in the Sunday race.

Here's the story of that beach-road race, as I recall Walters telling it many years ago. "We started in the middle of this big pack, and I just tried to stay with them and be careful through the north turn," Walters said. "When I got southbound on the

asphalt, I floored it, and that thing really took off. In a half mile the speedometer was pegged at 120, and I was still accelerating. The whole car was shaking. I could hardly hold on. I had never gone so fast in my life. I was thinking, 'Wow, we've got a chance to win this thing,' when all of a sudden, 'Bang, bang, bang,' something hits me in the rear: I look in the mirror, and there's Dick Rathmann in one of them Hudson Hornets, motioning for me to get out of the way."

The Packard broke an axle. They trailed it home and went back to the Chicago short tracks, savoring their adventure in the big time. The beach-road course was replaced by Daytona Int'l Speedway, and today the Chicago short tracks are all gone, recalled only by great memories like Happy Dan's story.

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Looking For Some Closure (To Cockpits)

By **BILL OURSLER**
NSSN CORRESPONDENT

LE MANS, France — Le Mans officials have again said that starting in 2010 they will introduce new prototype regulations that will call for enclosed-coupe bodies rather than the current open-topped spyders.

Representatives of the L'Automobile Club du L'Quest, the sanctioning body for the 24-hour classic, said they wanted to have the cars more closely identified with the road vehicles that the manufacturers participating in LMP1 make.

LE MANS 24 HOURS NOTES

However, there were few details available, other than the fact that, as with the Grand American's Daytona Prototypes, the ACO wants to have a rather large windshield area.

American Le Mans Series President **Scott Atherton**, interviewed by American television, indicated there remains much to be worked out before the rules are put in place. ACO representatives also said that the current prototypes would be permitted to run along side their newer rivals in 2010.

Given past history, and given the fact that Atherton and IMSA President **Tim Mayer** have created their own prototype "look" for the ALMS by bringing parity to the prototype scene between the LMP1 and LMP2 categories, it is not entirely clear how the new regs will impact the ALMS.

■ Pratt and Miller team officials say they will take a close look at the circumstances that put their Corvette C6R, driven by **Olivier Beretta**, **Oliver Gavin** and **Max Papis**, out of this year's Le Mans 24 Hours.

The car retired early during a yellow-flag period when the lightweight composite driveshaft shattered. There was speculation that the driveshaft may have come apart because of engine vibrations resulting from the team's use of electronic engine technology that partially shuts down the car's V-8 powerplant to save fuel during full-course cautions, this after the team suffered a similar problem earlier this season.

■ Unfortunately for the Flying Lizard Porsche 911 GT3RSR crew, this has not been a good year.

After being beaten at Sebring by **Jaime Melo's** Risi Competizione Ferrari 430GT in a last-lap, last-turn controversial bumping incident, the crew came to Le Mans with high hopes that the endurance classic would favor them and their car's reliability.

That did not happen, however, as the Flying Lizard Porsche complete in its "Art Car" paint scheme retired with engine problems after drivers **Johannes van Overbeek**, **Seith Neiman** and **Jorg Bergmeister** had put in contention for a victory.

Still, with Lime Rock next on their calendar, the Flying Lizard folks are hoping for better things.

DIESEL DUEL



AUDI MOTORSPORTS COMMUNICATION PHOTO

LONG DRIVE: The Audi R10 co-piloted by Emanuele Pirro, Marco Werner and Frank Biela completed 369 laps around the 8.45-mile Sarthe Circuit.

Audi R10 Rules French Countryside In Day Of Endurance

Bourdais's Peugeot Ends Up Second As Rain Soaks Closing Hours; Other Audi Crashes

By **BILL OURSLER**
NSSN CORRESPONDENT

LE MANS, France — In a race that didn't exactly follow the script, the drivers standing in victory lane were predictable, as Emanuele Pirro, Marco Werner and Frank Biela — all former winners of the 24 Hours of Le Mans at the famed Sarthe Circuit — added to their resumes.

Giving the diesel-powered Audi R10 its second consecutive victory and the sixth for the manufacturer since 2000, the driving trio capitalized on the misfortune of the team car driven by Rinaldo Capello, who was eliminated in a high-speed crash.

According to forecasters, the 75th running of the event would be largely run in the rain. It wasn't. The wet weather largely stayed away until the final two hours. Still, the anticipated battle between the Audi and Peugeot diesels failed to materialize, the French never quite being able to keep up with the Germans.

"Le Mans is always very, very difficult," Biela said. "The most recent result is always the sweetest one. Every single time I get to come here is an honor. If you win it's even more special. I definitely want to come back and do this again next year and many more times."

Only 29 of the 54 starters were running at the end, with the winners completing 369 laps of the 8.45-mile road course.

"This is the best race in the world, and one of the hardest and most difficult," Werner said. "I didn't expect this at midnight. But Le Mans is Le Mans. Our crew did very good work, and we needed that support."

To the surprise of everyone, Capello out dragged Sebastien Bourdais's pole-sitting Peugeot 908 at the start in a contest of turbo V-12 diesel horsepower.

And while the Peugeots were never far behind, they were unable to match the Audis and keep them at bay. In the end, both Peugeots encountered minor overheating problems as the race wore on.

For Bourdais and co-drivers Stephane Sarazin and Pedro Lamy, however, the first signs of trouble Saturday didn't come from rising coolant temperatures, but rather the rear-wheel bearings on their sleek little coupe. By the time repairs were made, the trio was far behind the leading Audis and teammates Nicolas Minassian, Marc Gene and Jacques Villeneuve, who, despite a change of nose sections, were the principal challenge to Capello and his partners Tom Kristensen and Allan McNish.

For Biela, Pirro and Werner, who had a few minor problems along the way, obscurity was the order of the day as Capello, McNish and seven-time Le Mans winner Kristensen dominated the race.

But, perfection is fickle at Le Mans, and shortly after sunrise Sunday morning, Capello's left-rear wheel came off the car as he was approaching the famous Indianapolis corner at almost 200 miles per hour, sending the car head-on into the tire barrier. Fortunately, Capello was uninjured. The Audi was out.

Biela, Werner and Pirro, who had been running second with a four-lap lead over Bourdais, Sarrazin and Lamy, were there to take over and hold off the Peugeot threesome.

In the end, the Audi crossed the line in pouring rain that had swept over the track in the final two hours, and which had seen all but 12 of the last 60 minutes run behind the pace car — 10 laps in front of the Peugeot.

As for Minassian, Gene and Villeneuve, their race ended earlier Sunday when their engine blew.

Third was the Judd-powered Pescarolo of Jean Christophe Boullion, Emanuele Collard and Romain Dumas, which had the distinction of being the first gasoline-engine car to cross, while the similar Pescarolo Judd of Martin Short, Joao Barbosa and Stuart Hall was fourth.

Claiming fifth in the outright standings and first

in the GT1 division was the Aston Martin DBR8 of Darren Turner, David Brabham and Rickard Rydell, which was one of a fleet of the British cars to square off against the factory Corvettes.

And, although the Astons had their problems, the Corvette squad lost one of its two C6R entries early on when the driveshaft shattered on the Olivier Beretta, Oliver Gavin and Max Papis entry. That left Ron Fellows, Johnny O'Connell and Jan Magnussen to the lone Corvette fighters.

Ultimately, however, they just couldn't catch the Astons, finishing more than a lap down with the DBR0 of Christophe Bouchut, Fabrizio Gollin and Casper Elgaard taking the GT1 show position.

In GT2, the once-dominant Porsche 911 GT3RSR brigade, now whittled down to just four entries, were expected to have a hard time with the faster Ferrari 430GTs, the Italian list headed by the two of Houston-based Risi Competizione, which has yet to lose in the American Le Mans Series.

And, while the Risi entry of Mika Salo, Jaime Mel and Johnny Mowlen dominated for three quarters of the affair, ultimately they found themselves sidelined by cooling issues that occurred after the car toured the grass beside the track, forcing the team to replace the front radiators. Also lost to cooling woes was the pole-sitting 430GT of Scuderia Ecosse Andrew Kiraldy, Chris Marchos and Tim Mullen that had taken over the class lead after the Risi entry retired.

All this led the French-entered IMSA Performance Porsche of American Patrick Long, Raymond Narac and Richard Lietz firmly in command over the second Risi 430 GT driven by Tracy Krohn, Nic Jonsson and 18-year-old Colin Braun. Third went to the Autorlando GT3 of Lars Erik Nielsen, Pierre Ehret and Allen Simonsen.

Finally, in the smaller LMP2 prototype class, it was the usual mechanical mess, with the only car left running at the finish that of Scottish American Bill Binnie, Chris Buncombe and Allen Timpany around to collect the first-place honors along with their their Lola-Zytex.

Wimmer Banks \$25,000 For Dirt Cup Triumph

By KELLY HART

ALGER, Wash. — Indiana native Brandon Wimmer took advantage of his chance to drive for Roth Motorsports, claiming the \$25,000 top prize in the Jim Raper Memorial Dirt Cup at Skagit Speedway Saturday night.

DIRT CUP

Wimmer led the final five laps of the three-tenths-mile dirt track, fighting off two-time defending race winner Jonathan Allard for the victory in a race which was delayed by light rain earlier in the day.

Wimmer, whose first start in Dennis Roth's No. 83jr came in Thursday's preliminary program, saw Allard get hung up behind a lapped car on lap 25

and darted into the lead.

From there, he held off Allard for the history-making victory. Roger Crockett finished third, with Brent Kaeding fourth.

The finish:

Brandon Wimmer, Jonathan Allard, Roger Crockett, Brent Kaeding, Shane Stewart, Steve Kilcup, Peter Murphy, Danny Bullock, Tyler Malsam, Bud Kaeding, Travis Jacobson, Jeff Hodgson, Johnny Gray, Willie Croft, Ronnie Day, Travis Rutz, Marc Dupperon, Tim Gee, Mitch Olson, Brock Lemley, Trevor Green, Evan Suggs, Seth Bergman, John Tharp.

Johnson Jump Starts Plains Speedweek

DENISON, Iowa — Jason Johnson kicked off the inaugural ASCS Northern Plains Speedweek

ASCOT

with a commanding wire-to-wire victory in Saturday night's 25-lap O'Reilly American Sprint Cars on Tour National feature at Crawford County Speedway.

Johnson led the entire distance after starting Lanny Row's Wesmar-powered The Shop Motorsports/Custom Equipment Design No. 41 Eagle from the pole.

He beat Travis Rilal, who started fifth, to the checkered flag by more than a straight-away.

It was Johnson's fourth ASCOT triumph of the season

and the 23rd of his career.

Wayne Johnson came on at the end to finish in third place on the night.

Natalie Sather and point-leader Gary Wright rounded out the top five.

The finish:

Jason Johnson, Travis Rilal, Wayne Johnson, Natalie Sather, Gary Wright, Chuck Swenson, Wade Nygaard, Lee Grosz, Toby Chapman, Ryan Anderson, Chad Meyer, Micah Schliemann, Foster Landon, Seth Brahmaer, Joe Miller, Eric Lutz, Jason Danley, Gregg Bakker, Casey Frederickson.

Lemley, Suggs Top Field In Cup Trials

By KELLY HART

Thursday

ALGER, Wash. — Evan Suggs sliced through lapped traffic to win Thursday night's opening preliminary-night program for the Jim Raper Memorial Dirt Cup sprint-car race at Skagit Speedway.

DIRT CUP

Jason York led the first seven laps of the three-tenths-mile dirt track, but Suggs took control on lap eight. He led the remainder of the 30-lap distance.

York finished second, with Johnny Gray, Tim Gee and Brock Lemley rounding out the top five.

Roger Crockett was the fast qualifier for the 47-car field, with an 11.666-second lap.

The finish:

Evan Suggs, Jason York, Johnny Gray, Tim Gee, Brock Lemley, Toni Lutar, Jonathan Allard, Willie Croft, Roger Crockett, Brandon Wimmer, Barry Martinez, Jeff Hodgson, Steve Kilcup, Danny Bullock, Taylor Malsam, Ronnie Day, Mitch Olson, Shane Stewart, Brent Kaeding, John Tharp.

Friday

ALGER, Wash. — Going into night two of the 2007 Jim Raper Memorial Dirt Cup presented by Foley RV and Camping World, Brock Lemley was the point leader for the event.

After winning Friday night's feature at Skagit Speedway, Lemley kept the top spot heading into Saturday's main event.

Lemley took the lead from Danny Bullock on lap 11 and led the final 20 circuits of the third-mile oval.

Brent Kaeding finished second, with Shane Stewart, Bullock and Jonathan Allard rounding out the top five.

Roger Crockett was the fast qualifier for the second-consecutive night.

The finish:

Brock Lemley, Brent Kaeding, Shane Stewart, Danny Bullock, Jonathan Allard, Evan Suggs, Brandon Wimmer, Ronnie Day, Roger Crockett, Mitch Olson, Evan Funk, Steve Kilcup, Jeff Hodgson, Travis Jacobson, Bud Kaeding, Peter Murphy, Marc Duperron, Colton Heath, Jayme Barnes, Travis Rutz.

VP is part of my team, and M3 one of my most important performance parts. - James Monroe



Steve Burns, President-VP Racing Fuels, with James Monroe in his Ellettsville, IN shop.

As a 2-time "ET Bracket Driver of the Year" in NHRA's North Central Division, James Monroe knows bracket racing is all about consistency. "I pay special attention to tires, the track, my engine and my fuel. Performance and consistency is everything. So much of the cheap methanol you see is reclaimed from industrial processes and contains who knows how many contaminants. So when I see performance gains like those offered by M3, and it's coming from a supplier with a reputation for quality like VP, it's a no-brainer."

When Steve Burns saw 5% gains in horsepower with M3, he knew he'd found a serious performance part. "M3 is simply a better methanol for racing. It makes more power, primarily due to improved vaporization and faster burning speed. Both improve the thermal efficiency of the air/fuel mixture and expand the range of ignition. M3's lubrication additive helps seal the rings, also yielding more power—overall, up to a 50 hp gain in a 1030 hp engine. The improvement in throttle response is also substantial—we've seen a 5% increase in torque across a wider rpm range."

Monroe has seen M3's performance gains on the dyno and on the track. "I worked with two drivers at a recent race. One ran two passes in his Chevy II with his own fuel and prepped methanol carb, then switched to M3 and immediately picked up a .03 gain in elapsed time. The second runs a Chevy II but with an Enderle hat injector, and was a solid .02 faster with the M3 using the same test procedure. Notably, both drivers also reported a 30% decrease in fuel consumption, something I can back up as well. For 22 passes and warm-ups over two days, I used 25 gallons of M3, while with straight methanol I would have required 40+ gallons. 'Startability' and the lack of a strong odor with M3 were also looked upon favorably."

M3 will perform great in drag racing and circle track, according to Burns. "M3 is not pure methanol and won't pass a water test. It will substantially improve performance in 60-70% of all applications, requiring no jetting or timing changes—just pour it in and get up to 5% more hp. (In the other 30-40%, M3's added vaporization will actually hurt volumetric efficiency and performance. We'll be releasing another methanol blend soon—M5—designed specifically for these applications.)

Not only will M3's better vaporization and faster burn rate make more power and

offer better protection against detonation, it also inhibits the noxious fumes you get with standard methanol, so it's much easier on your eyes and nose. If you're not bound by fuel rules, there's no reason to use anything else."

Burns views his customers as teammates. "While our primary role is to provide more power, it's just as important to ensure consistency—in two ways. First, customers require consistency in performance on the track. With M3, we accomplish this in part through improved vaporization, yielding a wider range of flammability and wider acceptable range of air/fuel ratio. Secondly, customers should demand consistency in production, packaging and delivery. VP doesn't cut corners or "reclaim" methanol like some competitors who yield to the pressure for lower prices. We won't even go there. To our customers, that might mean slightly higher prices, but they can also trust our product to be 99.8+% pure, with no fear of contamination. They won't be chasing a 'bad ignition' for a month, only to find out their problem was bad fuel."

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Toyota Crown Goes To Kunz

Clauson Bests East For First USAC Midget Victory Of 2007

CLERMONT, Ind. — Bryan Clauson passed Dave Steele for the lead on lap 12 and then held off Bobby East in the final circuits to win Saturday's Toyota USAC Racing Classic at O'Reilly Raceway Park. Keith Kunz Motorsports earned its second-consecutive Toyota Challenge Crown in the \$25,000, three-event championship within a championship.

USAC MIDGETS It was Clauson's first USAC National Midget Car Series victory of the season and gave the Kunz team the \$15,000 winner's share of the Toyota Challenge by only four points over runner-up Bobby East and Klatt Enterprises.

"I was nervous when I saw the 4 car of East behind me on the final restart," Clauson said. "To win here on a night like tonight is a tremendous honor for me and the entire team."

East, the series point leader, finished second, and had he been able to steal the victory, the Klatt team, which picked up \$5,000 for second in the Toyota Challenge, would have won the top prize.

"It's really great for Toyota to come into our sport as they have and help all of the owners and drivers regardless of their manufacturer," Keith Kunz said. "It's really a neat thing, and I wish the other manufacturers would step up to the plate like Toyota has."

The summary:

Qualifications: 1. Kody Swanson, Nine Racing 19, 20.915; 2. Chase Scott, Real Race Cars 14, 21.114; 3. Bobby East, Klatt 4, 21.155; 4. Dave Darland, Nine Racing 9, 21.164; 5. Bryan Clauson, Kunz 67, 21.182; 6. Dave Steele, Nine Racing 91, 21.190; 7. Ron Gregory, Irvin 22, 21.291; 8. Bradley Galedrige, Galedrige 29, 21.323; 9. Marc Jessup, Kunz 97, 21.338; 10. Chuck Gurney, Jr., Gurney 51, 21.339; 11. Kevin Swindell, Kahne 79, 21.345; 12. Tom Hessert III, Hessert 5, 21.389; 13. Ben Petter, Petter 22x, 21.398; 14. Jerry Coons, Jr., Wilke-Pak 11, 21.411; 15. Chase Barber, Barber 90, 21.426; 16. Josh Wise, Pedregon 75, 21.436; 17. Mike Murgioitio, Murgioitio 10, 21.450; 18. Billy Wease, Western Speed 80, 21.451; 19. Darren Hagen, RFMS 32, 21.459; 20. Levi Jones, Stewart 20, 21.488; 21. Kyle Nicholas, Nicholas 02, 21.523; 22. Brady Bacon, Kahne 99, 21.525; 23. Brandon Wagner, Wagner 92, 21.539; 24. Stephanie Mockler, East 6, 21.554; 25. Bobby Santos III, Western Speed 40, 21.573; 26. Brian Olson, Olson 77, 21.583; 27. Dan Drinan, Lewis 333, 21.588; 28. Brad Loyet, Loyet 05, 21.617; 29. Brad Kuhn, Quin 43, 21.623; 30. Alfred Galedrige, Jr., Galedrige 26, 21.627; 31. Chris Windom, Windom 17, 21.643; 32. Cole Carter, Carter 7, 21.662; 33. Adam Kramer, Kramer 321, 21.718; 34. Nick Wagner, Wagner 93, 21.741; 35. Ricky Stenhouse, Jr., Stewart 21, 21.791; 36. Jeremy Warren, Warren 57x, 21.837; 37. Dustin Morgan, Walker/Morgan 111, 21.871; 38. Joe Liguori, Owen 28, 22.119; 39. Kevin Studley, Studley 57, 22.424; 40. Joey Poliszuk, Poliszuk 8, 22.598; 41. Brad Mosen, Kunz 71, 22.869; 42. Josh Lane, Lane 18, 22.891; 43. Parker Klingerman, Klingerman 133, no time.

Qualifying Race (8 laps): Stenhouse, Kramer, Warren, N. Wagner, Liguori, Mosen, Studley, Morgan, Kane, Poliszuk.

First Heat (8 laps): Swanson, Kuhn, Clauson, Murgioitio, Petter, Santos, Stenhouse, Nicholas, Jessup.

Second Heat (8 laps): Bacon, Coons, Scott, Gurney, Olson, A. Galedrige, Wease, Liguori, Steele.

Third Heat (8 laps): Swindell, Hagen, B. Wagner, East, Gregory, Windom, Drinan, Warren, Barber.

Fourth Heat (8 laps): Loyet, Wease, Carter, Hessert, Darland, B. Galedrige, Mockler, Jones, N. Wagner.

Semi (10 laps): Steele, Gregory, Darland, Petter, Santos, Barber, Mockler, Stenhouse, Drinan, Warren, A. Galedrige, Olson, Windom, Jessup, B. Galedrige, Nicholas, Liguori, Jones, Wease.

Feature (30 laps): Clauson, East, Scott, Steele, Gregory, Stenhouse, Swanson, Loyet, Kuhn, Hagen, Petter, Hessert, Jones, Barber, Coons, Bacon, Swindell, Carter, Gurney, Darland, B. Wagner, Wise, Murgioitio, Santos.



STEVE BUSH PHOTO

HANDS IN THE AIR: Bryan Clauson celebrates victory in Saturday's USAC midget race at O'Reilly Raceway Park in Indianapolis.

Spencer Sends Chaffin's No. 50 To Victory

BY ROBERT MAYSON

SANTA MARIA, Calif. — Mike Spencer took the lead three laps from the finish and won his second Lucas Oil USAC-CRA Sprint Car Series event of the season Saturday at Santa Maria Speedway.

USAC-CRA Driving Ron Chaffin's No. 50, Spencer romped from 14th on the grid to win the 30-lap race on the third-mile dirt track.

Like Spencer, Davey Pombo didn't have the best starting position, but was still able to drive Glenn Crossno's ITI Performance No. 38s to a runner-up finish after starting 10th.

Fast-qualifier Rickie Gaunt shared the seventh row with Spencer and fin-

ished third. Rodney Argo and Jesse Mack rounded out the top five. Point-leader Tony Jones was sixth.

The summary:

Qualifications: 1. Rickie Gaunt, Gardner 94, 14.320; 2. Tony Jones, Alexander 4, 14.399; 3. Jimmy Crawford, Stansberry 75, 14.512; 4. Jesse Mack, Mack 71m, 14.670; 5. Mike Spencer, Chaffin 50, 14.675; 6. Rip Williams, Jory 3, 14.807; 7. Tom Stansberry, Stansberry 75t, 14.815; 8. Josh Ford, Ford 73, 14.818; 9. Rodney Argo, Argo 19, 15.010; 10. Danny Sheridan, Kittle18, 15.055; 11. David Cardey, Crossno 83, 15.091; 12. Jeff Ficus, Ficus 13, 15.110; 13. J. Hicks, Miller 66, 15.148; 14. Scotty Weir, Crossno 38, 15.218; 15. Brian Camarillo, CamLand 22c, 15.468; 16. Davey Pombo, Crossno 38s, 15.486; 17. Tyler Brown, Crossno 97x, 15.528; 18. Blake Miller, Gardner 93, 15.578; 19. Bill Jones, Jones 16j, 16.548; 20. Tony Everhart, Everhart 55, no time.

First Heat (10 laps): Sheridan, Pombo, Mack, Stansberry, Gaunt, Hicks, B. Jones.

Second Heat (10 laps): Ford, Brown, Weir, T. Jones, Spencer, Cardey, Everhart.

Third Heat (10 laps): Crawford, Miller, Williams, Argo, Ficus, Camarillo.

Feature (30 laps): Spencer, Pombo, Gaunt, Argo, Mack, T. Jones, Brown, Hicks, Williams, Everhart, B. Jones, Cardey, Miller, Camarillo, Ford, Crawford, Sheridan, Stansberry, Weir, Ficus.

Santos Shows Way Under ORP Lights

CLERMONT, Ind. — Bobby Santos III dominated the second half of Saturday night's Lucas Oil USAC National Sprint Car Series feature at O'Reilly Raceway Park.

USAC SPRINTS Driving his family's No. 98s, Santos led the first eight laps before handing the lead to Bobby East, who set the pace for three circuits of the tricky .686-mile asphalt oval.

Santos rallied back to the point on lap 13 and was never headed the remainder of the 30-lap event.

"Seems like a long race when you are in the car with no yellows," Santos said. "It seems even longer when you are in the lead and battling during the entire race."

East finished second, with Bryan Clauson, who won the earlier USAC National Midget Series feature, taking third. Fast-qualifier Eric Gordon

and Darren Hagen rounded out the top five.

The summary:

Qualifications: 1. Eric Gordon, Bowman 51, 20.659; 2. Darren Hagen, Kunz 67, 20.661; 3. Bobby East, Klatt 5, 20.671; 4. Bryan Clauson, Kunz 67k, 20.690; 5. Damion Gardner, Leffler 71, 20.779; 6. Bobby Santos III, Santos 98s, 20.779; 7. Cameron Dodson, Kunz 67x, 20.796; 8. Brian Tyler, Contos 4, 20.817; 9. Ricky Stenhouse, Jr., Stewart 21, 20.839; 10. Donnie Adams, Adams 17a, 20.865; 11. Mat Neely, Neely 17n, 20.895; 12. Ron Gregory, BWB 62, 21.031; 13. Levi Jones, Stewart 20, 21.044; 14. Kevin Swindell, Kahne 9, 21.058; 15. Marc Jessup, Jessup 14j, 21.059; 16. Brady Short, 2B Racing 2b, 21.066; 17. Dustin Morgan, Walker/Guiducci 11d, 21.176; 18. Mike Murgioitio, Walker/Guiducci 11, 21.176; 19. Aaron Pierce, RAM 50, 21.278; 20. Dave Darland, Pace 44, 21.289; 21. Chris Windom, Windom 17, 21.299; 22. Brady Bacon, Kahne 99, 21.330; 23. Tom Hessert III, Hessert 5h, 21.348; 24. Nick Green, Short 36, 21.365; 25. Brian Gerster, Davis/Gerster 27, 21.572; 26. Jesse Hockett, VKCC 75, 21.648; 27. Dave Steele, Dynamics 69, 21.871; 28. Robert Ballou, MPHG 81, 21.943.

First Heat (8 laps): Jones, Stenhouse, Windom, Morgan, Gordon, Gardner, Gerster.

Second Heat (8 laps): Santos, Murgioitio, Hagen, Hockett, Swindell, Bacon, Adams.

Third Heat (8 laps): Pierce, Jessup, East, Hessert, Dodson, Steele, Neely.

Fourth Heat (8 laps): Darland, Clauson, Tyler, Gregory, Short, Green, Ballou.

Semi (10 laps): Gardner, Gordon, Dodson, Neely, Adams, Short, Swindell, Gerster, Bacon, Ballou, Steele, Green.

Feature (30 laps): Santos, East, Clauson, Gordon, Hagen, Gardner, Dodson, Neely, Tyler, Murgioitio, Adams, Gregory, Stenhouse, Morgan, Windom, Darland, Jessup, Swindell, Pierce, Hockett, Bacon, Jones, Short, Hessert.



GORDON GILL PHOTO

CHECKING OUT AT ORP: Bobby Santos III regained the lead on lap 13 of Saturday's USAC sprint-car race and never looked back.

Stanbrough Holds The Line At Gas City

GAS CITY, Ind. — Jon Stanbrough locked up the Border Wars XIII championship for the Lucas Oil USAC National Sprint Car Series with a victory Thursday night at Gas City I-69 Speedway.

USAC SPRINTS Stanbrough claimed the title in the two-race series, which opened earlier this year at Eldora Speedway.

Stanbrough, who finished fourth April 28 at Eldora, led all 30 laps at the quarter-mile dirt track.

Wheeling the Fox Brothers No. 53, Stanbrough beat Brady Bacon to the checkered flag for his second USAC victory of the season. Point-leader Levi Jones finished third, ahead of Brady Short and Brad Sweet.

The summary:

Qualifications: 1. Levi Jones, Stewart 20, 12.558; 2. Daron Clayton, Clayton 92, 12.639; 3. Brady Bacon, Kahne 99, 12.666; 4. Shane Hollingsworth, R & B 10, 12.912; 5. Kevin Swindell, Kahne 9, 12.934; 6.

Jon Stanbrough, Fox 53, 12.956; 7. A.J. Anderson, Hazen 57, 13.034; 8. Shane Cottle, Edison 10e, 13.045; 9. Robert Ballou, MPHG 81, 13.052; 10. Critter Malone, Baldwin 5x, 13.055; 11. Brad Sweet, Walker/Guiducci 11, 13.134; 12. Jesse Hockett, VKCC 75, 13.135; 13. Matt Rossi, Yelely 2j, 13.227; 14. Danny Williams, Melchi 6m, 13.255; 15. Dave Darland, Pace 44, 13.268; 16. Dustin Morgan, Walker/Guiducci 2x, 13.327; 17. Brady Short, 2B Racing 2b, 13.398; 18. Bret Mellenberndt, Mellenberndt 97, 13.457; 19. Mat Neely, Neely 17n, 13.496; 20. Jimmy Light, Light 23, 13.503; 21. Kyle Robbins, Robbins 17r, 13.522; 22. Chris Windom, Windom 17, 13.558; 23. Tony Elliott, Anderson 34, 13.577; 24. Sammy Imel, Imel 35, 13.592; 25. Steve Ott, Ott OT, 13.604; 26. Jerry Coons, Jr., Dynamics 69, 13.632; 27. Damion Gardner, Leffler 71, 13.653; 28. Hunter Schuereberg, R & B 10t, 13.674; 29. Neil Shepherd, Shepherd 4n, 13.676; 30. Josh Spencer, Spencer 66j, 13.693; 31. Darren Hagen, Kunz 67, 13.755; 32. Ted Hines, Hines 12, 13.898; 33. Jake Martens, Martens 48j, 14.051; 34. Dustin Morgan, Walker/Guiducci 11d, no time; 35. Ricky Stenhouse, Jr., Stewart 20s, no time.

First Heat (10 laps): Ott, Jones, Shepherd, Short, Swindell, Robbins, Rossi, Martens, Ballou.

Second Heat (10 laps): Coons, Stanbrough, Clayton, Windom, Spencer, Mellenberndt, Malone, Williams, Stenhouse.

Third Heat (10 laps): Hagen, Elliott, Darland, Gardner, Sweet, Bacon, Anderson, Neely.

Fourth Heat (10 laps): Morgan, Hines, Schuereberg, Hockett, Cottle, Hollingsworth, Imel, Light.

Semi (12 laps): Hollingsworth, Swindell, Neely, Anderson, Bacon, Sweet, Robbins, Imel, Stenhouse, Spencer, Martens, Light, Mellenberndt, Malone, Cottle, Rossi, Williams, Ballou.

Feature (30 laps): Stanbrough, Bacon, Jones, Short, Sweet, Anderson, Coons, Clayton, Hockett, Windom, Gardner, Morgan, Hagen, Swindell, Shepherd, Hollingsworth, Schuereberg, Ott, Elliott, Light, Hines, Neely, Darland.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Want To Get Performance? Just Follow The Money

Time was, not too many decades ago, when if you wanted to make impressive improvements to increase your car's performance, you had the cylinder head milled for higher compression, your flywheel lightened and the camshaft reground, and you added a carburetor or two with a homemade intake manifold — for performance or just for looks.

Those were the olden days — before speed shops and exotic parts emporiums, or the convenience of mail-order purchases. And when a few courageous manufacturers of power-inducing equipment began making parts for a new market that was not yet established. Wire wheels were fast becoming popular as skinny tires went out of fashion, to be replaced by what were commonly called “balloon tires.”

By **WALLY PARKS**
GUEST COLUMNIST

An emerging market, stimulated by early car magazines, was in the realm of street machines, closely following the end of World War II and commonly referred to as “hot rods.” Roadsters, coupes, sedans

and open touring cars were included in the surge of activity — much of which was encouraged by the formation of car clubs. And ‘one-upsmanship’ was a motivation that inspired nightly gatherings, later called cruise-ins, by car owners assembled at the local drive-in stands.

And then along came drag racing — short-distance acceleration races, usually a quarter mile, on unused taxiways and legally closed-off roads. It was an activity new to many areas, but with the endorsement and support of civic and law enforcement leaders, it was adopted as an effective means for encouraging safer cars and safer driving.

Growing side by side with this car phenomenon was an industry that offered endless accommodations in speed, performance and safety equipment. It served both street-driven and on-track enhancements and was an ongoing source of new creations — some that became popular almost overnight. A by-product of this evolution was seen in the formation of a new organization called SEMA — the Speed Equipment Manufacturers Ass'n, later changed to Specialty Equipment Market Ass'n and now one of the world's largest automotive trade organizations.

Today, the performance equipment industries continue to serve street-rodgers, car customizers and drag-racing participants around the world. And with its membership of more than 80,000, the National Hot Rod Ass'n, formed in 1951, lists some 5,000 events annually at 140 member tracks in the United States and Canada.

Most weekend events draw 150 or more contestants, while NHRA's 45 special events that take place in seven field divisions account for 350 to 800 entries each — and its NHRA POWERade Series of 24 National events in major markets average from 500 to 1,000 contenders.

NEXT WEEK ...

Betty Rutherford, wife of three-time Indy 500 winner Johnny Rutherford.

costs of today's drag racing are no less than phenomenal. Yet its popularity continues to climb.

To provide these essentials — and to ensure the continuity of top performances among its 200-plus classes of competition, NHRA has become a valuable source of sales for participating industries — many that it helped to create and which are solid, side-by-side contributors to its current stature as the world's largest motorsports sanctioning body.



WALLY PARKS

94-year-old Wally Parks is the founder of the National Hot Rod Ass'n and the Chairman of the Wally Parks NHRA Motorsports Museum, presented by the Automobile Club of Southern California. Along with a dedicated staff, the former editor and editorial director of Hot Rod magazine created drag racing. He is the only living founder of a major motorsport in America.

Founder: Wally Parks founded the NHRA in 1951.

Halls of Fame: Parks was inducted into the International Motorsports Hall of Fame in 1992 and the Motorsports Hall of Fame the following year.



ARCA PHOTO

99-TO-1: Erik Darnell (99) passes Sam Hornish, Jr. for the lead in Friday's ARCA RE/Max Series race at Michigan Int'l Speedway.

Darnell Shifts Gears To Get ARCA Victory

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

BROOKLYN, Mich. — At the rate he is going, it's a good thing for the rest of the ARCA RE/Max series field that Erik Darnell is concentrating on the NASCAR Craftsman Trucks this season.

Darnell won his second ARCA event of 2007 — in three starts — Friday at Michigan Int'l Speedway, edging 2006 Indianapolis 500 winner Sam Hornish, Jr. by 2.589 seconds.

Darnell, grandson of veteran Bay Darnell, who drove in the first ARCA superspeedway event at Daytona in 1964, led 58 of the 100 laps, including the final 37, in the Roush Fenway Racing Ford.

Hornish, who led the first 29 laps in his first stock-car appearance at MIS, had a fueling problem that dropped him out of the lead.

Darnell knew coming in that he would be hard pressed to win.

“We came here and tested, and we knew that we were running pretty good,” he said. “On the other hand, we knew that Sam was going to be tough, too. When he qualified on the pole, we knew that we had our work cut out for us.”

As the laps wound down and Hornish was making his way back through the field, Darnell had a strategy for the final laps.

“Once I got in front (on lap 64), I was cruising to save the tires a little bit,” the 24-year-old Darnell said. “I knew he was going to get there, and I wanted to have something left when he did.”

“The car was pretty good, and without the problem we had in the pits getting fuel, we would have been all right,” said Hornish, who started from the pole. “We were able to work our way through traffic, taking a lot less chances than some of the other

guys out there. I was just trying to get that valuable seat time, and I had a fun day out there.

“We accomplished our goal. That was to finish 100 laps.”

While Darnell and Hornish were battling at the front of the field, Erin Crocker was driving the Mac Tools-Mac Card Dodge to third place.

“That first win seems to be further and further away,” she said. “Any time I can get a top three, I'll take it.”

Hornish, who has had considerable stock-car experience in the NASCAR Busch Series, admitted his participation at MIS was in preparation for the August Busch event here.

“We felt it would be really good practice if we could come out here and run,” he said.

Reigning World of Outlaws Late Model Series champion Tim McCreadie drove to a fourth-place finish in a Richard Childress Racing Chevrolet, while Jeremy Clements finished fifth.

It was not a fun day for ARCA RE/MAX point leader and defending series champion Frank Kimmel. The eight-time champion had a left-rear tire go flat on lap 23, and then missed the entrance to pit road. It dropped him almost two laps off the pace.

Kimmel was able to get back to the lead lap and finish 13th.

The finish:

Showing driver, car and laps completed: 1. Erik Darnell, Ford, 100; 2. Sam Hornish, Jr., Dodge, 100; 3. Erin Crocker, Dodge, 100; 4. Tim McCreadie, Chevrolet, 100; 5. Jeremy Clements, Chevrolet, 100; 6. Phillip McGilton, Ford, 100; 7. Ken Butler III, Ford, 100; 8. Michael McDowell, Toyota, 100; 9. Damon Lusk, Dodge, 100; 10. Brian Keselowski, Dodge, 100; 11. Bobby Gerhart, Chevrolet, 100; 12. Dexter Bean, Chevrolet, 100; 13. Frank Kimmel, Ford, 100; 14. Patrick Sheltra, Chevrolet, 100; 15. Justin South, Dodge, 100; 16. Robb Brent, Ford, 100; 17. Billy Leslie, Ford, 100; 18. Jason Hedlesky, Ford, 100; 19. Gabi DiCarlo, Chevrolet, 100; 20. Justin Marks, Dodge, 100; 21. Alex Garcia, Chevrolet, 99; 22. Pete Shepherd, Ford, 99; 23. Mike Harmon, Chevrolet, 98; 24. Tim Andrews, Dodge, 97; 25. Dominick Casola, Ford, 96; 26. Norm Benning, Chevrolet, 96; 27. Terry Jones, Dodge, 96; 28. Darrell Basham, Pontiac, 96; 29. Brad Smith, Ford, 94; 30. Larry Hollenbeck, Chevrolet, 74; 31. Justin Allgaier, Chevrolet, 63; 32. Bryan Silas, Chevrolet, 57; 33. Chris Wimmer, Dodge, 40; 34. A.J. Henriksen, Ford, 38; 35. Josh Krug, Chevrolet, 16; 36. Jim Hollenbeck, Ford, 13; 37. Mike Koch, Chevrolet, 3; 38. Jason Basham, Chevrolet, 2; 39. Wayne Edwards, Chevrolet, 1; 40. Tim Mitchell, Ford, 0.

Kil-Kare Kind To Gullatta

XENIA, Ohio — Nick Gullatta finally figured out Kil-Kare Speedway, at least long enough

to hold off former ARCA Lincoln Truck

Series champions Paul Hahn and Robbin Slaughter to win the Lincoln Welders 100 Friday night at the third-mile asphalt oval.

Gullatta held off late races charges from both Hahn and Slaughter to earn his second series victory in his 15th start. Gullatta inherited the lead on lap 67 when leader Ron Wells fell out with a loss of oil pressure.

The finish:

Nick Gullatta, Paul Hahn, Robbin Slaughter, Bill Withers, Steve Christman, Jeff Smith, Tully Esterline, Levi Mansfield, Steve Cronenwett, Tim Schafer, Paul Vander Hoff, Ashley Hawkins, Frank Wilson, Nathan Trepkowski, Michael Risley, Rob Jones, Ron Wells, Mike Young, Megan Reitenour, Mark Otting, Duane Bischoff, Rob Jones, T.J. Stineman, Craig Meyers.

Evans Easily Dominates Yakima Foes

WENATCHEE, Wash. — Garrett Evans topped the field in Saturday's

ARCA West Late Model Challenge Series event at

Yakima Speedway to notch his second series victory on of the season.

Evans led 117 of the 125 laps after grabbing the lead on lap eight, holding the point for the remaining distance as one by one his pursuers dropped out with mechanical problems.

Christian Roeder took up the chase in the waning laps and got a final shot at Evans on a restart with four laps to go, but came up short as Evans flashed to the finish.

The finish:

Garrett Evans, Christian Roeder, Gary Lewis, Shelby Thompson, Brent Harris, Rick Thompson, Erick Hargraves, Jeff Jefferson, Don Vickery, Jim Warn, Loran Payne, Dan Beecher, Ryan Fischer, Josh Roberts, Todd Walters, Marty Wason, Mark Sundberg, Wes Rhodes, Joe McNeil, Bryon Harvey, Scott Davis, Lon Werremeyer, Terry Halverson.

Talley Whacks Virginia Sprint Foes At Bassett

BASSETT, Va. — Dick Talley crossed the finish line half a car length ahead

of the field and won the Virginia Sprint Series feature

Saturday

night at Fork Mountain Raceway. Following Talley to the checkers were Billy Norfleet, Glenn Worrell, Bill Rice and Pete Kingrea.

The finish:

Dick Talley, Billy Norfleet, Glenn Worrell, Bill Rice, Pete Kingrea, Tony Harris, Jerald Harris, Anthony Linkenhoker, Donnie Rodeffer, Ivan Shaver, Jack Rice, Paul White, Scott Vashinder, Mike Marr, Satch Worley.



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What's making news in motorsports

POWER RANKINGS

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

Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

Lewis Hamilton stretched his World Driving Championship point lead with his second-consecutive Formula One victory Sunday at Indianapolis Motor Speedway.

NO. 1

The series rookie outlasted two-time defending world champion (and teammate) Fernando Alonso for the triumph.



DON FIGLER PHOTO

REST OF THE BEST

2. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup Series

After winning at Pocono, Gordon remained far atop the Nextel Cup standings with a ninth-place effort at Michigan Int'l Speedway.

3. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car World Series

With a week off from the Champ Car World Series, Bourdais co-drove a Peugeot to second place in the 24 Hours of Le Mans.

4. Donny Schatz

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

Schatz, the series point-leader, finished third and fifth in a pair of World of Outlaws events.

5. Carl Edwards

No. 99 and No. 60 Fords, Nextel Cup and Busch Series

Edwards crashed out of the lead in Saturday's Busch Series race, but he won his first Cup race of the season Sunday.

6. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

Franchitti was a spectator at the United States Grand Prix and will get back on the track this weekend at Iowa Speedway.

7. Joey Saldana

No. 9 J&J Sprint Car, World of Outlaws

Saldana stayed within striking distance of Schatz with 10th- and sixth-place finishes in two events.

8. Alex Lloyd

No. 7 Lucas Oil Dallara, Indy Pro Series

While his winning streak was snapped, Lloyd finished second in both Indy Pro Series races at Indianapolis Motor Speedway.

9. Mike Skinner

No. 5 Toyota Tundra, Craftsman Truck Series

Skinner kept his stranglehold on the Craftsman Truck Series point lead with a fourth-place finish at Michigan Int'l Speedway.

10. Jon Stanbrough

No. 53 Foxco Non-Winged Sprint Car, USAC, KISS

Stanbrough won features with USAC and KISS, bringing his total of victories to 16 for the season.

Honorable Mention

Two young open-wheel racers posted big victories over the weekend. Bryan Clauson topped the USAC midget race at O'Reilly Raceway Park, and Brandon Wimmer won Skagit Speedway's Dirt Cup.

Last Week

With his second-consecutive Formula One victory, British rookie Lewis Hamilton jumped to the top of the NSSN Power Rankings for the first time. Jeff Gordon dropped to second.

Labonte Previews Storied Circuit

Former Cup Champ Takes Wheel For Canadian Test Drive

MONTREAL, Quebec — Terry Labonte tested with members of Richard Childress Racing's NASCAR Busch Series teams at Circuit Gilles-Villeneuve in preparation for the inaugural Canadian Busch Series race scheduled for Aug. 4 at the Montreal road course.

The two-time NASCAR Nextel Cup Series champion (1984, 1996) and four-time series road-course race winner drove RCR's No. 21 AutoZone Chevrolet Monte Carlo SS. He made a total of 21 laps (57 miles), with a fast lap of 1:49:86 minutes at an average speed of 105.602 miles per hour.



MURIEL BROUSSEAU PHOTO

IN THE ZONE: Terry Labonte takes the Richard Childress Racing No. 21 Monte Carlo through its paces at Circuit Gilles Villeneuve in preparation for the NASCAR Busch Series race there. The race, the first for the series in Canada, is scheduled for Aug. 4.

cars, highlighted by its title sponsorship of the WoO LM Series Speedweek that visits three Ohio tracks and one Indiana oval from July 25-28.

In addition, the driver who registers the most National Interstate Insurance Fast-Time Awards during the 2007 WoO LMS season will receive a \$1,000 bonus at the tour's awards banquet.

Pennsylvania Speed Week To Get Under Way

NEW OXFORD, Pa. — The Cindy Rowe Auto Glass Pennsylvania Sprint Car Speed Week will include eight races in nine days, beginning with the Kevin Gobrecht Memorial Race at Lincoln Speedway June 30.

The series will then move to the Bedford (Pa.) Fairgrounds July 1, along with the Grandview Speedway in Bechtelsville, Pa., July 3, Hagerstown (Md.) Speedway July 4, Port Royal (Pa.) Speedway July 5 and Williams Grove Speedway in Mechanicsburg, Pa., July 6.

The series returns to Port Royal July 7 and concludes July 8 at Selinsgrove Speedway.

Carowinds Holding Salute To Motorsports

CHARLOTTE, N.C. — On June 27, Carowinds and the motorsports industry come together for the first time as the park presents A Salute to Motorsports, featuring the Future Stars in Racing Training and Development Academy.

Drivers ages 9 to 18 from nine states will be on hand at the park all day signing autographs, posing for photos and answering questions. Their cars, which also will be on display from 10 a.m. — 8 p.m., include late-model sportsman, late-model supertruck, midgets, legends and bandoleros.

"We're thrilled to partner with Future Stars in Racing to present the park's first salute to the motorsports industry," said John Shanrock, general manager of Carowinds. "Charlotte has long been the hub of racing, and Carowinds has

been entertaining guests in the Carolinas for more than 35 years, so it's a natural partnership that's long overdue."

At races leading up to the Future Stars's appearance at Carowinds, the young competitors will hand out autograph cards that allow the recipients to receive a discount admission to the park on the event day. The discount also will be valid June 28-29. The tracks where the Future stars will be competing in June include Lowe's Motor Speedway in Concord, N.C., Hickory (N.C.) Motor Speedway, Myrtle Beach (S.C.) Speedway and Caraway Speedway near Asheboro, N.C.

Michigan Hall Of Fame Announces Inductees

COMSTOCK PARK, Mich. — The Board of Directors of the Michigan Motorsports Hall of Fame has announced the hall's 2007 inductees.

This year's class includes former late-model driver Andy Bozell, Flat Rock (Mich.) Speedway owner Ron Drager, promoter Ron Flinn, former mud-bog drag racer Bob Hanes, former IHRA and NHRA racer Sam Gianino and late racer Rusty Kelly.

Also, sprint-car driver Ken Mackey, former late-model racer Artie Sommers, driver and builder Tom Straley and racer Brian Tyler will be inducted.

The induction ceremony will be held Nov. 4 at the University Comfort Inn in Mount Pleasant, Mich.

MRN Joins With Canadian Partners

Motor Racing Network has partnered with McColman Media and Canadian Radio Syndication to provide NASCAR Nextel Cup Series race coverage and programming in Canada.

Through the partnership, McColman Media assumes sole distribution rights throughout Canada and will handle all network advertising. Affiliate relations efforts will be lead by Canadian Radio Syndications as an agent of McColman.

Schedule Revised For Indiana Sprint Week

SPEEDWAY, Ind. — The revised eight-race 2007 Indiana Sprint Week slate, featuring the Lucas Oil USAC National Sprint Cars, now includes two tracks that will host back-to-back events for the first time in series history.

The new schedule calls for opening races July 11-12 at Lawrenceburg Speedway, followed by July 13-14 races at Gas-City I-69 Speedway and a July 15 event at Kokomo Speedway.

The following week opens with the July 19 race at Kamp Motor Speedway, while the July 20 race remains at Bloomington Speedway and the July 21 finale will stay at Tri-State Speedway.

SCCA Promotes Terry Ozment

TOPEKA, Kan. — Terry Ozment has been promoted to vice-president of SCCA's Club Racing.

Ozment joined the SCCA staff in September 2004 as its Director of Club Racing.

"(Ozment) has been integral in growing new programs, including time trials and PDXs, and did a great job leading her staff through the transition of venues for the Club's most visible event — the Runoffs," said SCCA President Jim Julow.

Venturini Motorsports Starts Rental Program

CONCORD, N.C. — Venturini Motorsports, a namesake in the ARCA RE/MAX Series, is offering a rental program for the remainder of the 2007 season.

Headed by the father-and-son duo of Bill and Billy Venturini, the team offers drivers and sponsors a competitive rental program to tackle the remaining 13 events on the schedule.

World Of Outlaws Inks Major Sponsor

CONCORD, N.C. — National Interstate Insurance Company has signed as a major sponsor of World of Outlaws dirt-track racing.

The Richfield, Ohio-based company will administer sponsorship programs with the WoO late models and sprint

NUTS AND BOLTS



The new **Glen Club at Watkins Glen Int'l Raceway** will be open for the rest of the season, beginning with the Watkins Glen Grand Prix weekend July 6-8, along with the NASCAR weekend Aug. 9-12 and the Zippo U.S. Vintage Grand Prix Sept. 7-9. . . **Craig Carr** will join the International Motorsports Hall of Fame in Talladega, Ala., as operations manager. . . **Jeff Altenburg**, driver of the No. 72 Mazda 6 in SCCA Pro Racing, was fined 10 driver's championship points and one manufacturer's championship point for the lap-12 incident June 10 with Pierre Kleinubing's No. 1 Acura TSX. . . Sports Car Club of America and Haymarket Worldwide have launched **MySCCA.com**, a community Web site for SCCA members and enthusiasts. MySCCA.com allows members of the site to post photos and videos, create blogs and form groups of members with similar interests. . . **XM Radio** is launching its own page on the Infield Parking web site, a social networking site created exclusively for NASCAR drivers and fans. The XM page will include information on driver shows, blogs from on-air talent, photos of drivers and more. The page can be found at www.infieldparking.com/xmradio. . . **Dr. Wolfgang Ullrich**, head of Audi Motorsport, was honored Thursday by the Automobile Club de l'Ouest with the Spirit of Le Mans award. The award is given each year to persons who make a lasting impact on sports-car racing at Le Mans and around the world. . . Allstate insurance will sponsor NASCAR Drive for Diversity driver **Jesus Hernandez** in Grand National races for the rest of the 2007 season.

WORKPLACE PIG



How to identify: Three day old donuts in the break room? Leftovers way past their prime? Chocolate from Halloween 2001? Mere appetizers for the Workplace Pig. Identifying characteristics include elastic waist pants and a supernatural ability to sense ice cream cake being cut on the other side of the floor. Avoid giving the Workplace Pig any assignments you don't want all smudged.

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RANGE



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RON MCQUEENEY/IMS PHOTO

FLY AWAY: Andrew Prendeville (5) goes airborne after making contact with another car during Sunday's Indy Pro Series race at Indianapolis Motor Speedway.

Mutoh & Wilson Stop Streaking Lloyd

Saturday

INDIANAPOLIS — Panther Racing driver Hideki Mutoh notched the first Indy Pro Series victory of his career Saturday in race one of the Liberty Challenge at Indianapolis Motor Speedway, while snapping the record five-race winning streak of Alex Lloyd.

Lloyd, who started on the outside of row one, finished in second, 6.273 seconds behind the polesitter Mutoh.

INDY PRO

"You can't win them all," said Lloyd of his streak coming to an end. "When you're in a position where you're not able to win, you have to do the best you can. Second was as good as we could do. Obviously, I'm disappointed in not winning, but all in all, we had a good, strong day."

The victory was the first for Panther Racing since 2003 when the team won the championship with Mark Taylor.

While the two leaders pulled away from the field, there was an intense battle for positions behind them. In the end, Andretti Green Racing's Jaime Camara finished third, his second podium finish of the season, 2005 series champion Wade Cunningham was fourth and rookie Stephen Simpson was fifth. Richard Antinucci and Bobby Wilson, who battled each other for third for several laps, ended up sixth and seventh, respectively.

After the race, Mutoh participated in a blind draw to determine the top starters for race two of the Liberty Challenge, which ran on Sunday.



Hideki Mutoh

Mutoh drew the No. 8, meaning the top-eight finishers of race one were inverted for the start of race two. Mutoh started eighth, while Ryan Justice was on the pole in race two.

The finish:

Hideki Mutoh, Alex Lloyd, Jaime Camara, Wade Cunningham, Stephen Simpson, Richard Antinucci, Bobby Wilson, Ryan Justice, Logan Gomez, Mike Potekhen, Chris Festa, Phil Giebler, Sean Guthrie, Doug Boyer, Micky Gilbert, Brad Jaeger, Ken Losch, Joey Scarallo, Jonathan Klein, Marc Williams, Andre Prendeville, Daniel Herrington, Jon Brownson, Robbie Pecorari, Tom Wieringa.

Sunday

INDIANAPOLIS — Bobby Wilson

passed for the lead in turn one on the opening lap of race two of the Liberty Challenge on the road course at the Indianapolis Motor Speedway and then cruised to a 10.5-second victory over series point-leader Alex Lloyd.

Wilson started on the outside of the first row in the No. 1 Ocala Gran Prix entry as a result of a seventh-place finish in race one on Saturday. Wilson made a move on polesitter Ryan Justice in the first corner and drove all 18 laps unchallenged on the 13-turn, 2.605-mile circuit.

The victory was Wilson's second in the Indy Pro Series and the first while driving for Brian Stewart Racing.

Lloyd, who maintains a 104-point advantage in the point standings, finished second for the second-consecutive race after coming into the race weekend with a record five-race winning streak. Lloyd started seventh in the race, moved up several positions on the start and passed Justice for second on lap 14.

Hideki Mutoh, who earned his first Indy Pro Series victory in race one, improved from the eighth-starting position to finish on the podium. He passed Justice on the final straightaway, beating him to the line by 0.003 of a second.

Justice earned a career-best finish in fourth, while Andretti Green Racing's Jaime Camara was fifth.

The finish:

Bobby Wilson, Alex Lloyd, Hideki Mutoh, Ryan Justice, Jaime Camara, Logan Gomez, Jonathan Klein, Mike Potekhen, Richard Antinucci, Daniel Herrington, Stephen Simpson, Sean Guthrie, Joey Scarallo, Chris Festa, Phil Giebler, Ken Losch, Jon Brownson, Tom Wieringa, Robbie Pecorari, Andrew Prendeville, Wade Cunningham, Brad Jaeger, Doug Boyer, Micky Gilbert, Marc Williams.

Coons Kicks Kuhn's Four-Race Win Streak

BY BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Jerry Coons, Jr. ended Brad Kuhn's four-race winning streak Sunday night, capturing the 30-lap Badger Midget Series feature at Angell Park Speedway. Kuhn was attempting to tie John Hartwig's 1973 record of winning the first five feature events to start a race season. Aaron Fiscus jumped into the lead

and paced the initial three laps before Kuhn took over the top position. A pair of restarts helped Coons move into second place and in position to challenge Kuhn.

After a lap-11 restart, Coons got a great run on Kuhn entering turn one and took the lead. Coons and Kuhn easily pulled away from the field, with Coons running a flawless race the remainder of the event.

Kuhn closed the margin in the final

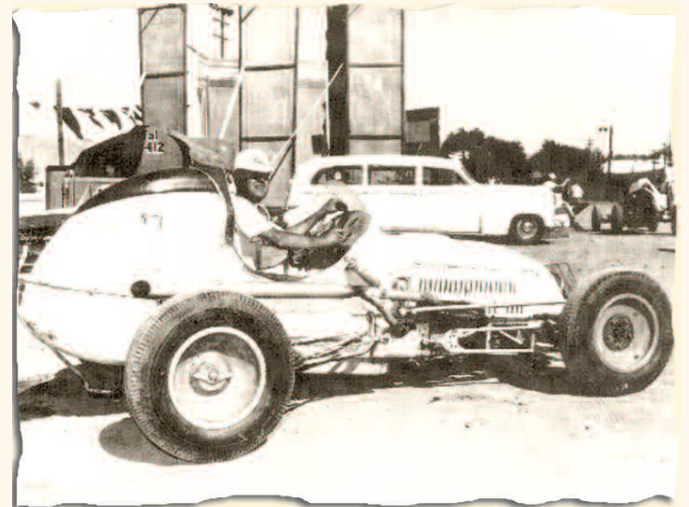
two laps and trailed Coons, who drove the Ralph Wilke-owned Spike/Mopar No. 5, at the finish by 0.66 second. For the second-straight event, Brandon Waelti captured third, followed by Scott Hatton and Brady Bacon. Kuhn holds a 151-point margin over Coons.

The finish:

Jerry Coons, Jr., Brad Kuhn, Brandon Waelti, Scott Hatton, Brady Bacon, Rob Keelan, Tim Noble, Danny Stratton, Chad DeSelle, Kevin Olson, Matt Smith, Brian Ramstack, Aaron Fiscus, Dan Mecum, Buddy Luebke, Mike Hess, Robbie Ray, Davey Ray, Doug Schenck, Nick Lundgreen, Kevin Eggert, Joe Wipperfurth.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



DON RADBRUCH COLLECTION PHOTO

WRITER AS RACER: Don Radbruch at the Idaho State Fairgrounds in Boise in 1952.

The 1952 Idaho State Fair Lured Sprint Cars Back There

By DON RADBRUCH

The Idaho capital city of Boise has had lots of racing over the years, and the very successful Meridian Speedway has provided most of it.

In 1952, there was a bit of stock-car racing going on at Meridian and a couple of other tracks in the area, but there had been little, if any, "sprint-car" racing since the 1920s.

How it all happened has been forgotten and really doesn't matter, but somebody got the bright idea of having sprint-car races during the Idaho State Fair in 1952.

Promoter Charlie Curryer, who ran the northern California-based American Racing Ass'n, somehow got in on the deal. He was apparently offered a guarantee to put on five races during the week of the fair. Curryer contacted various ARA members with the offer of \$75 per

The existing lights were for a football field near turns one and two — this left some very dark areas on the far end of the track. Passenger cars were parked in the infield and their headlights provided a bit of illumination.

race to go to Boise — that was big money in 1952 — and 20 or so car owners were glad to make the 800-mile trip. Some ancient sprint cars were dusted off and taken out of storage to pick up that big money. Even the Pop Evans flathead Model T, which dated back to the 1930s, showed up at Boise.

Whether it was deliberate on Curryer's part or not, about a dozen drivers from the Portland area also heard about this great deal and showed up at Boise. Whatever Curryer's deal with the fair people was, it would not support that many cars being paid \$75 apiece.

So, we got \$75 for the first race and \$25 for the rest of the races. We could have put on a suitable show with 15 or so cars.

The Idaho State Fair was not the big deal we had pictured, and only very small crowds showed up for the afternoon races.

The races were billed as "Indianapolis Type" cars, and the field was a good one. The half-mile dirt track at the fairgrounds must have been a horse track, but, strangely, there was only a chain-link fence around the outside. Racing on a track like this was not unusual for the times, and while I suspect nobody raced at 100 percent, we put on some good races. Jack Flaherty won enough races to be crowned Idaho State Champion and received a nice trophy from the governor.

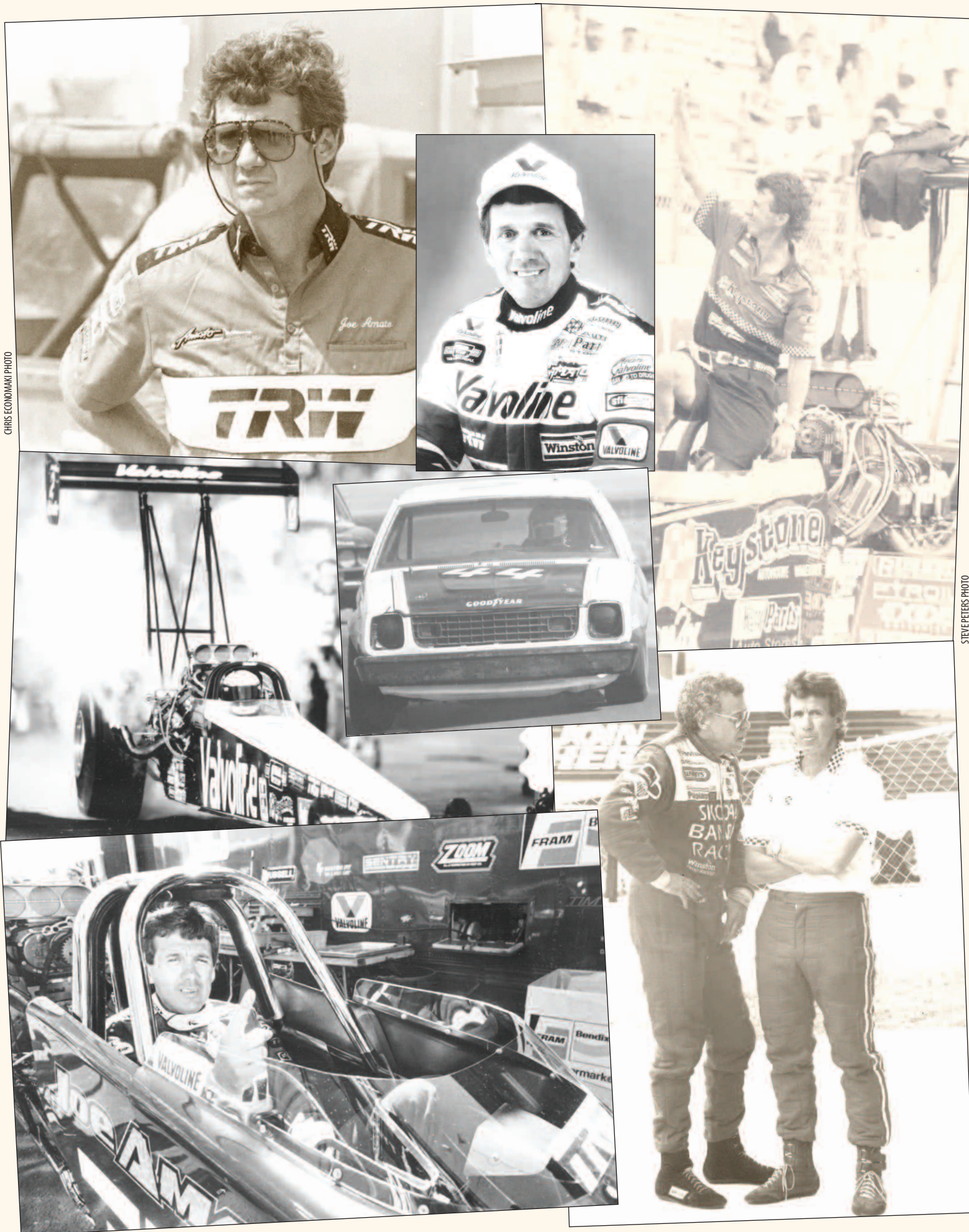
In an attempt to get a little better payoff, the Friday afternoon race was changed to a night race. The fact that there was not a proper lighting system was not a factor in this decision. The existing lights were for a football field near turns one and two — this left some very dark areas on the far end of the track. Passenger cars were parked in the infield, and their headlights provided a bit of illumination.

As I remember, the nighttime crowd was not bad, but I do not recall the payoff.

All this sounds like a financial disaster, but the payoff was enough to pay our expenses, and everybody had a good time. A couple of cars got upside down, but there were no injuries, and, thankfully, nobody tangled with that chain-link fence.

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

CHRIS ECONOMAKI PHOTO



STEV PETERS PHOTO

TOM MEREDITH PHOTO

NSSN

Through The LENS

Presented By

A visual tour through the history of motorsports

JOE AMATO

▶ During the 1980s and early 1990s, there was no better drag racer than Joe Amato. Now 63, Amato is the only driver to win five (1984, 1988, 1990, 1991 and 1992) NHRA Top Fuel championships. As well, he is the only driver to win three-consecutive titles.

The native of Exeter, Pa., earned 57 (52 Top Fuel, five Top Alcohol) career NHRA national event victories before retiring suddenly at the end of the 2000 season. Amato finished in the top 10 in the standings 19 consecutive years.

Amato, who fielded his own team for much of his career, was ranked No. 9 on NHRA's list of its top-50 drivers of all time.

Amato also operates Keystone Automotive Warehouse, a distributor of automotive parts.

Featured here (clockwise from top left): At the track in 1989; The four-time Top Fuel Champion in 1992; Waving to the fans in Englishtown, N.J., in 1996; Listening to Don Prudhomme; Telling children to 'say no to drugs' in 1988; Taking off in the Valvoline Top Fuel dragster; Competing in an AMC Gremlin in the 1978 Champion Spark Plug Challenge. —NSSN Archives

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Your guide to upcoming events

ON THE AIR

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

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Busch East Series (taped), 3 a.m., Speed
- Classic Drag Racing: 1999 NHRA NW Nationals, 11 a.m., ESPN Classic
- NASCAR Busch Series Meijer 300 (taped), 12 p.m., Speed
- NASCAR Nextel Cup Citizens Bank 400 (taped), 3 p.m., Speed
- Classic NASCAR: 1995 Save Mart 300, 4 p.m., ESPN Classic
- Indy Pro Series, 5 p.m., ESPN2
- "NASCAR Now," 6:30 p.m., ESPN2
- "Setup," 8 p.m., Speed

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 1999 NHRA Autolite Nationals, 11 a.m., ESPN Classic
- USAR Hooters Pro Cup (taped), 12 p.m., Speed
- NASCAR Craftsman Truck Series practice, 3 p.m., Speed
- "NASCAR Live," 3 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 6 p.m., Speed
- NASCAR Nextel Cup Series qualifying, 7 p.m., Speed
- "NCTS Setup," 8:30 p.m., Speed
- NASCAR Craftsman Truck Series Toyota Tundra Milwaukee 200, 9 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- "NASCAR Now," (taped), 12 a.m., ESPN2
- NASCAR Craftsman Truck Series Toyota Tundra Milwaukee 200 (taped), 2:30 a.m., Speed
- IHRA Drag Racing (taped), 11 a.m., Speed
- NASCAR Nextel Cup Series practice, 1 p.m., Speed

TUNE IN TO ...

The IRL's inaugural visit to Iowa Speedway for the Iowa Corn IndyCar 250 at 1 p.m. Sunday, ABC.

- "NASCAR Live," 2:30 p.m., Speed
- NASCAR Nextel Cup Series practice, 3 p.m., Speed
- "NASCAR Performance," 5 p.m., Speed
- NASCAR Busch Series qualifying, 5:30 p.m., Speed
- "NASCAR Live," 7 p.m., Speed
- "NASCAR Busch Series Countdown," 8 p.m., ESPN2
- NASCAR Busch Series AT&T 250, 8:30 p.m., Speed
- Grand Am Rolex Series (taped), 8 p.m., Speed
- NHRA qualifying (taped), 11 p.m., ESPN2

Sunday

- "NASCAR Now," 10 a.m., ESPN2
- "NHRA Race Day," 11 a.m., ESPN2
- "American Dragster," 11:30 a.m., ESPN2
- World of Outlaws from Dodge City, Kan. (taped), 12:30 p.m., ESPN2
- IndyCar Iowa Corn IndyCar 250, 1 p.m., ABC
- Champ Car Cleveland Grand Prix, 1 p.m., CBS
- "NASCAR RaceDay," 2:30 p.m., Speed
- "NASCAR on TNT Live," 3:30 p.m., TNT
- NASCAR Nextel Cup Toyota Save Mart 350, 5 p.m., TNT
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- NHRA SuperNationals (taped), 10 p.m., ESPN2

MOTORSPORTS CALENDAR

- June 20 World of Outlaws
Missouri State Fair Speedway, Sedalia, Mo., Sprint Cars
- June 20 World of Outlaws Late Model Series
Virginia Motor Speedway, Saluda, Va., Late Models
- June 20 USAC Kenyon and Regional Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- June 20 USAC Indiana Ford Focus Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- June 20 ASCS National and Northern Plains Regions
North Central Speedway, Brainerd, Minn., Sprint Cars
- June 21 NASCAR Whelen Modified Tour
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- June 21-24 National Hot Rod Ass'n
Old Bridge Township Raceway Park, Englishtown, N.J., Dragsters
- June 22 NASCAR Craftsman Truck Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- June 22 ASCS Coastal and Gulf South Regions
Motorama Speedway, Beaumont, Texas, Sprint Cars
- June 22 ASCS Rebel and Southern Regions
Oglethorpe Speedway Park, Savannah, Ga., Sprint Cars
- June 22 Lucas Oil Late Model Dirt Series
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- June 22 Lucas Oil Late Model Dirt Series
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- June 22 Empire Super Sprints
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- June 22-23 World of Outlaws
Dodge City Raceway Park, Dodge City, Kan., Sprint Cars
- June 22-23 USAC National Midget Series
Knoxville Raceway, Knoxville, Iowa, Midget Cars
- June 22-23 Badger Midget Auto Racing Ass'n
Knoxville Raceway, Knoxville, Iowa, Midget Cars
- June 23 NASCAR Busch Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- June 23 World of Outlaws Late Model Series
Autodrome Drummond, Drummondville, Quebec, Late Models
- June 23 IRL Indy Pro Series
Iowa Speedway, Newton, Iowa, Indy Cars
- June 23 United Sprint Car Series
New Senoia Raceway, Senoia, Ga., Sprint Cars
- June 23 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- June 23 USAC Midwest Ford Focus Midget Series
Berlin Raceway, Marne, Mich., Midget Cars
- June 23 USAC Western Midget Series
Bakersfield Speedway, Bakersfield, Calif., Midget Cars
- June 23 USAC Rocky Mountain Sprint Car Series
Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars
- June 23 USAC Utah Ford Focus Midget Series
Rocky Mountain Raceways, Salt Lake City, Utah, Midget Cars
- June 23 USAC California Ford Focus Midget Series
Irwindale Speedway, Irwindale, Calif., Midget Cars
- June 23 NASCAR Busch West Series
Infinion Raceway, Sonoma, Calif., Stock Cars
- June 23 ASCS National and Northern Plains Region
Dakota State Fair Speedway, Huron, S.D., Sprint Cars
- June 23 ASCS Coastal and Gulf South Regions
Houston Raceway Park, Baytown, Texas, Sprint Cars
- June 23 ASCS Rebel and Southern Regions
Swainsboro Raceway, Swainsboro, Ga., Sprint Cars
- June 23 ASCS Canyon Region
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- June 23 Hooters Pro Cup Series
Myrtle Beach Speedway, Myrtle Beach, S.C., Stock Cars
- June 23 Lucas Oil Late Model Dirt Series
Virginia Motor Speedway, Saluda, Va., Late Models



TNT IMAGES


CLEVELAND ROCKS: A.J. Allmendinger qualifies for the 2006 Cleveland Grand Prix. Allmendinger captured the pole and went on to take the victory.


MARK IT DOWN!

June 24, Champ Car World Series Cleveland Grand Prix

Burke Lakefront Airport, Cleveland, Ohio, Champ Cars
The Champ Car World Series heads to the 2.106-mile road course at Burke Lakefront Airport in Cleveland, Ohio. Last season, A.J. Allmendinger led 36 laps en route to scoring his second-career and second-consecutive race in his second start with Forsythe Championship Racing.

- June 23 NorthEastern Midget Ass'n
Waterford Speedbowl, Waterford, Conn., Midget Cars
- June 23 Golden State Challenge
American Valley Speedway, Quincy, Calif., Sprint Cars
- June 23 URC Sprints
New Egypt Speedway, New Egypt, N.J., Sprint Cars
- June 23 O'Reilly All Star Circuit of Champions
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- June 23 Tampa Bay Area Racing Ass'n
DeSoto Super Speedway, DeSoto, Fla., Sprint Cars
- June 23 Bay Cities Racing Ass'n
Placerville Speedway, Placerville, Calif., Midget Cars
- June 23-24 American-Canadian Tour
Circuit Ste-Croix, Ste-Croix, Quebec, Late Models
- June 24 NASCAR Nextel Cup Series
Infinion Raceway, Sonoma, Calif., Stock Cars
- June 24 IRL IndyCar Series
Iowa Speedway, Newton, Iowa, Indy Cars
- June 24 Champ Car World Series
Burke Lakefront Airport, Cleveland, Ohio, Indy Cars
- June 24 Champ Car Atlantic Series
Burke Lakefront Airport, Cleveland, Ohio, Indy Cars
- June 24 World of Outlaws Late Model Series
Cayuga County Fair Speedway, Weedsport, N.Y., Late Models
- June 24 Grand-Am Rolex Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Sports Cars
- June 24 ASCS Mid-Atlantic Region
Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
- June 24 Badger Midget Auto Racing Ass'n
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- June 24 O'Reilly All Star Circuit of Champions
Attica Raceway Park, Attica, Ohio, Sprint Cars
- June 25 World of Outlaws
Black Hills Speedway, Rapid City, S.D., Sprint Cars
- June 25 O'Reilly All Star Circuit of Champions
Wayne County Speedway, Orrville, Ohio, Sprint Cars
- June 26 O'Reilly All Star Circuit of Champions
Waynesfield Speedway, Waynesfield, Ohio, Sprint Cars
- June 26 USAC Regional and Kenyon Midget Series
Plymouth Speedway, Plymouth, Ind., Midget Cars
- June 26 USAC Midwest Midget Series
Plymouth Speedway, Plymouth, Ind., Midget Cars
- June 26 USAC Indiana Ford Focus Midget Series
Plymouth Speedway, Plymouth, Ind., Midget Cars
- June 27 World of Outlaws Late Model Series
Stateline Speedway, Busti, N.Y., Late Models
- June 27 URC Sprints
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 27 O'Reilly All Star Circuit of Champions
Hilltop Speedway, Millersburg, Ohio, Sprint Cars
- June 28 O'Reilly All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- June 28-July 1 National Hot Rod Ass'n
Norwalk Raceway Park, Norwalk, Ohio, Dragsters
- June 29 USAC Kenyon Midget Series
Anderson Speedway, Anderson, Ind., Midget Cars






Only on SPEED.

LIVE FROM THE MILWAUKEE MILE

FRIDAY, JUNE 22ND 9:00 PM ET / 6:00 PM PT



IT'S HUGE

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CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac Winner at Daytona



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



Dale Earnhardt with his Curb Records Winston Cup Championship Car



P.J. Jones - 2006 Top 20 Daytona. Top 20 Indianapolis 500 - 2006



Joey Saldana - 7 Victories. Top 3 2006 World of Outlaws Championship



Johnny Sauter, Curb Records Runner-Up at Indianapolis Raceway Park



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



AMY DALLEY



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



NEMESIS

Nextel Cup

1. Jeff Gordon	2,392
2. Denny Hamlin	2,128
3. Jimmie Johnson	2,055
4. Matt Kenseth	2,044
5. Jeff Burton	1,919
6. Carl Edwards	1,905
7. Tony Stewart	1,903
8. Kevin Harvick	1,794
9. Clint Bowyer	1,774
10. Martin Truex, Jr.	1,772
11. Kyle Busch	1,763
12. Dale Earnhardt, Jr.	1,691
13. Mark Martin	1,662
14. Jamie McMurray	1,629
15. Ryan Newman	1,616
16. Kurt Busch	1,547
17. Bobby Labonte	1,507
18. J.J. Yeley	1,504
19. Casey Mears	1,474
20. Greg Biffle	1,461

Busch Series

1. Carl Edwards	2,534
2. Dave Blaney	1,833
3. Kevin Harvick	1,798
4. David Reutimann	1,764
5. Regan Smith	1,744
6. David Ragan	1,713
7. Greg Biffle	1,647
8. Marcos Ambrose	1,638
9. Bobby Hamilton, Jr.	1,629
10. Jason Leffler	1,603
11. Matt Kenseth	1,591
12. Stephen Leicht	1,575
13. J.J. Yeley	1,546
14. Clint Bowyer	1,529
15. Shane Huffman	1,499
16. Mike Wallace	1,487
17. Casey Mears	1,462
18. Jeff Burton	1,446
19. Denny Hamlin	1,393
20. Juan Pablo Montoya	1,391

Craftsman Truck

1. Mike Skinner	1,708
2. Ron Hornaday, Jr.	1,595
3. Todd Bodine	1,508
4. Travis Kvapil	1,443
5. Rick Crawford	1,424
6. Ted Musgrave	1,420
7. Johnny Benson	1,264
8. Aaron Fike	1,232
9. Jack Sprague	1,205
10. Matt Crafton	1,184
11. Terry Cook	1,169
12. Dennis Setzer	1,166
13. Erik Darnell	1,103
14. David Starr	1,094
15. Brendan Gaughan	1,080
16. Stacy Compton	1,006
17. Ken Schrader	998
18. Willie Allen	979
19. Bill Lester	967
20. Tim Sauter	965

IRL IndyCar

1. Dario Franchitti	253
2. Tony Kanaan	241
3. Scott Dixon	234
4. Dan Wheldon	233
5. Sam Hornish, Jr.	226
6. Helio Castroneves	202
7. Danica Patrick	168
8. Scott Sharp	164
9. Vitor Meira	163
10. Tomas Scheckter	159

IRL Indy Pro

1. Alex Lloyd	340
2. Hideki Mutoh	236
3. Bobby Wilson	207
4. Jaime Camara	176
5. Chris Festa	167
6. Mike Potekhen	165
7. Jonathan Klein	145
8. Wade Cunningham	134
9. Stephen Simpson	134
10. Robbie Pecorari	132

Champ Car

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

Atlantic

1. Raphael Matos	140
2. James Hinchcliffe	123
3. Robert Wickens	119
4. Franck Perera	109
5. Jonathan Bomarito	93
6. Carl Skerlong	66
7. Ronnie Bremer	62
8. Giacomo Ricci	60
9. J.R. Hildebrand	57
10. Junior Strous	55

Formula One

1. Lewis Hamilton	58
2. Fernando Alonso	48
3. Felipe Massa	39
4. Kimi Raikkonen	32
5. Nick Heidfeld	26
6. Giancarlo Fisichella	13
7. Robert Kubica	12
8. Heikki Kovalainen	12
9. Alexander Wurz	8
10. Jarno Trulli	7

WoO Sprints

1. Donny Schatz	4,266
2. Joey Saldana	4,226
3. Danny Lasoski	4,033
4. Daryn Pittman	3,999
5. Jason Meyers	3,979

6. Steve Kinser	3,955
7. Craig Dollansky	3,835
8. Paul McMahan	3,828
9. Jac Haudenschild	3,734
10. Jason Solwold	3,734

USAC Silver Crown

1. Aaron Pierce	187
2. Wayne Reutimann, Jr.	178
3. Bud Kaeding	176
4. Paul White	168
5. A.J. Fike	159
6. Cameron Dodson	153
7. Tim Barber	148
8. Pablo Donoso	142
9. Mat Neely	132
10. Mike Murgotio	130

USAC Sprints

1. Levi Jones	610
2. Darren Hagen	585
3. Brady Short	462
4. Kevin Swindell	454
5. Brady Bacon	448
6. Dave Darland	446
7. Damien Gardner	430
8. Jesse Hockett	424
9. Jerry Coons, Jr.	337
10. Mat Neely	331

USAC Midgets

1. Bobby East	230
2. Darren Hagen	220
3. Jerry Coons, Jr.	205
4. Kevin Swindell	177
5. Brad Loyet	157
6. Brad Kuhn	154
7. Tom Hessert	154
8. Levi Jones	154
9. Ricky Stenhouse	149
10. Dave Darland	145

USAC-CRA Sprints

1. Tony Jones	1,095
2. Mike Spencer	974
3. Rickie Gaunt	944
4. Danny Sheridan	921
5. Scotty Weir	790
6. Rip Williams	715
7. Cory Kruseman	657
8. R.J. Johnson	551
9. David Cardey	524
10. Josh Ford	483

ARCA RE/MAX

1. Frank Kimmel	2,565
2. Bobby Gerhart	2,435
3. Dexter Bean	2,415
4. Justin Allgaier	2,355
5. Michael McDowell	2,335
6. Phillip McGilton	2,285
7. Justin South	2,145
8. Justin Marks	2,010
9. Patrick Sheltra	1,960
10. Jason Hedlesky	1,940

ASCOT Sprints

1. Gary Wright	2,108
2. Wayne Johnson	2,084
3. Jason Johnson	2,055
4. Travis Rilat	1,997
5. Don Droud, Jr.	1,782
6. Darren Stewart	1,781
7. Andy Shouse	1,559
8. Chris Schmelzle	1,318
9. Johnny Miller	1,047
10. Nick Smith	832

ASCS Midwest

1. Natalie Sather	664
2. Chuck Swenson	639
3. Toby Chapman	606
4. Jason Danley	582
5. Don Droud, Jr.	538
6. Brian Brown	528
7. Rick Ideus	473
8. Mike Boston	424
9. Ryan Anderson	414
10. Mark Pace	401

ASCS Rocky Mountain

1. C.J. Johnson	664
2. Patrick Bourke	638
3. Keith Rauch	616
4. Chad Corken	463
5. Nick Haygood	443
6. Stu Snyder	432
7. Mike Peters	420
8. Mike Chadd	416
9. Garry Lee Maier	410
10. Don Droud, Jr.	404

ASCS Patriot

1. Chuck Hebing	1,015
2. Jared Zimbardi	989
3. Ray Preston	919
4. Geoff Quackenbush	903
5. Don Adamczyk	901
6. Chris Muhleisen	741
7. Bryan Howland	715
8. Dave Wickham	705
9. Jeff Cook	683
10. Justin Barger	679

ASCS Canyon

1. Jeremy Sherman	1,196
2. Josh Pelkey	1,080
3. Bernie Smith	1,046
4. Mike Leslie	1,044
5. Bob Ream, Jr.	1,040
6. Mike Martin	1,024
7. Andrew Reinbold	1,016
8. Charles Davis, Jr.	1,006
9. Shon Deskins	1,005
10. Seainn Hendricsen	1,004

Empire Super Sprints

1. Jeff Van Dusen	385
2. Steve Poirier	377

3. Lance Yonge	371
4. Tommy Wickham	356
5. Jeff Cook	345
6. Mike Stelter	339
7. Michael Parent	320
8. Justin Barger	310
9. Alain Bergeron	306
10. Bubby Kerrick	283

All Star Sprints

1. Danny Smith	1,777
2. Greg Wilson	1,751
3. Brian Paulus	1,730
4. Brandon Martin	1,549
5. Craig Mintz	1,504
6. Brian Ellenberger	1,500
7. Paul May	1,499
8. Brock Mayes	1,316
9. Bill Rose	1,296
10. Dale Blaney	1,250

National Midget Driver Of The Year

1. Brad Kuhn	641
2. Jerry Coons, Jr.	585
3. Mike Hess	526
4. Brad Loyet	425
5. Brett Anderson	324
6. Bobby East	292
7. Dave Darland	281
8. Darren Hagen	277
9. Davey Ray	261
10. Tony Stewart	256

Badger Midgets

1. Brad Kuhn	526
2. Jerry Coons, Jr.	375
3. Brandon Waelti	325
4. Danny Stratton	320
5. Mike Hess	313
6. Scott Hatton	313
7. Davey Ray	288
8. Doug Schenck	279
9. Aaron Fiscus	274
10. Chad DeSelle	235

USAC W. Midgets

1. Johnny Rodriguez	481
2. Matt Mitchell	469
3. Scott Pierovich	462
4. Shannon McQueen	307
5. Chris Rahe	296
6. C.J. Sarna	282
7. Jerome Rodela	259
8. Randi Pankratz	237
9. Greg Bragg	199
10. Quintin Crye	186

USAC W. Sprints

1. Ryan Kaplan	217
2. Jo Jo Helberg	206
3. Greg Anderson	196
4. Shauna Hogg	188
5. Tony Hunt	187
6. Brian Getszler	144
7. Brian McClish	142

8. Geoff Kaiser	138
9. Kody Swanson	136
10. Tyler Swanson	113

NHRA Top Fuel

1. Rod Fuller	631
2. Brandon Bernstein	600
3. J.R. Todd	554
4. Larry Dixon	541
5. Tony Schumacher	506
6. Melanie Troxel	455
7. Bob Vandergriff, Jr.	440
8. Dave Grubnic	429
9. Cory McClenathan	419
10. Whit Bazemore	406

NHRA Funny Car

1. Ron Capps	752
2. Robert Hight	612
3. Gary Scelzi	554
4. Mike Ashley	512
5. Jim Head	509
6. Tony Pedregon	466
7. Ashley Force	407
8. Del Worsham	381
9. Jack Beckman	366
10. Cruz Pedregon	358

NHRA Pro Stock

1. Greg Anderson	836
2. Jeg Coughlin	657
3. Dave Connolly	607
4. Jason Line	593
5. Allen Johnson	454
6. Kurt Johnson	452
7. V. Gaines	435
8. Warren Johnson	413
9. Mike Edwards	390
10. Richie Stevens	377

Busch East

1. Joey Logano	794
2. Mike Olsen	754
3. Rogelio Lopez	737
4. Peyton Sellers	721
5. Bryan Chew	717
6. Matt Kobyluck	705
7. Marc Davis	677
8. Jose Hernandez	670
9. Sean Caisse	662
10. Jamie Hayes	661

Hooters Pro Cup Northern

1. Gary St. Amant	523
2. Benny Gordon	474
3. Brandon Ward	464
4. Jody Lavender	458
5. A.J. Frank	421
6. Matt Carter	421
7. Jack Bailey	420
8. Ben Stancill	410
9. Sam Fullone	409
10. Derek Kale	398



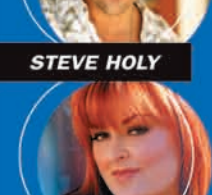
TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE

Lacki Takes Two In 3-Race Show

Friday

CONNEAUT, Ohio — The Fastrak Northeast Late Model Touring Series visited Raceway 7 Friday for the 25-lap opening-night event of the three-race weekend.

John Lacki scored the victory over the 22-car field, as John Watson, Dick Barton, Alan Dellinger and Greg Oakes rounded out the top five.

The finish:

John Lacki, John Watson, Dick Barton, Alan Dellinger, Greg Oakes, Mark Osburn, Jim Frank, Carl McKinney, Jay Watson, Steve Hollabaugh, Mike Wonderling, Jr., Jon Law, Larry Kugel, Tom Kemp, Rodney Phillips, Jack Nutter, Dereck Frank, Chad Myers, Sarah Schrum, J.R. Wright, Bump Hedman, Tom Snyder, Jr.

Saturday

EAST SMETHPORT, Pa. — John Lacki won for the second-straight night as he triumphed in Saturday's 25-lap Fastrak late-model feature at McKean County Raceway.

Following Lacki to the line were Todd Andrews, Dick Barton, Greg Oakes and Alan Dellinger.

The finish:

John Lacki, Todd Andrews, Dick Barton, Greg Oakes, Alan Dellinger, Chris Knuth, Carl McKinney, Mike Wonderling, Jr., Tom Snyder, Jr., Kyle Drum, Steve Hollabaugh, Tim Schram, Tom Kemp, Mike Snyder, John Haggerty, Joe Watson, Chad Myers, Bob Kish, Dereck Frank, Dan Stives, Jon Law, Scott Lyon, Jim Frank, John Watson, Dave Norton, Jr.

SUPR LM

BATON ROUGE, La. — James Ward scored his second O'Reilly SUPR victory of the season, leading all 50 laps at Baton Rouge Raceway en route to the victory. David Breazeale pressured Ward for most of the distance, with David Ashley, who rallied from 17th, joining the battle late. Ashley finished third.

The finish:

James Ward, David Breazeale, David Ashley, Kenny Merchatt, Ray Moore, Robbie Stuart, Marlon Ward, Chris Hoyt, Donald Watson, Curt Lipsey, Brock Williams, Mikey Trosclair, Jr., Ricky Kirkland, Kevin Watts, Rob Litton, Chris Wall, Allen Tippen, Wayne Cox, Ryan Plaisance, Jason Polite, Chris Thornton.

Sunday

HAMMETT, Pa. — Dick Barton battled a field of 22 competitors in Fastrak late-model action Sunday at Eriez Speedway and captured his second victory of the season in the 25-lap event. Completing the top five were Alan Dellinger, John Watson, Chris Knuth and John Lacki.

The finish:

Dick Barton, Alan Dellinger, John Watson, Chris Knuth, John Lacki, Steve Hollabaugh, Bump Hedman, Tom Snyder, Jr., Tom Kemp, Mark Osburn, Dave Padula, Joe Watson, Chad Myers, Wayne Mohawk, Bob Kish, Scott Lyon, Dereck Frank, Jon Law, Greg Oakes, Kyle Drum, Jim Frank, Rodney Phillips.



PAUL OYLER PHOTO

SEEKING A SPOT: Greg Oakes (22) and Dick Barton (28b) battle for position during Friday night's FASTRAK late-model event at Raceway 7 in Conneaut, Ohio. John Lacki won the event.

Clint Smith Owns Point Lead After Long LM Weekend

By KEVIN KOVAC

June 12

GRAND FORKS, N.D. — Tim Fuller has officially arrived in the World of Outlaws Late Model Series.

The DIRT big-block modified veteran made his mark on the full-fender division in dramatic fashion June 12, passing Eddie Carrier, Jr. for the lead with four laps remaining and then holding on to capture the Seven Clans Casino 50 at River Cities Speedway.

It was the first series triumph for Fuller, a 38 year old who is leading the tour's 2007 rookie chase.

"This is unreal," Fuller said after collecting \$10,250 for his night's work. "We've been struggling and had some pretty rough outings (with the dirt late model), but we always thought we were making progress."

"Then, all of a sudden — bang! Here we are with a win."

Carrier settled for second place after leading the first 45 laps. He finished a mere .367 second behind Fuller.

Shannon Babb finished third despite starting 24th because mechanical problems during his heat victory forced him to switch to a backup car.

Shane Clanton and Steve Francis completed the top five.

The finish:

Tim Fuller, Eddie Carrier, Jr., Shannon Babb, Shane Clanton, Steve Francis, Darrell Lanigan, Clint Smith, Chub Frank, Rick Eckert, Brian Shirley, Josh Richards, Mike Balcaen, Brad Seng, Joey Pederson, Kevin Sexton, Steve Anderson, Dave Tychyniewicz, Ricky Weiss, Doyle Erickson, Mitch Johnson, James Sangrait, Jr., Pat Doar, Roy Mitchell, Tom Corcoran.

Thursday

DELMAR, Del. — A healthy dose of good luck helped propel Chub Frank to his second-consecutive World of Outlaws Late Model Series victory in Thursday night's First State 50 at Delaware Int'l Speedway.

Frank, 45, of Bear Lake, Pa., took the lead twice as the result of other drivers' misfortunes — first when Josh Richards tangled with a lapped car while holding a significant edge on lap 20 and later when Tim McCreddie's engine expired on lap 47.

McCreddie passed Frank for the top spot on lap 40 and appeared headed to his first WoO LMS triumph of the season, but his engine began smoking during a lap-43 caution period and then exploded with a decided thud four circuits later.

Frank kept his Lester Buildings Rocket car in firm command during the final three-lap dash that closed the race, beating Rick Eckert to the finish line by 1.179 seconds.

Steve Francis finished a close third, followed by 12th-starter Chris Madden and Clint Smith, who moved back into the WoO LMS point lead with his steady run.

In a wild feature that was slowed by nine caution flags, Shannon Babb, who entered the night leading the points, dropped out with terminal engine problems while running sixth on lap 27.

The finish:

Chub Frank, Rick Eckert, Steve Francis, Chris Madden, Clint Smith, Darrell Lanigan, Shane Clanton, Ricky Elliott, Josh Richards, Eddie Carrier, Jr., John Blankenship, Mark Pettyjohn, Darryl Hills, Tim McCreddie, Donnie Lingo, Jr., Davey Johnson, Shannon Babb, Vic Coffey, G.R. Smith, Rick Whaley, Austin Hubbard, Kerry King, Ray Davis, Jr., Jeremy Miller.

Friday

KNOXVILLE, Iowa — What goes around, comes around.

Bad luck has plagued Darrell Lanigan all season, but a reversal of fortune propelled him to victory in Friday night's 50-lap Mediacom Late Model Shootout at Knoxville Raceway.

Lanigan, 37, inherited the lead on lap 38 when race-long pacesetter Josh Richards slowed with mechanical trouble and held on to register his first World of Outlaws Late Model Series victory of the season.

"If Josh wouldn't have broke, it would've been pretty hard to pass him," said Lanigan, who earned \$10,000 for his seventh WoO LMS triumph. "I hate what happened to him, but hey, you gotta finish 50 laps. I've been on both ends, so I know all about that."

Tim Fuller chased Lanigan across the finish line, placing second just three days after scoring his first WoO LMS victory. He couldn't mount a serious bid for the lead after Richards's departure, finishing 2.612 seconds behind Lanigan.

Steve Francis turned what could have been a disastrous evening into a memorable one, charging to a third-place finish from the 19th-starting spot and grabbing the WoO LMS point lead in the process.

The finish:

Darrell Lanigan, Tim Fuller, Steve Francis, Billy Moyer, Chub Frank, Shane Clanton, John Anderson, Rick Eckert, Kelly Boen, Denny Woodworth, Chris Smyser, Ray Guss, Jr., Jay Johnson, Todd Shute, Paul Glendenning, Josh Richards, Shannon Babb, Brian Birkhofer, Jason Conroy, Jason Bodenhamer, Brian Shirley, Clint Smith, Roy Mitchell, Eddie Carrier, Jr.

Saturday

KANSAS CITY, Kan. — Shane Clanton thought he was about to absorb another frustrating loss in the World of Outlaws Late Model Series.

Then, Lady Luck finally shined his way.

Mere moments after losing his race-long lead to Brian Shirley, Clanton watched Shirley succumb to mechanical trouble with five laps remaining, sending Clanton to his first victory of the season Saturday night at Lakeside Speedway.

"We got the monkey off our back," Clanton said. "Hopefully, we'll keep the momentum going."

Clanton held off a lap-45 restart challenge from Tim Fuller to preserve the \$10,000 triumph, which came in the first WoO LMS event at the half-mile oval.

Fuller settled for second place — 1.074 seconds behind Clanton. It was the second-consecutive bridesmaid finish for Fuller, who scored his first WoO LMS victory earlier in the week.

Three-time series champion Billy Moyer marched forward from the 14th-starting spot to finish third. Rick Eckert and Clint Smith filled the top five.

The finish:

Shane Clanton, Tim Fuller, Billy Moyer, Rick Eckert, Clint Smith, Darrell Lanigan, Steve Francis, Josh Richards, Chub Frank, Al Purkey, Jeremy Payne, Chris Smyser, John Anderson, Eddie Carrier, Jr., Shannon Babb, Brandon McCormick, Brian Shirley, Jack Sullivan, Scott Drake, Denny Woodworth, Roy Mitchell, Jacob Murray, Terry Phillips, Todd Shute, Bill Frye, David Turner.

Sunday

BELLEVILLE, Kan. — Clint Smith felt a sense of accomplishment after capturing Sunday night's 40-lap World of Outlaws Late Model Series event at the blazing-fast Belleville High Banks.

And that wasn't just because Smith emerged victorious in his first appearance at the track and regained the tour point lead.

"This is the first time we won at a race track that's not really (suited to) my style," said Smith, referencing the full-throttle racing on the famed high-banked, half-mile oval. "We finally had a car on this type of race track that would just turn left, not get sideways, and stay right in the fuel."

Smith, 42, drove his J.P. Drilling/Cliburn Tank Lines GRT car by Brian Shirley to assume command 10 laps into the race and never looked back.

He easily handled the race's only caution flag to cross the finish line 3.891 seconds ahead of Shirley's Ed Petroff-owned Rocket machine.

The \$10,000 triumph was Smith's second of the season in the series, making him the fourth driver to record two or more victories. He also regained the point lead, vaulting over Chub Frank and Steve Francis, who placed ninth and 10th, respectively.

Three-time WoO LMS champion Billy Moyer finished third.

The finish:

Clint Smith, Brian Shirley, Billy Moyer, Scott Bloomquist, Josh Richards, Darrell Lanigan, Kelly Boen, Shane Clanton, Chub Frank, Steve Francis, Terry Phillips, Jack Sullivan, Rick Eckert, Al Purkey, Mike Wiarda, Shannon Babb, Jacob Murray, Tim Fuller, Jeremy Payne, Will Vaughn, Delbert Smith, Brandon McCormick, Roy Mitchell, Bill Frye.

Gringras, Butler Do It

Friday

OCALA, Fla. — Brian Gringras won Friday night's Tampa Bay Area Racing Ass'n sprint-car feature at Ocala Speedway.

TBARA

Gringras fought off Troy DeCaires on the three-eighths-mile asphalt oval, with Stan Butler, Ben Fritz and Michael Smith rounded out the top five.

The finish:
Brian Gringras, Troy DeCaire, Stan Butler, Ben Fritz, Michael Smith, Mark Gimmler, Kipp Beard, Keith Butler, Joey Aguilar, Gary Gimmler, Dude Teate, Matt Mercer, Wendy Mathis, Richard Waddell, Shane Butler, D.J. Hoelzle, T.J. Winegardner, Tommy Nichols, Larry J. Brazil, Jr., David Slawiak, Curtis Sutton, Charles Ladner.

Saturday

PUNTA GORDA, Fla. — Shane Butler won Saturday night's Tampa Bay Area Racing Ass'n sprint-car feature at Charlotte County Motorsports Park.

Butler fought off the challenge of Scott Adema for the victory. Dude Teate, Troy DeCaire and Charles Ladner followed.

The finish:
Shane Butler, Scott Adema, Dude Teate, Troy DeCaire, Charles Ladner, Tommy Nichols, Kipp Beard, Stan Butler, D.J. Hoelzle, Keith Butler, Mark Gimmler, Joey Aguilar, Michael Smith, John Anderson, Larry J. Brazil, Jr., Richard Waddell, Gary Gimmler, Steve Heisler, David Slawiak, Wendy Mathis, Brian Gringras, Ben Fritz.



MAX DOLDER PHOTO

TOP DOG: Brian Gringras drives the No. 99 to victory.

Blonde's Ambition Pays

TOLEDO, Ohio — Jason Blonde passed 69-year-old Hank Lower on the last lap to win Friday night's Auto Value Super Sprint Series feature at Toledo Speedway.

AVSS

Lower had led the first 29 laps of the race on the half-mile

asphalt oval. Jimmy McCune also got past Lower to take second. Lower, Dave Baumgartner and Ryan Litt rounded out the top five.

The finish:
Jason Blonde, Jimmy McCune, Hank Lower, Dave Baumgartner, Ryan Litt, Brian Lay, A.J. Lane, Jeff Bloom, Mike Ling, Chad Goff, Bill Jacoby, Aaron Katz, John Hotchkiss, Dorman Snyder, Johnny Scherer, Matt Heaty, Chad Dellagrange, Troy Underwood, Aaron Pierce, Bill Tyler, Brian Welch.

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RACE REWIND

NASCAR BUSCH SERIES

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

FINAL RESULTS

FIRST



Stephen Leicht

SECOND



Brad Coleman

THIRD



Scott Wimmer

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	5	90	Stephen Leicht	citifinancial Ford	200	\$103,823	Running
2	7	18	Brad Coleman	Carino's Italian Grill Chevrolet	200	66,900	Running
3	25	29	Scott Wimmer	Holiday Inn Chevrolet	200	59,973	Running
4	27	41	David Stremme	Wrigley's Winterfresh Dodge	200	33,825	Running
5	15	88	Shane Huffman	U.S. Navy Chevrolet	200	39,473	Running
6	21	20	Aric Almirola	Rockwell Automation Chevrolet	200	34,600	Running
7	26	47	Kelly Bires	Clorox Ford	200	28,225	Running
8	10	6	David Ragan	Discount Tire Ford	200	24,200	Running
9	16	22	Mike Bliss	Supercuts Dodge	200	30,048	Running
10	11	37	Greg Biffle	Cub Cadet Ford	200	24,475	Running
11	6	59	Marcos Ambrose	Kingsford Ford	200	28,498	Running
12	3	1	J.J. Yeley	Miccosukee Resorts Chevrolet	200	22,000	Running
13	8	33	Cale Gale	Camping World Chevrolet	200	28,950	Running
14	20	38	Jason Leffler	Great Clips Toyota	200	26,448	Running
15	18	10	Dave Blaney	Camping World Toyota	200	27,298	Running
16	14	99	David Reutimann	Aaron's Dream Machine Toyota	200	25,998	Running
17	23	21	Timothy Peters	AutoZone Chevrolet	200	27,500	Running
18	2	9	Chase Miller	Ragu Dodge	200	27,350	Running
19	1	4	Regan Smith	Waste Management Chevrolet	200	28,498	Running
20	24	27	Jason Keller	Kleenex Ford	200	22,575	Running
21	29	42	Kevin Hamlin	Texaco/Havoline Dodge	200	26,975	Running
22	9	66	Steven Wallace	HomeLife Communities Dodge	200	25,223	Running
23	32	16	Todd Kluever	3M Ford	198	29,768	Running
24	31	36	Brent Sherman	Big Lots Chevrolet	197	23,743	Running
25	30	7	Mike Wallace	Geico Chevrolet	197	23,768	Running
26	34	91	David Green	YRT2 Toyota	197	18,805	Running
27	19	01	Shelby Howard	Black's Tire Chevrolet	197	18,675	Running
28	22	25	Richard Johns	freecreditreport.com Ford	197	18,555	Running
29	35	14	Kyle Krisloff	Clabber Girl Ford	196	23,113	Running
30	12	77	Kertus Davis	Dollar General Chevrolet	196	26,060	Running
31	40	70	Justin Diercks	Foretravel/Biomat Chevrolet	193	18,400	Running
32	37	0	Eric McClure	Hefty Chevrolet	193	18,090	Running
33	4	60	Carl Edwards	Sharp Aquos/3M Ford	179	24,480	Running
34	38	28	Robert Richardson, Jr.	Checkers Chevrolet	168	17,870	Running
35	41	58	Chris Horn	Horn Racing Chevrolet	105	17,760	Handling
36	17	35	Bobby Hamilton, Jr.	McDonald's Ford	97	22,418	Accident
37	28	56	A.J. Frank	Brandeis Chevrolet	95	17,685	Accident
38	13	17	Danny O'Quinn, Jr.	Dish Network Ford	88	19,630	Accident
39	39	05	Brett Rowe	FMI Fireplaces Chevrolet	48	17,595	Electrical
40	43	52	Jamie Mosley	Signature Realty Ford	30	17,560	Overheating
41	42	48	Mike Harmon	HGM Hotels Chevrolet	19	17,500	Transmission
42	33	89	Morgan Shepherd	Victory in Jesus Racing Dodge	4	17,465	Accident
43	36	44	Carlos Contreras	Supercuts Dodge	3	17,413	Electrical

RACE STATISTICS

Race time: Two hours, 32 minutes, 56 seconds.
Average speed: 117.698 mph
Victory margin: 2.011 second
Caution flags: Nine for 42 laps
Lead changes: 12 among eight drivers

Lap leaders: Regan Smith 1-20; Carl Edwards 21-37;
Smith 38-62; Edwards 63-64; Brad Coleman 65-67; Kelly
Bires 68-72; David Stremme 73-74; Kevin Hamlin 75;
Todd Kluever 76-77; Coleman 78; Edwards 79-155;
Coleman 156-187; Stephen Leicht 188-200.

TALK OF TIME TRIALS

Ginn Racing driver Regan Smith roared to his first NASCAR Busch Series pole Saturday afternoon, turning a 177.026 mile-per-hour lap on the 1.5-mile Kentucky Speedway.

STANDINGS

FIRST



Carl Edwards

SECOND



Dave Blaney

THIRD



Kevin Harvick

Top 10

1. Carl Edwards	2,534	6. David Ragan	1,713
2. Dave Blaney	1,833	7. Greg Biffle	1,647
3. Kevin Harvick	1,798	8. Marcos Ambrose	1,638
4. David Reutimann	1,764	9. Bobby Hamilton, Jr.	1,629
5. Regan Smith	1,744	10. Jason Leffler	1,603



HIGH SIERRA PHOTO

DECISIVE PASS: Stephen Leicht (90) battles Brad Coleman for position in the late stages Saturday night.

Right Place, Right Time

Leicht Capitalizes When Edwards Goes Down, Wins First Busch Race

By AMANDA BRAHLER

SPARTA, Ky. — Robert Yates Racing's Stephen Leicht reaped the benefits of Carl Edwards's misfortune in Saturday's Meijer 300 and celebrated his first NASCAR Busch Series victory at Kentucky Speedway. "We were in the right position at the right time, and we were able to capitalize on it with 10 to go," Leicht said.

Leicht and Joe Gibbs Racing's Brad Coleman were left to do battle after Edwards was knocked from contention with just more than 40 laps remaining. Coleman led for 32 laps before Leicht made the winning move in his No. 90 Ford Fusion around Coleman's No. 18 Chevrolet on lap 188. Coleman initially inherited the lead following a caution flag on lap 157.

Edwards dominated the event up to that point, leading 96 laps. On lap 152 a caution flag waved for debris. At the time, Edwards's Ford had an 11.6-second lead over Steven Wallace. Edwards led the field to the restart,

but once the green flag waved his Ford was jolted by a knock from Wallace's Dodge. With heavy damage to his machine, Edwards drove straight to the garage for repairs.

"With Carl not out front anymore, obviously, that's going to be a lot easier to win the race. At the same time, I was a little disappointed. I was wanting to work my way up through there and try to race Carl for the win. I would have loved to have raced door to door with him at the end," Leicht said.

Coleman didn't let nerves get the best of him.

"I was right behind them. I see two cars get sideways, and the only way I could go was straight to the apron. It was pretty nerve wracking, just glad we didn't get caught up in it," Coleman said.

"I really thought we had that win there with 20 laps to go. Scott (Wimmer) kept getting under me. We were able to hold him off. Once we started pulling away from him I thought we were good, but then I heard Stephen Leicht was running that high side. There was nothing I could do about that. He passed me and pulled away."

Ranger's Victory Salvages Mistake-Filled Day At Mosport

BOWMANVILLE, Ontario — Andrew Ranger survived a pair of rookie mistakes to collect his first NASCAR Canadian Tire Series victory in the Dickies 200 on the 2.5-mile, 10-turn road course at Mosport Int'l Speedway.

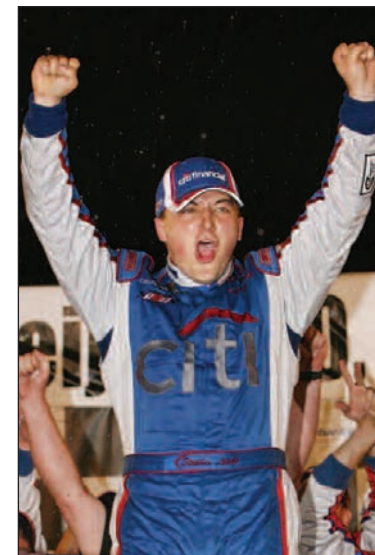
Starting from the pole, Ranger jumped the start of the race and was penalized with a pass-through penalty, costing him nearly 10 positions.

Then, on a lap-22 pit stop, he stopped

too close to the pit wall, making it difficult for his jackman to lift the right side of the car.

Despite those issues, Ranger, who drove in the Champ Car World Series last year, worked his way back to the front and took the lead for good on lap 43, wresting it away from second-place finisher J.R. Fitzpatrick. After flirting with a nearly three-second lead, Ranger beat Fitzpatrick to the line by 1.694 seconds.

"This is such a competitive series. It is such an honor to win the pole and



HHP/ERIK PEREL PHOTO

WINNER'S CIRCLE: Stephen Leicht celebrates in victory lane after winning the Meijer 300.

Wimmer finished third in a Richard Childress Racing Chevrolet. Chip Ganassi Racing's David Stremme drove the highest-finishing Dodge in fourth. Stremme and Edwards were among seven drivers to fly in from Nextel Cup competition in Brooklyn, Mich.

Shane Huffman, Aric Almirola, Kelly Bires, David Ragan, Mike Bliss and Greg Biffle filled the top 10. Eighth-place finisher Bires was filling in for the second week in a row for Jon Wood, who remains sidelined with a medical condition.

Despite his 33rd-place finish, Edwards didn't lose any ground in the standings. He holds the position by 701 points over Dave Blaney.

the race," Ranger said. "After the mistake at the very beginning, I just started pushing it as hard as it could go and never let up."

Ron Beauchamp finished third, with Peter Gibbons and D.J. Kennington in fourth and fifth, respectively.

The finish:

Andrew Ranger, J.R. Fitzpatrick, Ron Beauchamp, Peter Gibbons, D.J. Kennington, Mark Dille, Jeff Lapcevich, Dave Whitlock, Derek Lynch, Brad Graham, Miguel Duhamel, John Gaunt, Pierre Bourque, Doug Brown, Jason Hathaway, Ron Van Es, Trevor Seibert, David Thornadyke, John Tsoumaris, Scott Steckly, Kerry Micks, Jim Lapcevich, Robin Buck, Don Thomson, Joey McColm, Kent Nuhn, Bryan Cathcart, Peter Klutt, Kenny Forth.

Hess Deflects Wise

June 13

PEVELY, Mo. — O'Reilly POWRI National Midget Series driver Mike Hess was unstoppable during NASCAR Night June 13 at I-55 Raceway.

ROUNDUP

After starting on the pole of the 25-lapper, Hess held off frequent challenges from Josh Wise to score his season-leading third victory and extend his point lead. Hess was never headed, as he continued a successful season in his No. 51 midget. Ryan Durst finished second, and Brett Anderson took third.

The finish:

Mike Hess, Ryan Durst, Brett Anderson, Josh Wise, Brad Kuhn, Hud Cone, Brad Loyet, Joey Montgomery, Derek Myers, Daniel Adler, Gary Taylor, Tim Siner, Kenny Biro, Matt Sherrell, Rob Simpson, Bubba Altig, Mike Riley, Dave Camfield, Garrett Hood, Zach Daum, Brandon Wagner, Justin Allgaier, Jerry Coons, Jr.

Thursday

GRANITE CITY, Ill. — Brett Anderson picked up his first POWRI National Midget Series victory Thursday at Tri-City Speedway. Anderson led all but the first four laps after passing point-leader Mike Hess on lap five. Hess punctured a tire on debris and was eliminated from serious competition. Rookie Josh Wise challenged Anderson for the lead throughout much of the race, but was denied. Wise took second followed by Matt Sherrell, Dave Camfield, Jr. and Brady Loyet in the top five.

URC SPRINTS

Weller Busts Out In URC

June 16, Grandview Speedway, Bechtelsville, Pa.

Josh Weller held off late-race challenges from Chris Coyle and Curt Michael to record his first URC victory. Weller, 20, led Coyle and Michael to the finish line as the trio raced the final lap in nose-to-tail formation. Michael made one last try at Coyle for second in turn two but was unable to complete the pass. Ed Aiken and Kramer Williamson completed the top five in the 25-lap feature.

The finish:

Josh Weller, Chris Coyle, Curt Michael, Ed Aiken, Kramer Williamson, Kevin Welsh, J.J. Grasso, Michael Carber, Brian Seidel, Mark Bitner, Brook Weibley, Mike Haggbottom, Kyle Purks, Todd Rittenhouse, Jason Claus, Jimmy Stitzel, Justin Collett, Adam Gordon, Joe Zuczek, Andy Hannula, Mares Stelfox, Gary Gollub, Davey Sammons, Dave Ely.

CIVIL WAR SPRINTS

Benson Does Good

June 16, Calistoga (Calif.) Speedway

Mike Benson earned a long-awaited



KEVIN HORCHER PHOTO

THE FAST LANE: Mike Hess (51) battles Josh Wise during POWRI midget action June 13 at I-55 Raceway.

hometown victory. The 36-year-old veteran driver crossed the line in his No. 77 sprint car and quickly called his father to tell him that he had finally won at Calistoga. "My parents moved to Arizona a couple of years ago, and ever since this race moved to Father's Day weekend, I promised myself if I ever won it I would call my dad," Benson said. "It's the best gift I could ever give him. All my life he has dreamed of me winning here right along with me."

ASCS MIDWEST

It's Boston At Butler

June 15, Butler County Motorplex, Rising City, Neb.

Mike Boston collected his first American Sprint Car Series victory in a wild 25-lap ASCS Midwest Region feature. Boston battled past Chuck Swenson to become the race's third-different leader just past the midway point. Boston raced to the checkered flag with a 10-car-length advantage over Dusty Zomer, who climbed from eighth to snare runner-up honors, with Chad Humston, Chad Meyer and Gene Ackland following.

The finish:

Mike Boston, Dusty Zomer, Chad Humston, Chad Meyer, Gene Ackland, Natalie Sather, Ryan Anderson, Tige Jensen, Mark Pace, Seth Brahmner, Jake Peters, Jason Danley, Chuck Swenson, Toby Chapman, Gregg Bakker, Lee Grosz, Brian Brown, Don Droul, Jr., Kody Rawstern, Mark Schmidt.

USAC WESTERN SPRINTS

Swanson Smokes Field

June 16, Altamont Raceway Park, Tracy, Calif.

Teenage sensation Tyler Swanson won the USAC Western Sprint Car Series feature. Swanson covered 50 laps of the half-mile asphalt oval in

just under 15 minutes, beating Tony Hunt to the checkered flag, with point-leader Ryan Kaplan coming home third. Nick Rescino, Jr. and Greg Anderson rounded out the top five.

The finish:

Tanner Swanson, Tony Hunt, Ryan Kaplan, Nick Rescino, Jr., Greg Anderson, Jojo Helberg, Brian McClish, Jim Kaiser, Shauna Hogg, Richard Bailey, Laura Hayes, Eric Humphries, Brian Geiszler, Scott Clough, Tim Barber, Matt DeMartini, Tony Iacobitti.

USAC WESTERN MIDGETS

Teammates Settle It

June 16, Altamont Raceway Park, Tracy, Calif.

Matt Mitchell took the lead from point-leader and teammate Johnny Rodriguez on lap 22 and won the USAC Western Midget Car Series feature. Rodriguez led the first 21 tours of the half-mile asphalt oval. Mitchell came on strong down the stretch as Rodriguez faded with engine trouble. Dallas Melby finished second, with Paul Zimmerly third.

The finish:

Matt Mitchell, Dallas Melby, Paul Zimmerly, Scott Pierovich, Justin Melton, Tony Hunt, Shannon McQueen, Levi Roberts, Daniel Bedford, Johnny Rodriguez, Dallen Mckenney, John Sarale.

UMARA/USAC REGIONAL MIDGETS

Robertson Makes Mel Proud

June 16, Grundy County Speedway, Morris, Ill.

James Robertson topped the second annual Mel Kenyon Classic co-sanctioned by UMARA and the USAC Regional Midget Series. Robertson took the lead from Alex Pruett on lap 43 and led the remainder of the 50-lap race. Pruett had led laps six through 42. Jim Anderson finished second, with David Gough, Kenny Biro and Robby Parrish following.

Hebing, VanDusen Split Trip North Of The Border

Friday

GRANBY, Quebec — Chuck Hebing scored his first Lucas Oil Canadian Invasion Series event for the Empire Super Sprint tour Friday at Autodrome Granby.

ESS SPRINTS

Alain Bergeron paced the first eight circuits, while Hebing worked his way up from the third-starting position. As Bergeron was working lapped traffic on the ninth circuit, Hebing was able to make the winning pass. Hebing led the rest of the way to score the victory in the \$2,000-to-win feature.

Bergeron settled for runner-up honors ahead of Justin Barger, Jeff Cook and Tommy Wickham.

The finish:

Chuck Hebing, Alain Bergeron, Justin Barger, Jeff Cook, Tommy Wickham, Lance Yonge, Steve Poirier, Cory Sparks, Michael Parent, Russ Bennett, Glenn Styres, Anthony Gain, Bubby Kerrick, Jamie Collard, Daniel Lampron, Normand Beaudreault, Kayle Robidoux, Mike Stelter, Keith Dempster, Jessica Zemken, Brian McDonald, Rich Van Keuren.

Saturday

DRUMMONDVILLE, Quebec — It all came down to a lap-22 restart in Saturday's 25-circuit Lucas Oil Canadian Invasion Series event for the Empire Super Sprints at Autodrome Drummond. Leader

Bubby Kerrick's machine sputtered when the green flag waved, and Jeff VanDusen capitalized on Kerrick's misfortune to grab the point.

VanDusen held off local favorite Steve Poirier in the final laps to take the checkered flag. Mike Stelter, Jeff Cook and Tommy Wickham rounded out the top five. Jessica Zemken, who led the first 20 circuits, lost her front wing while leading and settled for a sixth-place run.

The finish:

Jeff VanDusen, Steve Poirier, Mike Stelter, Jeff Cook, Tommy Wickham, Jessica Zemken, Michael Parent, David Hebert, Brian McDonald, Lance Yonge, Bubby Kerrick, Anthony Gain, Glenn Styres, Cory Sparks, Kayle Robidoux, Yan Bussiere, Keith Dempster, Russ Bennett, Alain Bergeron, Daniel Lampron, Jamie Collard, Normand Beaudreault.



GORDON GILL PHOTO

BACK AGAIN: Shane Cottle celebrates his first KISS victory in two years Sunday night at Kokomo (Ind.) Speedway.

KISS Stanbrough's Streak Good-Bye

Friday

BLOOMINGTON, Ind. — Jon Stanbrough continued his old-school domination of the King of Indiana Sprint Series with his fourth victory in as many races, this one on the quarter-mile of Bloomington Speedway Friday night.

KISS SPRINTS

Stanbrough passed Mat Neely on the eighth circuit and lapped all but the first seven finishers en route to the checkers. Neely finished second, followed by Larry Bland, Jr., Chad Boat and Brady Short.

The victory was Stanbrough's 16th of the year. With it, he ran his winning streak to eight, including all four KISS events.

The finish:

Jon Stanbrough, Mat Neely, Larry Bland, Jr., Chad Boat, Brady Short, Hunter Schuereberg, Jesse Hockett, Ty Deckard, Jared Fox, Jon Sciscoe, Danny Holtsclaw, Jonathan Vennard, Chris Babcock, Bobby Stines, Ted Hines, Bub Cummings, Jake Martens, A.J. Anderson, Cole Whitt, Jimmy Light.

Saturday

PUTNAMVILLE, Ind. — Jon Stanbrough's dominance of the King of Indiana Sprint Series came to an end as Billy Puterbaugh, Jr. captured his first series victory Saturday night at Lincoln Park Speedway.

"This means a lot," said Puterbaugh. "We've been racing sprint cars for 13 years, and I've never won a KISS race. At a track that I've run my whole life, this means a lot."

Puterbaugh led twice for 13 laps, taking it for good when Daron Clayton suffered a flat tire and holding on over the final two laps.

Stanbrough was first collected in a multi-car accident during his heat race and again after starting 18th in the feature. He finished last in 20th but maintained his point lead.

The finish:

Billy Puterbaugh, Jr., Shane Hollingsworth, Jeff Bland, Jr., Danny Holtsclaw, Dickie Gaines, Robbie Rice, A.J. Martin, Stephanie Tuttle, Shawn Krockenberger, Kenny Carmichael, Daron Clayton, Danny Pollack, Andrew Prather, Danny Williams, Jr., Cole Whitt, Kenny Carmichael, Jr., Jon Sciscoe, Ty Deckard, Hunter Schuereberg, Jon Stanbrough.

Sunday

KOKOMO, Ind. — Shane Cottle returned to King of Indiana Sprint Series victory lane after a two-year absence with a hard-fought victory Sunday at Kokomo Speedway. It was Cottle's first KISS victory since 2004.

Cottle dominated the second half of the 30-lap event, leading Dave Darland to the checkers by three seconds. A.J. Anderson, Dustin Smith and Dustin Morgan completed the top five.

Early leader Jon Stanbrough, a four-time KISS winner this year, was knocked out of his second-straight race after contact with a lapped car.

Stanbrough maintained his point lead ahead of Shane Hollingsworth in second and Brady Short in third.

The finish:

Shane Cottle, Dave Darland, A.J. Anderson, Dustin Smith, Dustin Morgan, Jesse Hockett, Shane Hollingsworth, Chris Windom, Ron Dennis, Jonathan Vennard, Jimmy Light, Corey Smith, Bret Mellenberndt, Chris Gurley, Chad Boat, Brady Short, Hunter Schuereberg, Jon Stanbrough, Adam Byrkkett, Brett Burdette.

RACE REWIND

Race 10 of 25: Michigan 200, Saturday, June 16
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Travis Kvapil	Kyle Busch	Brendan Gaughan

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	6	Travis Kvapil	K & N Engineering Ford	100	\$56,950	Running
2	3	51	Kyle Busch	Flanders Beef Patties Chevrolet	100	35,100	Running
3	11	77	Brendan Gaughan	South Point Hotel Chevrolet	100	27,875	Running
4	4	5	Mike Skinner	Toyota Tundra Toyota	100	22,125	Running
5	9	9	Ted Musgrave	Team ASE Toyota	100	15,150	Running
6	27	14	Rick Crawford	PowerStrokeDiesel Ford	100	14,200	Running
7	6	30	Todd Bodine	Lumber Liquidators Toyota	100	13,750	Running
8	32	2	Kevin Harvick	Camping World Chevrolet	100	11,425	Running
9	10	23	Johnny Benson	Toyota Certified Used Vehicles Toyota	100	13,625	Running
10	14	33	Ron Hornaday, Jr.	Camping World Chevrolet	100	14,825	Running
11	18	59	Terry Cook	Harris Trucking Toyota	100	13,550	Running
12	26	09	Stacy Compton	Zaxby's Ford	100	13,400	Running
13	20	10	David Starr	International/MAXXForceDiesel Ford	100	13,325	Running
14	19	47	Kraig Kinsler	Ginn Resorts Chevrolet	100	11,025	Running
15	5	15	Bill Lester	Christian Debt Chevrolet	100	14,100	Running
16	15	36	Ryan Mathews	Bill Davis Racing Toyota	100	13,200	Running
17	12	1	Aaron Fike	RFMS/Red Horse Racing Toyota	100	14,100	Running
18	22	4	Bobby Labonte	Open Joist Dodge	100	10,825	Running
19	8	08	Chad McCumbee	TheGPS Store/Garmin Chevrolet	100	13,025	Running
20	17	50	T.J. Bell	Heathcliff's Cat Litter Ford	100	13,450	Running
21	33	8	Blake Bjorklund	HAAS CNC Machine Tools Chevrolet	100	12,975	Running
22	13	13	Willie Allen	ThorSport Chevrolet	100	12,925	Running
23	34	07	Tim Sauter	Lester Buildings/ASI Chevrolet	100	11,650	Running
24	24	75	Dennis Setzer	Spears Mfg. Co. Chevrolet	100	11,625	Running
25	28	40	Clay Rogers	Curtis Key Plumbing Chevrolet	100	10,600	Running
26	25	99	Erik Darnell	Northern Tool + Equipment Ford	100	10,575	Running
27	31	7	Jason White	Hooters Energy Drink Chevrolet	100	10,550	Running
28	29	46	Travis Kittleson	Bob Steele Chevrolet Chevrolet	98	10,525	Running
29	7	60	Jack Sprague	Con-way Freight Toyota	93	10,500	Running
30	21	18	Ken Schrader	Fastenal Dodge	72	10,475	Engine
31	36	91	J.C. Stout	Sterling Truck Corp. Chevrolet	71	10,450	Engine
32	16	00	A.J. Allmendinger	Red Bull Toyota	54	10,425	Engine
33	2	21	Mark Martin	Wood Brothers Ford	47	10,400	Engine
34	23	88	Matt Crafton	Menards Chevrolet	40	10,350	Engine
35	35	16	Boston Reid	Xpress Motorsports Ford	10	10,325	Ignition
36	30	86	Kevin Lepage	888-KARPORT.com Chevrolet	8	10,280	Overheating

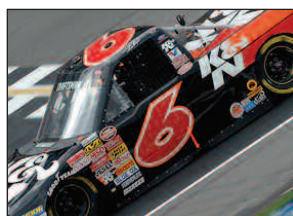
RACE STATISTICS

Race time: One hour, 28 minutes and 39 seconds
Average speed: 135.364 mph
Victory margin: .292 second
Caution flags: Four for 16 laps
Lead changes: 13 among four drivers

Lap leaders: Mark Martin 1-2; Travis Kvapil 3-8; Martin 9-29; Kyle Busch 30; Martin 31-33; Busch 34-38; Martin 39-47; Kvapil 48-57; Mike Skinner 58-65; Busch 66-67; Skinner 68; Busch 69-98; Kvapil 99-100.




TALK OF TIME TRIALS

Travis Kvapil outqualified a full field of competitors for his first pole of the year, driving Jack Roush's No. 6 Ford to a lap of 179.596 miles per hour on the two-mile superspeedway. Mark Martin was the second-quickest qualifier in a Ford fielded by Wood Brothers/jtg Racing. Kyle Busch timed in third.



AUTOSTOCK IMAGES

STANDINGS

FIRST	SECOND	THIRD
		
Mike Skinner	Ron Hornaday, Jr.	Todd Bodine

Top 10

1. Mike Skinner	1,708	6. Ted Musgrave	1,420
2. Ron Hornaday, Jr.	1,595	7. Johnny Benson	1,264
3. Todd Bodine	1,508	8. Aaron Fike	1,232
4. Travis Kvapil	1,443	9. Jack Sprague	1,205
5. Rick Crawford	1,424	10. Matt Crafton	1,184



AUTOSTOCK IMAGES

CHECKERS: Travis Kvapil celebrates his victory in Saturday's Craftsman Truck Series race at Michigan.

Kvapil Capitalizes

Martin's Truck Was 'Class Of The Field' Before Engine Gave Up Early

BROOKLYN, Mich. — Travis Kvapil won the pole in the morning and the Craftsman Truck race in the afternoon Saturday at Michigan Int'l Speedway.

But it was nowhere near as easy as it sounds. In between, he had to outlast a stronger truck and outdrive four others every bit as fast as he was.

Mark Martin, who started next to Kvapil, dominated the first half of the race, leading 36 of the first 48 laps before the engine in his Wood Brothers Racing truck quit.

"Martin was the class of the field today. He was gone," Kyle Busch said. "Nobody could touch him."

Martin's departure set up a spirited battle over the last 80 miles, and the winner wasn't decided until the last three. With 40 laps to go, Mike

Skinner, Busch and Kvapil dodged, weaved and traded the lead, each taking a different route around the track. They entered the corners up near the wall but spread out to manage the turns.

As those three drivers battled for the lead, Brendan Gaughan — who later said he had a winning truck but lost the event because of one bad move — caught them with 30 laps to go. Ted Musgrave joined the party with 28 laps to go. Lap times suggested the trucks were evenly matched.

But over the last 10 laps, it was a battle between Busch and Kvapil. Busch's truck was fish-tailing so badly he could hardly keep it on the track. Kvapil had several chances to take the lead, but he bided his time — he certainly didn't want to get too close to Busch, because the closer he got the more Busch's truck would wiggle, which at some point would take them both out of the race.

Busch acknowledged he wasn't as

aggressive as he otherwise would have been because the truck was so tough to control.

Kvapil waited until the end of the penultimate lap before passing Busch. He might have been overly cautious; Busch had nothing left over the last lap and Kvapil won by several truck lengths.

"We started the year off kind of struggling, and Mike Beam and the guys here really just figured out what we needed to do to make the trucks where I could drive them fast," said the 2003 series champion, who moved from sixth to fourth in the point standings.

Gaughan finished third, Skinner fourth and Musgrave fifth. Kvapil's win, his first of the season, was the 15th at Michigan for team owner Jack Roush.

Point-leader Mike Skinner extended his streak of leading a lap and finishing in the top 10 to 10 — every race this season.

Pyle Wins; Local Ace Loses Home-Track Advantage

MARNE, Mich. — Robbie Pyle bagged his first victory of the 2007 ASA Late Model Series Challenge Division season Sunday, winning the inaugural Tradition 200 at Berlin Raceway.

Pyle led the final 50 laps after passing 10-time Berlin Raceway track champion Fred Campbell and held off the wily veteran on a final restart to

post his second Challenge victory.

Pyle started sixth in the 200-lap feature behind leader Keeton Hanks, who led the first 82 laps before Pyle powered past on the low side coming out of turn two. Campbell moved into the second position and began applying pressure, finally taking over the top spot on lap 136, but Pyle stayed glued on his back bumper and re-took the lead on lap 150 following a restart.

Campbell stayed in the hunt as a late

caution flag set up a four-lap dash to the finish. With Campbell on the high side, Pyle hugged the low groove just enough to hold back the local favorite for the victory. Michael Annett came home third over Eddie Hoffman and Terry VanHaitsma.

The finish: Robbie Pyle, Fred Campbell, Michael Annett, Eddie Hoffman, Terry VanHaitsma, Charlie Menard, Keeton Hanks, Travis Dassow, Colt James, Chris Anthony, Alec Carl, Peter Cozzolino, Keith Herp, Jesse Smith, Kris Stump, Brian Campbell, Sean Murphy, Derek Thorn, Michael Simko, Glenn Gault, Jr., Bob Varney, John Wes Townley.

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VICTOR NEWMAN PHOTO

LIVING HISTORY: Carroll Shelby poses next to the No. 33 Maserati 450 S, the car he drove during the inaugural race at Virginia Int'l Raceway in August 1957.

'FORTUNATE OLD MAN'

Carroll Shelby Has Spent His Life Around Cars

At 84, Carroll Shelby still casts a looming shadow as an iconic figure in both motorsports and the automotive industry. Shelby sat down with NSSN's John Clayton at the 50th Anniversary of Virginia Int'l Raceway and talked about the business, the sport, heartfelt promises to "the old man upstairs" and Texas chili. Here's what he had to say:

Q: How did a young man from Texas get into sports-car racing?

A: I went broke in the chicken business. I got out of the Air Force — I was a pilot for five years — I went into several businesses and was bored. I didn't like it. I'd always enjoyed automobiles and a friend of mine had an MG TC that was owned by Sid Silverman — I was just talking to him here. Norman, Oklahoma, had a race, and we drove up there in it, and I said, 'Let's race this thing.' We did. I won it, and I was hooked. That was in 1951.

Q: At your hall of fame induction, you were called "the most influential figure in auto racing" in the post-WWII era. How do you feel about that?

A: I don't ever pay any attention to that. I'm building cars for Ford. I've had a wonderful career. I don't let any of that stuff in the press impress me because I've had too many failures in life to get the big head over anything. I've built over 165 cars — some of them worked, some of them didn't. I'm the luckiest old guy in the world. I'm 84 with a heart transplant and a kidney transplant, and I'm still building 250 cars a week at our factory in Las Vegas and 250 cars a week at the Flat Rock plant of Ford's in Michigan with my name on them, so I'm a fortunate old man.

Q: Who is the most influential figure in your mind?

A: I don't pay attention to stuff like that. Whoever you're talking to — whoever is their friend — is who they'll make the most influential at that time. So, I don't consider myself the most influential, and I don't consider anyone else the most influential. As far as I know, Henry Ford is probably the most influential man in the history of the automobile industry, but there are some people who would argue that, so I don't get into things like that.

Q: Have most of the changes in motorsports over the course of your career been for the better?

A: I've driven Formula One, I've driven sports cars. I went to Indy and passed my driver's test and some chief steward

Carroll Hall Shelby

Born: January 11, 1923 in Leesburg, Texas.
January 1952 — Shelby drives in his first race, a quarter-mile drag meet, behind the wheel of a hot rod fitted with a flathead Ford V-8.
May 1952 — Shelby drives his first road race, which he won, in an MG-TC.
January 1954 — Aston Martin Team Manager John Wyer and F-1 greets Juan Fangio and Peter Collins meet Shelby, who is invited to co-drive an Aston Martin DB3 at Sebring.
April 1954 — Shelby gets ride with Aston Martin team.
1956 and 1957 — *Sports Illustrated* names Shelby Driver of the Year.
Early 1957 — Carroll Shelby Sports Cars opens in Dallas, Texas.
June 1959 — Shelby and Ray Salvadori co-drive an Aston Martin DBR1/300 to victory in the 24 Hours of Le Mans.
December 1960 — Heart problems force Shelby to retire from racing.
October 1961 — AC Cars expresses interest in Shelby's plan for a sports car powered by an American V-8.
April 1962 — The Shelby Cobra Roadster is born — the fastest production car made up to that time, going 0 to 60 miles per hour in 3.9 seconds.
August 1964 — Ford asks Shelby to develop a high-performance fastback for street and track.
September 1964 — The first 1965 Shelby Mustang GT350 race cars and street cars are built.
February 1966 — The Ford GT-40 Mark II wins at Daytona.
June 1966 — A trio of GT-40 Mark IIs cross the finish line

at Le Mans, 1-2-3.

March 1967 — The last 427 Cobra Roadster is built.

June 1967 — The Mark IV GT-40 wins at Le Mans.

November 1967 — The 1967 Shelby Mustang convertible joins the lineup. The first Shelby Chili Cook-Off is held.

September 1975 — The Shelby-American Automobile Club is started.

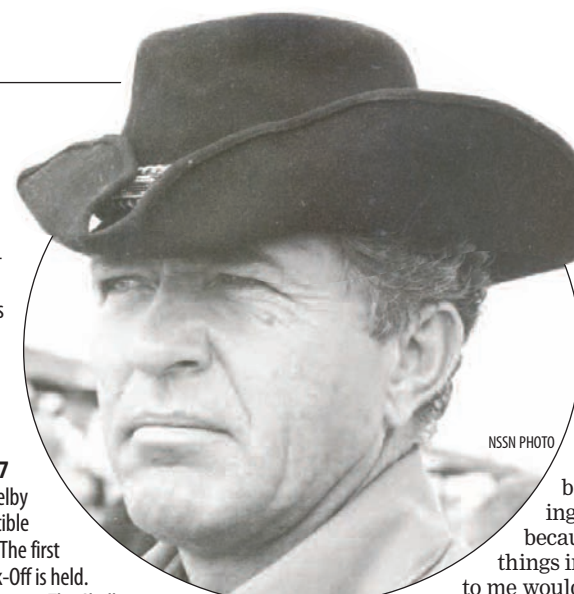
October 1982 — Shelby contracts with Chrysler to create performance cars based on Dodge products.

1987 — Shelby begins prototype work on a Dodge sports car that would become the Viper.

January 1989 — The Viper is debuted at the Detroit Int'l Auto Show.

June 1990 — Shelby receives the heart of a 38-year-old gambler from Las Vegas in a heart-transplant procedure.

September 1991 — The Carroll Shelby Children's Foundation, which funds heart transplants for indigent children, is started. Shelby is inducted into the Int'l Motorsports Hall of Fame.



NSSN PHOTO

said two drivers can't pass their driver tests in the same car. So, I went over to Europe and got \$10,000 for starting, which is more than I would've gotten if I'd won Indianapolis in 1958, so I never thought about it again.

But there's been so many changes — like at Indianapolis. When I started going there, the roadsters were just coming in. Then we went to mid-shift engine cars. There's been so many changes. They don't shift gears anymore. They push a button on the steering wheel. They don't have a clutch anymore.

To me, to be a complete race driver, you need to be able to shift gears, step on the brakes, shift gears, but they're making it so simple — if old (Juan Manuel) Fangio was here, I wonder what he would think about the simplicity of what those guys are driving over there in Formula One.

The thing about stock-car racing is it's changed less than any other form of racing since Bill France and them took over.

You used to have a lot of characters in racing — Curtis Turner, the Flock brothers and everything. Now, every time one of them uses a four-letter word, they fine him \$100,000. It's much more successful now than it was then, but it was more interesting then when we had those characters.

I loved those characters. Curtis Turner was a friend of mine. All those guys that came along

were. Like I say, now, if one of those guys uses a four-letter word, they fine him \$100,000 and tell him to shut up. I think the characters that were in racing 50 or 60 years ago added a lot of color to it, and they're the ones who paved the way to make racing as successful as it is today.

Q: You had to stop driving because of illness. Do you ever feel shortchanged?

A: Nah. The last thing I would want to do is drive a race car too long. As great as A.J. Foyt was, I hated to see him go on and on and on. There are a lot of guys who do, and some of them have been successful in their 40s and 50s, but very, very few have.

Driving a race car was never my top priority. I enjoyed driving very much, but I was always interested in building my own car. I drove for Aston Martin. Ferrari tried to get me to drive for them several times, but I wanted to drive for Aston Martin because I could learn more about building cars there than I could at Ferrari. I learned more in 1955 that I spent with Dino Ferrari before we lost him the next year. I always felt very bad because I think Ferrari would have gone down a much smoother road if he had been there to take over and follow through with the things that needed to be done.

It's a very successful company now, but it's not what it was when the old man was alive. It's a

conglomerate now with people making corporate decision. Big time, big money — nothing ever remains the same. I'm not criticizing any part of it because I know the world is going to change. I know automobile racing is going to change.

To answer your question about quitting — I never felt bad about getting out of racing after seven or eight years because one of the most boring things in life that could've happened to me would have been 36 or 37 weeks a year, going to the same tracks like the NASCAR drivers do. That would be a very, very boring life to me. I want to live life. I want to do different things. I have farms, and I love to farm. I have businesses besides the building of the cars that I'm very interested in. There's something new that comes to my mind and my life every day. I'd hate for it to be just wrapped up in racing.

Q: How's your health now?

A: Ohhh, for 84 I'm about as lucky as anybody can be. I'm old. I'm wobbly, but I can still put in 14 hours a day working. When you're doing what you love and what you have a passion for, I couldn't ask for any more luck than I've had in life. I'm thankful, I really, really am.

Q: Do you still get excited about building cars?

A: Oh, yeah. I was asked a question the other day, "What is my favorite car?" My favorite car is the one I'm going to build next.

All that history — some of them sell for \$20 million now. Back then, we wouldn't haul them back after we won the championship because it cost \$1,000. It's a different world today, but I'm still building cars. I don't worry about the fact that I didn't save those cars because I didn't want to spend \$1,000. I sold them for \$4,000; now one just sold for \$20 million. That doesn't worry me. I made a lot of mistakes in life, if you want to call that a mistake. But nobody's gone back and won the world championship like we did at Shelby America, so I think that's a real feather in our cap that hot-rodders from California went out and beat Ferrari for the world championship. A lot of people have tried it since, but no other American company has ever done it.

Q: Why was it important to start the Carroll Shelby Foundation?

A: It's a small foundation. I don't want it to get large. I want it to be manageable, and I want to be a part of it. I see so many of these foundations that piss their money away, paying somebody \$1 million a year that's probably worth about \$25,000.

When I was in the hospital waiting for a heart, two young boys died waiting for hearts. I said to the old man upstairs, "If you get me a heart, we'll try to see that some of these problems are alleviated, to make more people aware of transplant patients, to see that more people know to donate their organs." That's what our little foundation does.

Q: Any regrets? Anything you'd do over if you had it to do over again?

A: Oh, hell yeah. I probably wouldn't get married six times. I've always been driven by instinct and played my hunches. Not all of them worked out, but a lot of things worked out. There's a lot of things I'd do different, but if you add it all up, I guess I've been pretty lucky, huh?

Q: What was the inspiration for the Cobra?

A: I always wanted to build my own car. I started to build Corvettes. Ed Cole sent me three of them. I was putting aluminum bodies on them, and then Cole called me and said, "Carroll, I never gave you those Corvettes. I just got eaten out by the chairman." So, that deal fell through.

I built a couple more cars, trying to get started. Then AC came along, and Ford came along with a new little thin-walled cast-iron engine, and, as they say, the rest is history. That one happened to work. A lot of them didn't work — a lot of them I've built since didn't sell. Some of them sell. Right now, I'm on a roll, and I hope it ends up this way.

Q: What's the most important ingredient in designing and building a car?

A: Pick the right people to help you do it — don't try to do everything yourself. I've seen more ex-race drivers thinking that they know how to build a car. It takes people in too many different departments to build a car today. One guy is not going to go do it.

I get a lot of credit for crap I didn't do. I'll take the credit, but I want the world to know that I didn't do it. The only thing I can do is every morning I get up looking for people.

Q: What's the most important ingredient in good Texas chili?

A: Ha. Ha. I'm going back into the food business. I sold that company years ago. I'm going back in that business competing against them.

RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 32 and 33: June 14 and June 16

FINAL RESULTS

WINNER



Danny Lasoski

Thursday

June 14, Tri-City Speedway, Granite City, Ill.

Qualifications: 1. Zach Chappell, Chappell 8k, 12.174; 2. Jason Meyers, Stockbridge 14, 12.244; 3. Steve Kinser, Kinser 11, 12.252; 4. Kerry Madsen, Helm 11h, 12.347; 5. Brooke Tatnell, Woodward 2, 12.380; 6. Justin Henderson, Henderson d1, 12.386; 7. Danny Lasoski, Roth 83, 12.387; 8. Joey Saldana, Kahne 9, 12.478; 9. Tony Bruce, Jr., Bruce 18t, 12.487; 10. Craig Dollansky, Karavan 7, 12.502; 11. Dion Hindi, Hindi 11h, 12.506; 12. Terry McCarl, McCarl 24, 12.520; 13. Kelly Kinser, Kinser 4k, 12.531; 14. Paul McMahan, Stewart 20, 12.549; 15. Daryn Pittman, Titan 21, 12.575; 16. Sam Hafertepe, Jr., Hafertepe 15h, 12.622; 17. Donny Schatz, Schatz 15, 12.629; 18. Jason Martin, Martin 36, 12.636; 19. Chad Kernenah, Kernenah 3x, 12.645; 20. Jason Sides, Sides 7s, 12.671; 21. Jason Solwold, Carnahan r19, 12.675; 22. Jeremy Campbell, Campbell 10c, 12.679; 23. Chad Hillier, Hillier 5c, 12.689; 24. Jac Haudenschild, Wright 35, 12.689; 25. Randy Hannagan, Hannagan 1x, 12.697; 26. Tim Shaffer, Parsons 6, 12.772; 27. Kaley Gharst, Gharst 3, 12.883; 28. Adam Jones, Jones 1a, 12.912; 29. Jeremy Standridge, Standridge 10s, 12.943; 30. A.J. Bruns, Bruns 44, 13.062; 31. Jimmy Hurley, Hurley 35h, 13.203; 32. Tommy Worley, Jr., Worley 97, 13.214; 33. Lee Sowell, Sowell 51s, 13.806; 34. Lance Gullo, Gullo 3g, 13.855; 35. Tyler Thompson, Thompson 11t, 13.947; 36. Tim Crawley, Ward 88, 14.232.

First Heat (8 laps): Schatz, Solwold, Tatnell, Chappell, Bruce, K. Kinser, Hannagan, Standridge, Sowell.

Second Heat (8 laps): Dollansky, McMahan, Campbell, Meyers, Shaffer, Martin, Henderson, Bruns, Gullo.

Third Heat (8 laps): Pittman, Lasoski, S. Kinser, Hillier, Gharst, Kernenah, Hurley, Hindi, Thompson.

Fourth Heat (8 laps): McCarl, Sides, Saldana, Madsen, Haudenschild, Hafertepe, Crawley, Jones, Worley.

Crane Cams Dash (6 laps): Sides, Pittman, Solwold, Lasoski, Dollansky, Schatz, McCarl, Meyers, McMahan, Chappell.

B Main (12 laps): 1. Henderson; 2. Hindi; 3. Kernenah; 4. Martin; 5. Hannagan, \$200; 6. Worley, \$180; 7. Bruns, \$175; 8. Hafertepe, \$160; 9. Jones, \$150; 10. Standridge, \$150; 11. Kinser, \$150; 12. Hurley, \$150; 13. Gullo, \$150; 14. Sowell, \$150; 15. Thompson, \$150; 16. Crawley, \$150.

Feature (35 laps): 1. Lasoski, \$10,000; 2. Pittman, \$5,500; 3. Schatz, \$3,200; 4. Meyers, \$2,800; 5. Solwold, \$2,500; 6. McMahan, \$2,300; 7. Haudenschild, \$2,200; 8. Tatnell, \$2,100; 9. Dollansky, \$2,050; 10. Saldana, \$2,000; 11. Martin, \$1,500; 12. S. Kinser, \$1,200; 13. Madsen, \$1,100; 14. Kernenah, \$1,050; 15. Chappell, \$1,000; 16. Shaffer, \$900; 17. Campbell, \$800; 18. Hindi, \$800; 19. Bruce, \$800; 20. Gharst, \$800; 21. Hillier, \$800; 22. Sides, \$800; 23. McCarl, \$800; 24. Henderson, \$800.

STANDINGS

FIRST



Donny Schatz

Top Five

1. Donny Schatz	4,266
2. Joey Saldana	4,226
3. Danny Lasoski	4,033
4. Daryn Pittman	3,999
5. Jason Meyers	3,979

WINNER



Terry McCarl

Saturday

June 16, Knoxville Raceway, Knoxville, Iowa

Qualifications: 1. Stevie Smith, Smith 19, 15.859; 2. Jason Meyers, Stockbridge 14, 16.003; 3. Danny Lasoski, Roth 83, 16.004; 4. Donny Schatz, Schatz 15, 16.028; 5. Paul McMahan, Stewart 20, 16.074; 6. Tim Shaffer, Parsons 6, 16.106; 7. Sam Hafertepe, Jr., Hafertepe 15h, 16.155; 8. Brooke Tatnell, Woodward 2, 16.157; 9. Kerry Madsen, Helm 11h, 16.174; 10. Justin Henderson, Henderson d1, 16.184; 11. Terry McCarl, McCarl 24, 16.189; 12. Steve Kinser, Kinser 11, 16.209; 13. Randy Hannagan, Hannagan 1x, 16.215; 14. Calvin Landis, Landis 70, 16.229; 15. Craig Dollansky, Karavan 7, 16.237; 16. Chad Hillier, Hillier 5c, 16.260; 17. Davey Heskin, Heskin 56, 16.286; 18. Jason Solwold, Carnahan r19, 16.290; 19. Dusty Zomer, Zomer 1z, 16.297; 20. Daryn Pittman, Titan 21, 16.298; 21. Jac Haudenschild, Wright 35, 16.303; 22. Bronson Maeschen, Maeschen 96, 16.314; 23. Dennis Moore, Jr., Gifford 17g, 16.327; 24. Jeremy Campbell, Campbell 10c, 16.328; 25. Brian Brown, Brown 21x, 16.350; 26. Lynton Jeffrey, Jeffrey 12, 16.367; 27. Kaley Gharst, Gharst 3, 16.375; 28. Jason Martin, Martin 36, 16.384; 29. Dion Hindi, Hindi 11h, 16.391; 30. Jason Sides, Sides 7s, 16.399; 31. Brent Antill, Antill 1, 16.401; 32. Joey Saldana, Kahne 9, 16.423; 33. Jack Potter, Sonner 47, 16.463; 34. Skip Jackson, J & S 2x, 16.479; 35. Billy Alley, VerMeer 55, 16.495; 36. Zach Chappell, Chappell 8k, 16.499; 37. Tony Bruce, Jr., Bruce 18t, 16.508; 38. Rager Phillips, Phillips 9p, 16.521; 39. Mark Dobmeier, Dobmeier 13, 16.624; 40. Mike Moore, Moore 69, 16.690; 41. Randy Anderson, Anderson 81, 16.704; 42. Ricky Logan, Logan 10, 16.719; 43. Mike Deavers, Deavers 72, 16.757; 44. Jack Dover, Dover 53, 17.090; 45. David Saffell, Saffell 03, 17.259; 46. Bob Weave, Weave 19x, 17.686; 47. Robert Bell, Bell 71, no time.

First Heat (8 laps): Madsen, Hannagan, Smith, McMahan, Brown, Heskin, Haudenschild, Hindi, Potter, Saffell, Bruce, Anderson.

Second Heat (8 laps): Henderson, Landis, Meyers, Shaffer, Solwold, Sides, Maeschen, Jeffrey, Jackson, Phillips, Weave, Logan.

Third Heat (8 laps): Dollansky, McCarl, Lasoski, D. Moore, Alley, Dobmeier, Zomer, Hafertepe, Deavers, Gharst.

Fourth Heat (8 laps): Kinser, Schatz, Saldana, Tatnell, Pittman, Hillier, Campbell, Martin, Chappell, Dover, M. Moore.

Crane Cams Dash (6 laps): Hannagan, Madsen, McCarl, Henderson, Kinser, Dollansky, Landis, Schatz, Smith, Meyers.

C Main (10 laps): 1. Bruce; 2. Dobmeier; 3. Dover, \$125; 4. M. Moore, \$125; 5. Deavers, \$125; 6. Phillips, \$100; 7. Weave, \$100; 8. Saffell, \$100; 9. Logan, \$100; 10. Anderson, \$100.

B Main (12 laps): 1. Hafertepe; 2. Hillier; 3. Zomer; 4. Haudenschild; 5. Martin, \$200; 6. Heskin, \$180; 7. Maeschen, \$175; 8. Hindi, \$160; 9. Campbell, \$150; 10. Sides, \$150; 11. Jackson, \$150; 12. Potter, \$150; 13. Bruce, \$150; 14. Dobmeier, \$150; 15. Chappell, \$150; 16. Gharst, \$150; 17. Jeffrey, \$150; 18. Antill, \$150.

Feature (25 laps): 1. McCarl, \$10,000; 2. Hannagan, \$5,500; 3. Dollansky, \$3,200; 4. Lasoski, \$2,800; 5. Schatz, \$2,500; 6. Saldana, \$2,300; 7. Smith, \$2,200; 8. Shaffer, \$2,100; 9. Meyers, \$2,050; 10. Henderson, \$2,000; 11. Tatnell, \$1,500; 12. McMahan, \$1,200; 13. Solwold, \$1,100; 14. Pittman, \$1,050; 15. Zomer, \$1,000; 16. Haudenschild, \$900; 17. Madsen, \$800; 18. Brown, \$800; 19. Landis, \$800; 20. Hafertepe, \$800; 21. Alley, \$800; 22. Chappell, \$0; 23. Hillier, \$800; 24. D. Moore, \$800; 25. Kinser, \$800.

McCarl Wins One At Home

By TONY VENEZIANO

KNOXVILLE, Iowa — One of Terry McCarl's goals when he first began racing sprint cars at Knoxville Raceway was to win a World of Outlaws event at his home track.

After six track championships and 42-career victories at the famed half-mile, Saturday night he finally reached the winner's circle in a World of Outlaws event at the famed track.

After lining up third for the 25-lap contest, McCarl took the lead from polesitter Randy Hannagan in on the 19th lap and pulled away to earn his first WoO triumph of the season and fifth of his career.

"Randy was so fast," noted McCarl. "At the start, he yarded us, and there wasn't a whole lot we could do. I kept dialing my car in and tried to move around. I tried to pack that top in. There were a lot of marbles up there, and that was the only chance we had because he was so good where he was at. He did a great job and I kept building momentum on the top. Whenever there is a chance to run the top, you will see me up there, especially at Knoxville."

When Hannagan became bottled up in lapped traffic, McCarl made his winning move.

"We were good for 18 laps," said Hannagan. "I thought we would be good for 25. It's a little bit easier when you are running second to push the envelope, because all eyes are on the leader. Nonetheless, coming home second is better than coming home



KEN SIMON PHOTO

TWO GROOVES: Terry McCarl (24) goes to the top to grab the lead from Randy Hannagan Saturday night at Knoxville (Iowa) Raceway.

third. I'm glad to be back running up front."

Craig Dollansky, who made it a three-car race in the closing laps, finished third.

"It was close at the end," said Dollansky. "We got a good run coming off turn two, and there wasn't a lot of room going back into turn three. I thought we had a shot at getting the

lead there. We had a good race car. We came from eighth in the dash and worked our way up."

Danny Lasoski, the winningest driver in the history of Knoxville Raceway, charged from 11th to finish fourth, while point-leader Donny Schatz battled back from nose wing damage early in the race to finish fifth.

Lasoski Holds Off Pittman At Tri-City

By TONY VENEZIANO

PONTOON BEACH, Ill. — Danny Lasoski hasn't won the most races with the World of Outlaws this season, but night in and night out he is one of the most consistent drivers.

Consistency paid off with Lasoski's third victory of the season Thursday night at Tri-City Speedway.

It was Lasoski's 12th top-10 finish in the last 13 races. The victory came in the first WoO event on the track since it was reconfigured to a three-eighths-mile oval.

"It's pretty cool to win here at Tri-City with the new track," said Lasoski, after earning the \$10,000 top prize. "It's also great to win for JEI Chassis. This was our second night on this brand-new car. I want to thank Barry Jackson for building this for us. We have been working to turn this team around, and so far so good."



KEVIN HORCHER PHOTO

BOTTOM FEEDER: Danny Lasoski (83) glides under Jason Sides at Tri-City Speedway.

Lasoski held off hard-charging Daryn Pittman by 0.142 second, as the pair encountered lapped traffic late in the race that closed the gap. The pair exited the fourth turn just inches apart, with Lasoski winning the drag

race to the line.

"You could see where you were going out there," joked Lasoski. "When it was the half-mile you couldn't see anything. I am excited to win here. Kevin (Gundaker) has done a great job with this race track. I am very proud right now."

Jason Sides led the first nine laps but suffered a flat tire on lap 10, handing the lead to Lasoski, who held off Pittman and point-leader Donny Schatz.

"I hate to admit the fact that I am fairly happy to run second, because that is never our goal when we roll into any race track, but we are happy," said Pittman. "We have been steady all year, and we have been right there and ready to win if the conditions were right."

Jason Meyers and Jason Solwold rounded out the top five.

ROUND 3: DUEL IN THE DAKOTAS

12:30 P.M. EASTERN ON SUNDAY, JULY 1 - ESPN2

CAN FARGO'S DONNY SCHATZ DEFEAT THE WORLD OF OUTLAWS IN HIS HOMETOWN? TUNE IN FOR ALL OF THE EXCITEMENT!

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Busch Now Hottest Commodity In Cup

By **BRUCE MARTIN**
NSSN CORRESPONDENT

BROOKLYN, Mich. — Kyle Busch tried to play the “blame game” on his “mutually agreed” departure from Hendrick Motorsports.

Busch, who will leave the team at the end of this season to make way for the recently signed Dale Earnhardt, Jr., claims his agent never informed him what was going on in his negotiations for a contract extension with Hendrick.

He has replaced his agent, Alan Miller, with Motorsports Management International as he becomes a free agent, open for any and all offers.

“My previous representation did inform me he was getting calls,” Busch said of contact from other race teams. “That was opened up to Hendrick Motorsports and that is when they got upset.

“Do I feel like I got pushed out? No. For the way the negotiations were going, they weren’t going well, so I feel I can do better someplace else. That’s the way we felt it.”

Teams that are considered to have expressed interest in Busch include Dale Earnhardt, Inc., Robert Yates Racing and Evernham Motorsports. Other teams that could have an interest include Richard Childress Racing and Joe Gibbs Racing,



AUTOSTOCK PHOTO

ON THE MARKET: With his release from Rick Hendrick’s No. 5, 22-year-old Kyle Busch is now entertaining offers for a ride in 2008.

if those teams decide to add a fourth car to their three-car operations.

“Anybody would look at Kyle right now — any team in here,” said team owner Richard Childress. “Kyle is a really talented young driver, and I just think he’d be the future of any team that he went to. He’s the hottest prop-

erty on the market right now.

“You have to remember his age. I can name you eight or 10 guys in here at his age that were a handful. He’s learning. Every new experience you get educated a little more, and I’d say this has educated him a little more. I think a few of the things that happen to you in your career educate you and

make you a better person and a better race-car driver.”

Busch spoke on Friday and mentioned such teams as Evernham Motorsports and Robert Yates Racing as possibilities.

And then there is always DEI, which has a driver opening for next year after Earnhardt is taking over Busch’s ride.

“I’m interested in talking to anybody who wants to talk, whether it’s DEI, Gibbs, RCR. Evernham, Yates — let’s go, let’s sit down, let’s have dinner,” Busch said. “There are teams out there from the standpoints I hear that are equal to the resources and the money to be a Hendrick Motorsports. Whether it’s the people or the technology or the car or the people, I don’t know that because I’m not there. If I get there and see an area where we can grow, I will go to the team owner to try to grow it.”

Both Busch and Hendrick have said the team will stay together through the end of this season and try to make The Chase for the Championship.

Busch said it was a tough decision to let go of his agent and get new representation, but it was something he needed to do.

“I didn’t want to do it, but I have a better background now to work hard to become a better racer and a better driver,” Busch said. “I wasn’t in that much contact with them, and I want to be in better contact to where I’m more involved in everything.

“My departure (from his agent) has nothing to do with the deal falling through; I had been with him (Miller) since I was 16 years old. He had worked with Jimmie Johnson

and Casey Mears and has a great reputation and is a great guy, I just thought it would be in my best interests to try to further along and negotiate some different offers.”

Busch is a victim of a series of events that began when a contract extension was being negotiated between Miller and Hendrick Motorsports. The talks started off positive, but turned negative before the final blow.

That’s when Earnhardt announced last month that he was leaving Dale Earnhardt, Inc. and would race for another team next year.

Last Monday, Busch and Hendrick decided it was in everyone’s best interests to part ways at the end of the season.

“I had previous representation by someone else (Alan Miller), and it wasn’t discussed to me some of the things that probably should have been, so I’m very ignorant when it comes to that stuff because I was not informed,” Busch said. “To me, the negotiations were going well, then they weren’t going well, then the negotiations got on track then Junior announced his availability and that’s where it all stalled out again.

“I’m not stupid. You’re not stupid. It is common sense I guess.”

EARNHARDT: Junior Joins Proven Championship Group

CONTINUED FROM PAGE 3

Wednesday at Earnhardt’s JR Motorsports headquarters. “You know, I want to protect the brand. I want to protect Junior’s image and who he is, but I want to give him the best stuff. And he’s going to have to beat those guys anyway. They are going to have to beat him anyway, no matter if he’s with our team or somewhere else. Once again, on the race track, it’s kind of everybody for themselves. My job is to give them the best equipment to get that done.”

By choosing Hendrick over several other Chevrolet-backed teams, Earnhardt’s desire to join a competitive organization that will better offer him the chance to win his first Nextel Cup championship was met. Earnhardt put that goal at the top of his wish list when announced his availability a month ago after disagreements with Teresa Earnhardt, his stepmother and president of DEI, with whom his relationship was already strained, over control and the direction

“Rick is a good businessman, but when it comes to his friends or the people who are his employees, he cares about them and takes care of them. That was definitely a deciding factor for me.”

DALE EARNHARDT, JR.

of DEI.

In order to sign Earnhardt, Jr. to the five-year agreement, Hendrick announced that Kyle Busch will not return to the No. 5 Carquest/Kellogg’s race car for 2008. Busch, 22, now takes Earnhardt, Jr.’s place as NASCAR’s most desired “free agent.”

Earnhardt, Jr., a 17-time winner in Nextel Cup with DEI, said the onus for gaining a title is on him.

“I feel some pressure,” he said. “But I hope it ain’t that hard to get me into victory lane...“I feel pretty comfortable. I think once I get into the testing mode and all those things during the off-season, there won’t be really any questions marks for me or any kind of pressure. I think I’ll be anticipating it so much, I don’t think the pressure is going to get to me.”

Earnhardt, Jr. said his family’s longtime relationship with Hendrick and Hendrick’s late son, Ricky, also played a major role in his decision to join

forces with Hendrick. Hendrick and Earnhardt, Jr.’s grandfather, Robert Gee, Sr., worked together when Hendrick first got into the sport in the early 1980s.

Dale Earnhardt, Sr. also occasionally drove for Hendrick during those early days, and the two remained friends throughout the elder Earnhardt’s career.

“When it comes down to it, Rick is a good businessman, but when it comes to his friends or the people who are his employees, he cares about them and takes care of them,” Earnhardt, Jr. said. “That was definitely a deciding factor for me.”

With Earnhardt, Jr., who has been voted by the fans as NASCAR’s Most Popular Driver for four-straight years, Hendrick now has three of the top-four sellers of merchandise in his camp.

If anything, Hendrick said that adds pressure to his job — which he sees as helping Earnhardt, Jr. collect his long-

awaited title.

“I take a lot of pleasure into trying to win championships for a lot of different people, but this one has got a special place in my heart because Ricky told me that this was going to happen one day, so this is kind of bringing that to life,” Hendrick said. “It’s hard to say how special this is, how thrilled I am and how much pressure I feel right now.”

Since the announcement, public reaction to the decision has been mixed among members of the Earnhardt, Jr. nation, many of whom have always seen Hendrick Motorsports as an “evil empire” of sorts and have demonstrated open contempt for Earnhardt, Jr.’s new teammates, particularly Jeff Gordon.

“I think the fans will make up their minds and somehow come to terms with whatever decision we have made,” Earnhardt, Jr. said. “I feel like once we get on the race track and have some success, we’ll be able to give them what they deserve... I want to get them on their feet more often than I do. I’m trying to make these decisions not only for me, but to make that happen. So, I think they will find a lot of things to get excited about in the future.”

SUIT: NASCAR Trying To Protect Series Sponsor

CONTINUED FROM PAGE 3

‘ambush marketing’ to force NASCAR to allow Cingular and its parent company, AT&T Inc. (“AT&T”), to incorporate the marks and logos of AT&T, onto Car No. 31 driven in NASCAR Nextel Cup Series races... On many occasions since 2003, NASCAR expressly denied RCR and Cingular’s requests to change the marks used on Car #31 to that of another telecommunication company, including AT&T and its predecessor entities. In denying these requests, NASCAR exercised its authority under the NASCAR Rule Book, which gives NASCAR the exclusive right to approve or deny paint schemes and designs on cars racing in its events.”

According to the NASCAR release, “the NASCAR Rule Book governs participation in the NASCAR Nextel Cup Series, and its contents are agreed to in writing by all NASCAR members and participants. Cingular is a member of NASCAR and agreed to

abide by all NASCAR rules and regulations when its representatives signed official documents such as the NASCAR Membership and License Application.”

According to NASCAR’s suit, AT&T, Cingular and its representatives breached “explicit agreements with NASCAR when they re-branded the No. 31 car; entered into contract with RCR knowing that they would litigate against NASCAR; and when they sought to ambush Nextel’s exclusive sponsorship rights.”

Nextel and NASCAR entered into a sponsorship agreement on June 17, 2003, replacing longtime series sponsors R.J. Reynolds and the Winston Cup. Nextel became the exclusive sponsor beginning with the 2004 season.

Nextel agreed to a 10-year sponsorship at a publicly reported price of \$700 million.

NASCAR’s lawsuit claims “Tortious Interference” of that contract.

NASCAR officials declined comment on the pending litigation. Team owner Richard Childress had already left Michigan Int’l Speedway when NASCAR issued its statement and could not be reached for comment.

RACE REWIND

Race 15 of 36: Citizens Bank 400, Sunday, June 17
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS

FIRST



Carl Edwards

SECOND



Martin Truex, Jr.

THIRD



Tony Stewart

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	12	99	Carl Edwards	Office Depot Ford	200	\$177,850	Running
2	8	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	200	154,445	Running
3	41	20	Tony Stewart	The Home Depot Chevrolet	200	157,586	Running
4	13	25	Casey Mears	National Guard/GMAC Chevrolet	200	113,325	Running
5	23	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	200	128,558	Running
6	3	5	Kyle Busch	Kellogg's/Carquest Chevrolet	200	111,650	Running
7	19	29	Kevin Harvick	Shell/Pennzoil Chevrolet	200	129,761	Running
8	35	26	Jamie McMurray	Crown Royal Ford	200	92,400	Running
9	6	24	Jeff Gordon	DuPont Chevrolet	200	124,986	Running
10	18	55	Michael Waltrip	NAPA Auto Parts Toyota	199	99,208	Running
11	21	21	Bill Elliott	Motorcraft Ford	199	102,414	Running
12	38	15	Paul Menard	Menards/Johns Manville Chevrolet	199	81,825	Running
13	30	7	Robby Gordon	Menards/MAPEI Ford	199	81,225	Running
14	7	11	Denny Hamlin	FedEx Freight Chevrolet	199	94,025	Running
15	40	00	David Reutimann	Burger King Toyota	199	92,683	Running
16	11	07	Clint Bowyer	DirectTV Chevrolet	199	86,225	Running
17	20	38	David Gilliland	M&M's Ford	199	105,039	Running
18	17	22	Dave Blaney	Caterpillar Toyota	199	100,083	Running
19	2	48	Jimmie Johnson	Lowe's Chevrolet	199	144,961	Running
20	27	14	Sterling Marlin	Ginn Resorts Chevrolet	199	91,108	Running
21	34	6	David Ragan	AAA Insurance Ford	198	112,550	Running
22	25	88	Ricky Rudd	Snickers Ford	198	106,958	Running
23	29	41	Reed Sorenson	Target Dodge	198	94,072	Running
24	9	31	Jeff Burton	AT&T Mobility Chevrolet	198	111,966	Running
25	10	2	Kurt Busch	Miller Lite Dodge	198	109,208	Running
26	28	70	Johnny Sauter	Radioactive Energy Drink Chevrolet	198	75,200	Running
27	37	45	John Andretti	American Spirit Motor Oil Dodge	198	74,400	Running
28	1	18	J.J. Yeley	Interstate Batteries Chevrolet	198	107,958	Running
29	15	01	Mark Martin	U.S. Army Chevrolet	198	81,950	Running
30	5	13	Joe Nemechek	Haier Chevrolet	198	73,875	Running
31	43	84	A.J. Allmendinger	Red Bull Toyota	197	70,725	Running
32	36	9	Kasey Kahne	Dodge Dealers/UAW Dodge	197	117,841	Running
33	22	10	Scott Riggs	Valvoline/Stanley Tools Dodge	197	79,525	Running
34	31	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	197	107,411	Running
35	39	19	Elliott Sadler	Dodge Dealers/UAW Dodge	196	88,670	Running
36	42	66	Jeff Green	Best Buy Chevrolet	196	78,275	Running
37	4	12	Ryan Newman	alltel Dodge	196	102,300	Running
38	14	16	Greg Biffle	Dish Network Ford	192	88,490	Running
39	32	96	Tony Raines	DLP HDTV Chevrolet	184	78,390	Running
40	24	40	David Stremme	Coors Light Dodge	183	70,050	Running
41	16	83	Brian Vickers	Red Bull Toyota	140	70,015	Running
42	26	17	Matt Kenseth	Carhart/DeWalt Ford	78	117,611	Accident
43	33	42	Juan Pablo Montoya	Texaco/Havoline Dodge	67	103,926	Accident

RACE STATISTICS

Race time: 2 hours, 42 minutes, 5 seconds
Average speed: 148.072 miles per hour
Victory margin: 3.668 seconds
Caution flags: Four for 19 laps
Lead changes: 22 among 11 drivers
Lap leaders: J.J. Yeley, (Pole); Jimmie Johnson, 1-9;
Martin Truex, Jr., 10-36; Denny Hamlin, 37; Casey Mears,

38; Truex, 39-52; Johnson 53; Truex, 54-63; Johnson, 64-69; Paul Menard, 70; Jeff Gordon, 71-88; Johnson, 89-108; Kurt Busch, 109-110; Tony Stewart, 111-112; Carl Edwards, 113; Truex, 114-115; Dale Earnhardt, Jr., 116; Johnson, 117-130; Edwards, 131-157; Truex, 158; Michael Waltrip, 159; Johnson, 160-165; Edwards, 166-200.

TALK OF TIME TRIALS

J.J. Yeley captured his first-career pole in 57 Nextel Cup starts with a fast lap of 187.505 miles per hour. Jimmie Johnson joined him on the front row.

STANDINGS

FIRST



Jeff Gordon

SECOND



Denny Hamlin

THIRD



Jimmie Johnson

Top 10

1. Jeff Gordon	2,392	6. Carl Edwards	1,905
2. Denny Hamlin	2,128	7. Tony Stewart	1,903
3. Jimmie Johnson	2,055	8. Kevin Harvick	1,794
4. Matt Kenseth	2,044	9. Clint Bowyer	1,774
5. Jeff Burton	1,919	10. Martin Truex, Jr.	1,772

AT&T Ups Contract With RCR

ATLANTA — Despite a pending \$100-million lawsuit filed by NASCAR against AT&T, the communications giant has signed a 10-year contract extension with Richard Childress Racing to remain as the primary sponsor of the No. 31 AT&T Chevrolet.

Cingular Wireless, which was recently purchased and rebranded by AT&T, has been the primary sponsor of the No. 31 since 2002. Since that time, with Jeff Burton and Robby Gordon as drivers, the No. 31 has earned four victories, four poles, 22 top-five and 54 top-10 finishes.

In a related move, Burton has also signed a contract extension with Richard Childress Racing.

"As longtime supporters of racing and its fans, we are very pleased to continue our involvement with the sport as a team sponsor in the wireless category," said Dave Garver, executive director of high growth segments and sponsorships for the wireless division at AT&T. "We've enjoyed our relationship with Jeff and RCR and look forward to continuing to work with them through many more winning seasons."

After purchasing Cingular, AT&T was granted a preliminary injunction against NASCAR that allowed RCR to



AUTOSTOCK PHOTO

COMMUNICATION: AT&T signed a 10-year contract extension with Richard Childress Racing to continue sponsoring the No. 31.

replace its Cingular livery with the AT&T logo. NASCAR contends that the re-branding violates its no-compete sponsorship agreement with Nextel, the sole name sponsor of NASCAR's top series. Cingular predated Nextel in the series and was grandfathered in as a sponsor, but

AT&T, according to NASCAR, should not be.

In its suit, NASCAR is claiming "breach of contract, fraud and misrepresentation, and conspiracy to aid and abet wrongful interference with Nextel's exclusive sponsorship agreement."

WINLESS: Victory Is Roush's 16th At Michigan Track

CONTINUED FROM PAGE 3

error that you can't make things happen faster than they're going to happen, and you can only do the best job you can," he said.

Edwards said that patience was taxed late in the race as Truex was closing in.

"To me, second place would've felt the same as chopping off my arm today. I wanted to win; that's it." Behind the winner, runner-up Truex and third-place Tony Stewart had to scramble for their finishes as well. Truex, caught up in a seven-car melee on the backstretch on lap 76, rode the high groove to the runner-up spot in the Bass Pro Shops/Tracker Boat Chevrolet.

Along the way he both brushed and hit the wall, which was seldom more than a foot away from the concrete through the turns.

"With 10 laps to go, I scraped the wall a little then I really hit it and pushed the right-front fender in," Truex said. "We were definitely faster than Carl (Edwards) for awhile. I knew one thing, we had a good race car and we were going to battle as hard as we had to to get back up front."

For Stewart, it was a good day despite no trip to victory lane.

He passed 40 cars on the race track to get to third place at the finish after two days of frustration.

"I'm extremely exciting after not



DOUG BENC/GETTY IMAGES

GREEN FLAG: J.J. Yeley (right) and Jimmie Johnson lead the field to the green flag Sunday. Yeley scored his first-career Cup pole.

qualifying well on Friday (41st) and what happened on Saturday," Stewart said.

In the final practice on Saturday, Stewart crashed the Home Depot Chevrolet, requiring the crew to replace the right-front fender.

"I held back at the start when we crossed the start-finish line so I could actually start 43rd," he said. "We started the day two strikes down, and the car was really tight at the start. It never got as good as it was Saturday, but when you take a car from 43rd place to third, it had to be pretty good."

For much of the first half of the

race, it appeared that Chevrolet was destined to win at MIS for the first time in 12 Nextel Cup races.

That possibility still existed seven laps from the end with defending Nextel Cup champion Jimmie Johnson running third, but that's where it ended.

Johnson's Lowe's Chevrolet ran out of fuel and was relegated to 19th at the finish. To that point, Johnson had led 56 of the 200 laps, including 50 of the first 130 circuits.

Hendrick Racing teammate Jeff Gordon, who wrestled a loose DuPont Chevrolet to ninth place, led 16 laps.

NASCAR NEXTEL CUP RACE REWIND



AUTOSTOCK PHOTO

GOOD SHOWING: Michael Waltrip, who qualified 18th for Sunday's Citizens Bank 400, finished 10th, his best finish of the season. Rookie David Reutimann finished 15th in a second Michael Waltrip Racing entry.

Consistency Key For Stewart

Edwards Crew Member Can Finally Shave Again, Thanks To Driver

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

BROOKLYN, Mich. — **Tony Stewart** sounded like a man with a plan to ease into The Chase for the Cup, and let the field chase him for the title.

Asked after his third-place finish Sunday in the Citizens Bank 400 at Michigan Int'l Speedway if it bothered him that he has yet to win in 2007, Stewart was both practical and philosophical about his situation.

"No, because you don't have to win right now," he said. "It's nice to get those extra 10 points for The Chase, (but) the important thing is just being consistent right now, I would say, more than winning a race here and there."

"Those extra bonus points might get you the lead at the beginning of The Chase, but you're going to have to be consistent those last 10 weeks (in The Chase)."

Rather than brood over a slow qualifying lap and wall contact in the final practice at MIS, Stewart said he focused on the positive.

"Hey, we rebounded and we overcame a lot of adversity this weekend and came home third."

Team-owner **Jack Roush** pulled off a rare racing "hat trick" at MIS over the weekend. His drivers won all three races on the two-mile oval. Developmental driver **Erik Darnell** won the ARCA RE/Max race on Friday, **Travis Kvapil** won the NASCAR Craftsman Truck race on Saturday and **Carl Edwards** won the Nextel Cup Citizens Bank 400 on Sunday.

Among the happiest of Carl

Edwards's winning crew Sunday was **Tom Giacchi**, who has been sporting a full red beard since the Office Depot Ford team's last victory on Nov. 6, 2005.

His promise had been to shave the beard the next time the car found victory lane. Edwards helped him along by cutting a couple healthy handfuls of hair with a pair of scissors.

Officially, Tony Stewart's 38-place improvement in Sunday's Citizens Bank 400 was an MIS track record. His starting position on the grid was 41st and he drove to third place.

For the first time this season, **Matt Kenseth** failed to complete the distance in a Nextel Cup race. Involved in a seven-car melee on the backstretch on lap 76, Kenseth took the Carhart/DeWalt Ford to the garage. He returned later and was credited with 78 laps, finishing 41st.

"We do the best we can," he said. "The crew builds reliable equipment, and we try to keep our nose clean. But, heck, you can't stay out of all of them."

J. J. Yeley's first NASCAR Nextel Cup pole effort was in doubt until the end. Yeley, in the No. 18 Interstate Batteries Chevrolet for **Joe Gibbs Racing**, had to sit and watch half the field take a shot at his mark, and he weathered the storm by a scant one-thousandth of a second.

Yeley's lap at 187.505 miles per hour was accomplished in 38.399 seconds. Runner-up **Jimmie Johnson's** lap in the Lowe's Chevrolet was turned in at 39.400 seconds, 187.500 mph.

Kyle Busch was third at 186.829 mph in the Kellogg's Chevrolet, followed

by Ryan Newman in fourth in the Alltel Dodge at 185.596 mph and **Joe Nemechek**, fifth at 186.475 in the Haier Chevrolet.

Those failing to qualify for the Citizens Bank 400 were **Dale Jarrett**, **Ward Burton**, **Jeremy Mayfield**, **Mike Bliss**, **Kevin Lepage** and **Kenny Wallace**.

Two Toyotas from **Michael Waltrip Racing** finished in the top 15 on Sunday. Waltrip drove the NAPA Camry to 10th place, and teammate **David Reutimann** brought the Burger King Camry home 15th.

Chevrolet and NASCAR will pause on Aug. 19 at Michigan Int'l Speedway to honor the 50th anniversary of the 1957 Chevrolet.

Eleven Team Chevy drivers — **Ward Burton**, **Dale Earnhardt, Jr.**, **Jeff Gordon**, **Jimmie Johnson**, **Sterling Marlin**, **Mark Martin**, **Paul Menard**, **Tony Raines**, **Martin Truex, Jr.**, **Kenny Wallace** and **J. J. Yeley** — will race in the 3M Performance 400 in cars wearing special '57 Chevy paint schemes.

Diecast models of the 11 cars will be available through Motorsports Authentics.

Fans purchasing tickets for the 50th running of the Daytona 500 in 2008 will be treated to a unique duet.

The ticket design will be done by one of 10 celebrities, to be determined July 7, just before the running of the Pepsi 400 at Daytona.

Among the celebrities whose designs will be judged by a panel of NASCAR community members, are drivers **Kevin Harvick**, **Dale Earnhardt Jr.**, **Marvin Panch** and **Mario Andretti**, broadcaster **Mike Joy**, comedian **Jeff Foxworthy**, CMT Insider host **Katie Cook**, extreme sports icon **Tony Hawk**, 17-year-old **Patrick McRae** (on behalf of **Rick Hendrick**) and 7-year-old **Derek Wynne** (on behalf of **Jimmie Johnson**).

Young Busch Answers Questions On HMS Departure

BROOKLYN, MICH.

Kyle Busch, this week's NASCAR cause celebre, did little to un muddy the waters surrounding his impending departure from Hendrick Motorsports.

The 22-year-old Busch, whose spot in the Hendrick lineup will be filled in 2008 by Dale Earnhardt, Jr., followed up several days of conflicting reports and roiled the waters again Friday at Michigan Int'l Speedway with a press conference seemingly designed to raise more questions than it answered.

Throughout the get-together with the assembled media, Busch stressed that decision for him to leave the team was by mutual agreement.

"That's exactly what it was," Busch said.

Busch also squelched the notion that there was a single incident that pushed both parties to the edge.

"It was a series of events," Busch labeled the departure discussions.

Was the incident at Texas, where he left the track after a crash and Earnhardt, Jr. was asked to drive a few laps to gain extra points before the car was retired, a contributing factor to his departure?

"No, there's no connection there," Busch said. "It was a miscommunication between myself and my team."

In the midst of the turmoil, Busch went out and got himself a new agent, Motorsports Management International.

Why? "I had previous management by someone else, and it wasn't discussed with me some of the things that probably should have been, so I was out of the loop on most of it," Busch said. "I'm very ignorant when it comes to that kind of stuff because I wasn't informed."

It would seem that a mutual decision would be hard to reach, given this situation.

Busch pointed out that contract

THEN AND NOW



RON LEMASTERS, SR.

negotiations with Hendrick were up and down until Dale Earnhardt, Jr. became available, at which time negotiations stalled.

"I'm not stupid," Busch said. "You guys (the media) aren't stupid, so it's kind of common sense I guess." Again, it's sounding like something other than a mutual decision. Asked by the media if, in light of his success with Hendrick, things turned out the way they did, Busch gave the waters a good stirring. "I never thought in my wildest dreams that I would leave Hendrick Motorsports," he said.

Did the way things went at the point Earnhardt became available and contract talks stalled precipitate the change in management?

"No, it has nothing to do with the deal falling through," he said. "I just felt like I needed to make a change."

Did you ask for your release from Hendrick Motorsports?

"It was a mutual decision," he said.

Did the fact that his previous representation had been getting calls from other teams, and that word had gotten back to Hendrick?

"That's where they sort of got upset," Busch said.

Did his previous representation cost him his ride at Hendrick?

"I don't think so," Busch said. "To be honest, it was a tough decision to let him go, and I really didn't want to do it."

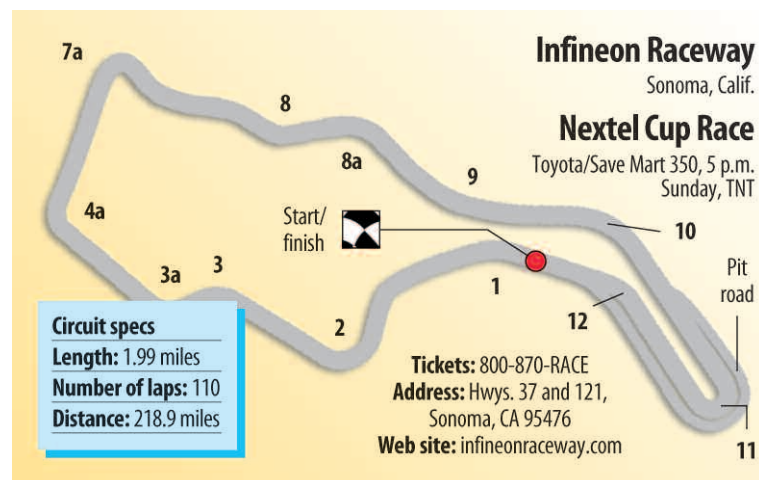
Busch's future appears to be one of deciding which team to hook up with while the teapot-type tempest swirls around him.

Like most "big news" stories, readers will soon grow weary of the rhetoric and await the next "big story" while the media, equally disinterested, will nevertheless keep asking what really happened.

"I never thought in my wildest dreams that I would leave Hendrick Motorsports."

KYLE BUSCH

UP NEXT



RACE REWIND

FORMULA ONE

Race 7 of 17: U.S. Grand Prix, Sunday, June 17
Indianapolis Motor Speedway, Speedway, Ind.

FINAL RESULTS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

Fin.	St.	Driver	Country	Team	Laps
1	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	73
2	2	Fernando Alonso	Spain	Vodafone McLaren Mercedes	73
3	3	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	73
4	4	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	73
5	6	Heikki Kovalainen	Finland	ING Renault F1 Team	73
6	8	Jarno Trulli	Italy	Panasonic Toyota Racing	73
7	9	Mark Webber	Australia	Red Bull Racing	73
8	7	Sebastian Vettel	Germany	BMW Sauber F1 Team	73
9	10	Giancarlo Fisichella	Italy	ING Renault F1 Team	73
10	17	Alexander Wurz	Austria	AT&T Williams	72
11	16	Anthony Davidson	Great Britain	Super Aguri F1 Team	72
12	13	Jenson Button	Great Britain	Honda Racing F1 Team	72
13	20	Scott Speed	United States	Scuderia Toro Rosso	71
14	21	Adrian Sutil	Germany	Spyker F1 Team	71
15	22	Christijan Albers	The Netherlands	Spyker F1 Team	70
16	14	Nico Rosberg	Germany	AT&T Williams	68
17	19	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	68
18	5	Nick Heidfeld	Germany	BMW Sauber F1 Team	55
19	18	Takuma Sato	Japan	Super Aguri F1 Team	13
20	11	David Coulthard	Great Britain	Red Bull Racing	0
21	12	Ralf Schumacher	Germany	Panasonic Toyota Racing	0
22	15	Rubens Barrichello	Brazil	Honda Racing F1 Team	0



KORY HALES PHOTO

NORTH AMERICAN SWING: With downtown Indianapolis in the background, the USGP went off without a hitch.

RACE STATISTICS

Race time: One hour, 31 minutes, 9.965 second
Average speed: 125.15 miles per hour

Victory margin: 1.518 seconds

TALK OF TIME TRIALS

Lewis Hamilton and McLaren Mercedes teammate Fernando Alonso started 1-2 on the grid, with Hamilton, the rookie phenom, taking the pole for the second-straight week with a lap of 129.643 miles per hour.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	58	6. Giancarlo Fisichella	13
2. Fernando Alonso	48	7. Robert Kubica	12
3. Felipe Massa	39	7. Heikki Kovalainen	12
4. Kimi Raikkonen	32	9. Alexander Wurz	8
5. Nick Heidfeld	26	10. Jarno Trulli	7



STEVE ETHERINGTON PHOTO

BEGINNING AND END: Lewis Hamilton won his second-consecutive race — both from the pole.

Chitwood: F-1 Is Safe At Indy

Bernie Again Bashes IMS In His Annual Critique Of USGP Promotion

BY DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — The United States Grand Prix looks set to stay at Indianapolis Motor Speedway, even though F-1 czar Bernie Ecclestone and Speedway CEO Tony George failed to reach any agreement during meetings over the race weekend.

Ecclestone's main bargaining chip is that he has a number of countries offering to pay a sanctioning fee of more than \$30 million for the prestige of hosting a grand prix. George's main bargaining chip is that Indianapolis is the only facility in the U.S. with everything in place to hold a grand prix.

Ecclestone predictably remarked to London's *Daily Express* newspaper, "It is not vital to F-1 to be in the United States."

However, the U.S. is a major market to virtually all the main car manufacturers and sponsors involved in F-1, and they all say that it is crucial to have an F-1 race in this country.

Ecclestone also said that Indianapolis wasn't doing enough to promote F-1.

"They haven't done anything to really get behind it, have they?" he told Reuters. "We arrive in town, what do we get? We get banners saying the Indy 500. Not really the way to promote F-1."

This simply is not true, as the Indianapolis Motor Speedway has a number of programs to promote F-1 and the United States Grand Prix. IMS President and COO Joie Chitwood said Indy wants to continue to host the grand prix for the long term.

"Tony has stressed to Bernie in these meetings that we want to continue the event, and we believe he feels the same," Chitwood said. "With eight years experience with the USGP, both Tony and Bernie know what the challenges are. They are exploring ways to get to a long-term agreement, and we expect to make an announcement no later than July 12."

Despite Ecclestone's bargaining tactics, Chitwood is optimistic about the future of the event.

ROOKIE:

Leads Most Of The Way After Starting From The Pole

CONTINUED FROM PAGE 2

hard they all work to produce the car and to develop it — they've done a fantastic job."

Hamilton started from the pole and led most of the way. His teammate, Fernando Alonso, was the only one with a shot at beating him. He got alongside Hamilton at the start, but then ducked in behind him going into the first turn.

Given the way the broad straight funnels the cars into the first turn, a first-lap accident is always a distinct possibility at the start. While the leaders got through without mishap, Rubens Barrichello, David Coulthard and Ralf Schumacher tangled and retired.

In the first stint, Hamilton maintained a gap of about two seconds over Alonso. In the second stint, the gap was often less than a second. On lap 38, having closed in on Hamilton because of traffic and because Hamilton made a small mistake, Alonso attacked into the first turn. The two McLarens were very close together, but Hamilton, who made the one blocking move allowed by the

rules, kept the lead.

After his second attack failed, Alonso eased off slightly to ensure second place and eight points.

Indianapolis was supposed to be the track where Ferrari stopped the momentum of the Silver Arrows. Ferrari, after all, had won seven of the eight F-1 races at Indy. But it was not to be.

Felipe Massa and Kimi Raikkonen qualified their Ferraris third and fourth and finished third and fourth. They had a great duel in the latter stages of the race when Raikkonen, on the softer of the two Bridgestone compounds, attacked Massa who was on the harder compound. Massa finished 12 seconds behind the winning McLaren instead of 60 seconds like he did in Montreal.

Heikki Kovalainen was pleased to head the "best of the rest" cars behind the McLarens and Ferraris with his fifth-place finish. His ING Renault teammate, Giancarlo Fisichella, should have been up there as well, but an early spin dropped him back in the pack. He eventually worked his way back to ninth.

Jarno Trulli, who always does well at Indy, qualified eighth and finished sixth in his Panasonic Toyota after fending off Mark Webber's Red Bull Renault. Sebastian Vettel, the 19-year-old rookie who made his F-1 debut substituting for Robert Kubica in the BMW Sauber, finished an outstanding eighth.

Kubica Still Sharp, Witty Despite Wicked Tumble

BY DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — Robert Kubica got everybody laughing at a press conference at Indy when a reporter asked him if he had seen a replay of his horrendous Montreal crash on TV.

"Well, yes," Kubica said. "I also saw it live when I was there!"

That Kubica could be cracking jokes at Indy just four days after one of the worst accidents seen in F-1 in years was amazing and a testament to F-1's safety standards. He spent one night in a Montreal hospital, where doctors determined that he had a light concussion and a sprained right ankle. On the Monday after the crash, he drove himself away from the hospital.

The accident started when the front wing of Kubica's BMW Sauber went under the rear of Jarno Trulli's Toyota.

"I had no more control," Kubica said. "When I was on the outside of the track on the grass, suddenly I took

something which lifted up my car pretty much and I hit the wall."

There was a lip on the outer edge of the track that sent the BMW airborne and heading at a scary angle into the wall. When the wreckage finally slid to a halt, Kubica quickly realized he was OK, and the only pain was his ankle and the fact that hot oil was dripping on him.

FIA Medical Delegate Dr. Gary Hartstein of New York and Indianapolis Motor Speedway's Director of Medical Services Dr. Geoffrey Bellows examined Kubica on the Thursday before the USGP and decided that it was not worth him risking secondary concussion so soon after the accident.

All F-1 drivers undergo a series of mental tests before the start of the season. After an accident, they must take the test again, and if the results don't match the earlier test they are not allowed to race.

Sebastian Vettel, BMW's 19-year-old test/reserve driver, took over Kubica's ride.



STEVE ETHERINGTON PHOTO

KIMI COMES IN: Ferrari crew members service Kimi Raikkonen's car during the United States Grand Prix. Raikkonen just missed a podium spot, finishing fourth behind teammate Felipe Massa.

Indy Has F-1 Thinking Lights

Speed, In A Toro Rosso, Ends Up 13th In Home Grand Prix

By **DAN KNUTSON**
NSSN CORRESPONDENT

INDIANAPOLIS — The FIA conducted a night-racing lighting test Thursday at Indianapolis. Musta, a company that provides lighting systems for IRL, Champ Car and NASCAR events, lit up several corners of the circuit. The safety car and the medical car

F-1 NOTES

drove back and forth for about 30 minutes and were filmed by TV cameras. The test was judged to be a success, but the lighting will be twice as powerful in the future if F-1 races are held at night.

■ **Scott Speed** finished 13th in his second appearance in his home grand prix. It was a better result than last year, when he got knocked out of the race on the first lap.

“The track was slippery out there, and with our low downforce setup, we really needed the track surface to develop more grip for our car to work better,” he said. “It was definitely a tough race, and just keeping it on the track was in itself a challenge. So I am happy to have managed to bring it home in 13th place, which is not too bad. We need lots of small improvements to move forward, but we are working in the right direction.”

■ **David Letterman** turned down McLaren's offer to have **Lewis Hamilton** on his show. As Indy 500 winner **Dario Franchitti** had just been on, the Letterman staff apparently did not want another race driver to be on the show so soon.

■ Few people recognized Hamilton when he walked around New York, but some British tourists did, as did a couple from Spain. “They said, ‘We're Spanish, but we support you,’” Hamilton said. At this point, **Jarno Trulli**, sitting next to Hamilton, quipped: “The Spanish couple was lying!”

■ One of the more ridiculous rumors making the rounds has **Fernando Alonso** ditching McLaren to join Ferrari.

■ **Felipe Massa** has no real interest in racing in the 24 Hours of Le Mans. “I really appreciate the race and what they are doing,” he said. “But in terms of driving, I prefer a sprint race, just pushing lap by lap, and at Le Mans it is much more strategic.”

■ Honda planned to test a considerably upgraded version of its troubled RA107 at Spain's Jerez track this week. Super Aguri also will be at Jerez, while the rest of the teams were to test at Silverstone.

■ Alonso and Hamilton are the only two drivers this season to complete all 457 race laps and to always score points in each of the first seven races.

■ **Christijan Albers** and his manager have parted company because they could not agree on plans for his future.

■ **Ralf Schumacher**, **Nick Heidfeld**, **Aguri Suzuki** and Honda's **Otmar Szafnauer** played golf at the Brickyard's course with five fans who bid more than \$11,000 for local charities to take part.

■ Hamilton is a fan of Indianapolis Motor Speedway and the Indianapolis 500. “It's an amazing

opportunity for any driver to come here and compete,” he said. “Watching the Indy 500 over the years, it's an awesome race, and I've always wanted to go and watch and be a spectator. But to be here racing on the circuit is pretty cool.”

■ The Toyota team built a model car to participate in the annual Pinewood Derby Race held at a local children's home in conjunction with the Care for Kids charity. A car built by **Evan Chamberlain**, age 7, beat the Toyota model fielded by **Franck Montagny**.

■ Celebrity visitors included **Frankie Muniz**, star of the TV show “Malcolm in the Middle,” and Grammy Award-winning hip-hop star **Pharrell Williams**.

■ Former F-1 drivers **Martin Brundle**, **Ivan Capelli**, **Jacques Laffite**, **Tommy Byrne** and **David Kennedy** tried their hand at midget racing on the fifth-mile Speedrome paved oval in Indianapolis.

■ Miss America 2007, **Lauren Nelson**, sang the national anthem.

■ Trulli rode a Harley-Davidson to and from the track each day.

■ McLaren has 11 victories in overall United States Grand Prix history, tying it with Lotus for second on the all-time list. Ferrari has won 12 times.

■ Spyker drivers **Adrian Sutil** and **Albers** have been told to raise their game after both crashed out of what could have been point finishes in Canada. Team boss **Colin Kolles** said that he and chief technical officer **Mike Gascoyne** told the drivers that “we could not accept another situation like this.”

No Spin Here: Lewis, Fernando Are Buddies

INDIANAPOLIS

For a couple of teammates who are supposed to be having a civil war, Fernando Alonso and Lewis Hamilton sure seem to be getting along well.

At Indianapolis, they were seen sitting at the same table drinking tea. They were also spotted walking together and chatting.

“There just isn't an issue between these two guys,” McLaren boss Ron Dennis said.

Having tried to manage the bitter feud between Alain Prost and Ayrton Senna, Dennis should know if his drivers are getting along or not.

Internet sites, most of which have no access to the F-1 paddock like *National Speed Sport News* and other publications do, are at the core of the growing problem, as they grab at a thread of a story and put lots of spin on it.

Alonso recently told a Spanish radio station that he was not totally comfortable at McLaren because it was a British team and Hamilton is British. The basis of what he said is true. After all, he has been with the team for half a year, while Hamilton has been in the McLaren family for 10 years. This was soon spun into all sorts of rubbish about what was going on at McLaren.

“Everything you say, after two hours, is around the world, and you need to be ready for that,” Alonso said when I asked him about the problem. “Everything you say will be 200 times bigger the day after.”

While reporters at the track normally quote the drivers accurately, the problems start when those quotes are picked up by secondary sources.

“It is at that point that the sound bite is carved out of the quote, used as the headline, very often on an Internet site, and that's it,” Dennis said. “That starts the whole thing, and actually the stories get constructed under the headline.”

Hamilton does not believe he is getting favored treatment from the team.

ACROSS THE POND



DAN KNUTSON

“I feel that ever since he (Alonso) joined the team, the team has been extremely motivated to push us both toward winning,” Hamilton said.

“Ron and the other guys on the team have been working very hard to make sure we have equal opportunity.”

Dennis said that all this is making it harder and harder for the team to be open with the media. Hamilton

“There just isn't an issue between these two guys.”

MCLAREN BOSS
RON DENNIS

and Alonso now realize that no matter how innocent or well structured an answer is to a question about their teammate, it will sometimes get “spun” into something else. As a consequence, the duo has agreed, independent of any input from the team, that in principle they will only talk about each other in each other's presence.

Alonso showed a bit of frustration in the race in the second stint when he was faster than Hamilton but couldn't get by. Alonso pulled off the racing line on the pit straight and showered the pit wall with dust. But after the race, he and Hamilton walked out onto the podium with their arms around each other's shoulders.

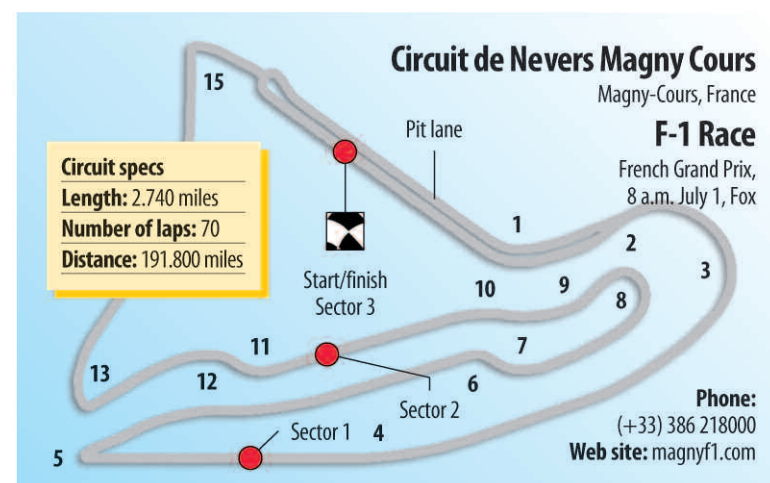
Having won the Indianapolis 500 three weeks earlier, **Dario Franchitti** returned to the scene of his triumph to visit his friends in F-1, including Hamilton.

Franchitti has known Lewis since he was eight years old.

“He grew up racing against my cousin (Paul Di Resta), and he's done a wonderful job,” Franchitti said. “It's cool to see him here. He seems to be handling (his success) very well, which I thought he would. We knew he was a good driver.”

Other IRL drivers that visited the United States Grand Prix included **Marco Andretti**, **Richie Hearn** and **Kosuke Matsuura**, **Vitor Meria** and **Dan Wheldon**.

UP NEXT



EMS:**New Infield Care Center At Lowe's In Full Use**

CONTINUED FROM PAGE 2

building is a state-of-the-art facility, a standard hospital triage unit featuring seven treatment areas, nurses stations, a medical supply room, offices and a break room.

The new building also houses the command center where Baird directs the activities of more than 250 emergency staff members, including 145 firefighters, 100 EMT and ambulance staff, Infield Care Center doctors and nurses and the patient transport staff — including the helicopter team.

Communicating on their own radio frequency, Baird is able to rush more than 25 ambulances, dozens of fire and safety trucks, and a seemingly uncountable number of emergency carts into action at the first sign of trouble — both inside and outside the race track.

"If a spectator gets injured any way whatsoever, we will bring them down here and a doctor will treat them," he stated. "If necessary, we have two transport units that can take them to the hospital. We probably treat 30 fans on a quiet weekend and somewhere around 50-60 on a busy weekend. We treat a lot of other people with things like fire ant bites, abrasions in ambulances around the raceway. Anything like a laceration, they'll bring them in here and the doctor will stitch them up and send them back to their seat. The fans paid a lot of money to come here to watch a race, so we want to get them treated and back to their seat as quickly as possible. That's free-of-charge care as long as we treat you here."

Baird, who began working at the speedway as a driver extraction specialist in 1980, says the new facility is a significant upgrade for those who are treated there, but for those work there as well.

"This one is a lot better," said Baird comparing the two. "The old Infield Care Center had only four treatment areas, small offices and no break room. It was pretty limited compared to the new one. Other things, like the break room, don't seem like much, but the staff needs someplace to relax, even eat a sandwich if they want to. You can't do that in a treatment area. All the new facilities we have here allow us to take care of everyone, the drivers, crew members, fans, and our staff. It's a huge improvement."

The new LMS infield care facility got a workout during the recently completed NASCAR Nextel All-Star and Coca-Cola weekends. A multi-car wreck early in the 600 had the facility at full song as the ambulances and



ALAN MARLER/HHP PHOTOS

READY FOR ANYTHING: Safety crews at tracks across the country, including the one that attended to Jeff Gordon after this accident during the Coca-Cola 600 at Lowe's Motor Speedway last month, are prepared to deal with almost any medical problem.

drivers arrived in waves. But the medical staff, which includes two physicians — Dr. Doug Swanson and Dr. Jerry Petty — were up to the task as the crush of drivers funneling through the door didn't seem to faze them at all. That's especially since there were no major injuries to any of the participants over the two-week racefest.

Through it all, Baird calmly directed it all from his chair in the Lowe's

Infield Care Center's new command center.

"We have a great sense of pride for what we do here," said Baird. "I've got a great staff of doctors, EMTs and fire fighters. I would put them up against anyone. We have a lot of pride in taking care of our patients. It doesn't matter if it is a driver or a spectator who has a problem. We're here to help whoever needs help. Everyone is the same. We treat everyone the same."

Perley Shines In Ohio, New Ordway At M-40**Friday**

TOLEDO, Ohio — Despite dominating International SuperModified Ass'n competition the past few seasons, Chris Perley has struggled at Toledo Speedway.

That struggle ended Friday night as Perley broke the track record with a 13.116-second lap of the half-mile oval in qualifying and followed it up by winning the 50-lap feature.

ISMA

"It's all awesome, these wins," said Perley. "I don't think it will ever get old. I came into this race going, 'We didn't finish here last year and we didn't finish at Waterford last year and we ended up winning there this year.' I thought I'd be asking a lot to try and win this one, too. I don't know, it just worked out great."

Perley had to battle his way past Dave McKnight and Mark Sammut to get to the front. Perley finally made his winning move on lap 32.

"This is a great place to race," Perley said. "There is a lot of room out there to play and big banking, so it holds your car in the ball park. At the beginning of the race, the car was slipping and sliding. I didn't know if I had enough."

He did, holding off McKnight for the victory, with Sammut, Dave Shullick, Jr. and Rob Summers following.

The finish:

Chris Perley, Dave McKnight, Mark Sammut, Dave Shullick, Jr., Rob

Summers, Bobby Magner, Moe Lilje, Dave Sanborn, Vern Romanoski, Bobby Haynes, Jr., Terry Gibson, Johnny Torrese, Gene Lee Gibson, Dave Mumaw, Mike Lichty, Dave Trytek, Jeff Holbrook, Johnny Benson, Jr., Larry Lehnert, Rick Wentworth, Burdette Bennett, Eric Torrese, Doug Didero, Ryan Little.

Saturday

JONES, Mich. — Mike Ordway, Jr. gave himself a nice high school graduation present Saturday night at M-40 Speedway by winning his first International SuperModified Ass'n feature.

The victory came quickly for the son of legendary supermodified racer Mike Ordway, as the 18-year-old shoe won in just his second start in Rick Wentworth's No. 10.

"I took the lead early, but if I could have I would have liked to follow someone else and then get by him at the end. I hate leading all the laps like that. The race never seemed like it was going to end," Ordway said. "We kept having yellows, and I didn't want to see them but I did want to see them to get away from the lap cars. They showed me 10 to go and then five to go, and it seemed like an hour after that the checkered fell."

The Vic Miller team cars driven by Rob Summers and point-leader Chris Perley finished second and third, with Jeff Holbrook and Bob Magner filling the top five.

The finish:

Mike Ordway, Jr., Rob Summers, Chris Perley, Jeff Holbrook, Bob Magner, Vern Romanoski, Dave McKnight, Mark Sammut, Bobby Haynes, Jr., Dave Sanborn, Steve Shellenberger, Dave Trytek, Mike Lichty, Larry Lehnert, Eric Torrese, Johnny Torrese.

Owens, James Lead Every Lap**Friday**

CHATSWORTH, Ga. — Jimmy Owens led every lap of the Harris-Sutton Chevrolet 40 on Friday night at the North Georgia Speedway, becoming the 12th-different winner in 15

Lucas Oil Late Model Dirt Series events this season.

Owens's second-career series victory was worth \$7,000 for the driver and car owner, Mike Reece.

Wendell Wallace passed Brad Neat with five laps to go to finish second. Neat took third for his best-career finish with the series. Shane Tankersley and Robert Gant rounded out the top five.

It was the series's first visit to North Georgia Speedway.

The finish:

Jimmy Owens, Wendell Wallace, Brad Neat, Shane Tankersley, Robert Gant, Gary McPherson, Dale McDowell, Steve Casebolt, Garrett Durrett, Randy Weaver, Scott James, Billy Ogle, Jr., Earl Pearson, Jr., Justin Rattliff,

Dan Schlieper, Michael England, Skip Arp, Donnie Moran, Shawn Chastain, Terry English, Todd Morrow, Freddy Smith, Benji Cole, Billy Drake.

Thursday

WHEEL, Tenn. — Scott James led every lap of a hard-fought Lucas Oil Late Model Dirt Series event Thursday Night at the series's inaugural visit to Duck River Speedway.

James held off Billy Drake after a restart with four laps remaining to collect the \$7,000 winner's share for his second series victory of the season. James also moved into second place in the series's point standings.

Dale McDowell, Dan Schlieper and Wendell Wallace filled the top five.

The victory was the third in Lucas Oil Late Model competition for James.

The finish:

Scott James, Billy Drake, Dale McDowell, Dan Schlieper, Wendell Wallace, Terry English, Steve Casebolt, Skip Arp, Jesse Lay, Donnie Moran, Brandon Kinzer, Earl Pearson, Jr., Damon Eller, Jerry Owens, Tony Morris, Dewayne Waid, Daniel Miller, Todd Morrow, Garrett Durrett, Brad Neat, Justin Rattliff, Michael England, Jay Brinkley, Ray Cook.

Toland Takes First Deery Bros. Outing; Neal Leads Last 26 For Alta Triumph**Tuesday**

JEFFERSON, S.D. — The long tow to Park Jefferson Speedway for the first Deery Brothers Summer Series event held in South Dakota paid off for Rob Toland.

IMCA

Toland led the last 30 laps, holding off Darrel DeFrance following a

restart with six circuits to go on his way to victory lane in Tuesday night's IMCA Sunoco Late Model main event. The tour victory was Toland's first of the season and the 18th Deery triumph of his career. He pocketed \$2,000 for the victory.

DeFrance, Terry Neal, Bob Moore and Jason Hahne completed the top five.

The finish:

Rob Toland, Darrel DeFrance, Terry Neal, Bob Moore, Jason Hahne, Andy Nezworski, Charlie McKenna, Jeremy Grady, Boone McLaughlin, Phil Miller, Don Smith, Jr., Joe Zrostlik, Bobby Hansen, Tony Moro, Ben Nading, Luke Goedert, Jon Merfeld, Rob Petsche, Andrew Kosiski, Barry Sorenson, Cory Goldbeck.

Wednesday

ALTA, Iowa — The third trip of the Deery Brothers Summer Series to

Buena Vista Raceway proved to be the charm for Terry Neal.

After a pair of runner-up finishes at the track this season, Neal charged through the field from his 13th-starting spot, passed Rob Toland for the lead on lap nine and led the remaining 26 laps for the victory in the IMCA Sunoco Late Model feature.

Series point-leader Jeremy Grady finished second, while Boone McLaughlin, rookie Bobby Hansen and Darrel DeFrance rounded out the top five.

The finish:

Terry Neal, Jeremy Grady, Boone McLaughlin, Bobby Hansen, Darrel DeFrance, Barry Sorenson, Andy Nezworski, Cory Goldbeck, Bob Moore, Jeff Segebart, Rob Petsche, Jason Hahne, Rob Toland, Ben Nading, Charlie McKenna, Joe Zrostlik, Jon Merfeld, Luke Goedert.

Parity Par For Busy USMTS Week

Tuesday

ALLISON, Iowa — Mike Hejna claimed his first O'Reilly Auto Parts United States Modified Touring Series victory of the season June 12 at Highway 3 Raceway.

USMTS

Hejna drew the pole for the 30-lap main and jumped into the lead at the start. He led the full distance, holding off Tommy Weder, Jr. for the \$2,000 triumph. Jason Hughes raced from 10th to finish third, ahead of Dan Bohr and Jason Krohn.

The finish:
Mike Hejna, Tommy Weder, Jr., Jason Hughes, Dan Bohr, Jason Krohn, Ron Ver Beek, Mark Noble, Corey Dripps, Kelly Shryock, Steve Holzkamper, Pat Graham, Jerry King, Brad Bakken, Shawn Ryan, Zack VanderBeek, Jay Poidinger, Dean Mahlstedt, Joey Schaefer, Richie Gustin, Jr., Ryan Gustin, Donovan Lodge, Al Hejna, Kevin Pittman, Cale Sponsler.

Wednesday

ODESSA, Mo. — Greg Skaggs gave himself the better birthday present June 13 as the O'Reilly Auto Parts United States Modified Touring Series made its first appearance at the I-70 Speedway Dirt Track.

Skaggs, who celebrated his 37th birthday Thursday, swapped the lead with Kelly Shryock three times but led the final 31 laps en route to his first victory of the season.

Shryock, who was also celebrating a birthday, finished second on his 42nd birthday. Dustin Boney, Al Hejna and Jesse Stovall rounded out the top five.

The finish:
Greg Skaggs, Kelly Shryock, Dustin Boney, Al Hejna, Jesse Stovall, Steve Holzkamper, Johnny Bone, Jr., Eddie Martin, Jeremy Rasmussen, Jay Poidinger, Jimmy Dowell, Darrin Roberts, Steven Glenn, Corey Dripps, Chad Lyle, Josh Stephens, Terry Schultz, Jeremy Chambers, Mike Spaulding, Zack VanderBeek, Jim Moody, Scott Green, Jason Hughes, Tommy Weder, Jr.

Thursday

LAMONTE, Mo. — The O'Reilly Auto Parts United States Modified Touring Series chewed up the soil at L A Raceway for the first time Thursday, with a top-to-bottom talent-laden field of 47 heavy hitters from 10 different states.

In the end, it was 21-year-old Jeremy Payne setting a blistering pace and winning his first USMTS event.

Eight-time defending O'Reilly USMTS national champion Kelly Shryock finished second — his sixth runner-up finish in the last 10 races. Eric Turner was third, followed by Jason Hughes, Greg Skaggs and Johnny Bone, Jr.

The finish:
Jeremy Payne, Kelly Shryock, Eric Turner, Jason Hughes, Greg Skaggs, Johnny Bone, Jr., Scott Roberts, Corey Dripps, Zack VanderBeek, Terry Phillips, Al Hejna, Curt Potter, Steve Holzkamper, Michael Murphree, Jason Bodenhamer, Tommy Weder, Jr., Alan Sharpsteen, Alan Deatherage, Terry Schultz, Rex Merritt, Dustin Boney, Scott Green, Peyton Taylor, Terry Beckham, Jr.

Maxwell Fares Well On Familiar Ground

GS

BOWMANVILLE, Ontario — Canadian Scott Maxwell scored a home-track victory Saturday and in the process gave himself, co-driver Joe Foster and the entire No. 55 Hyper Sport Supercuts Ford Mustang GT team its first Grand-Am KONI Challenge Series Grand Sport (GS) victory of 2007, convincingly winning the Mosport 400k at Mosport Int'l Raceway.

Maxwell, of Toronto, led the final 15 laps of the two-and-a-half-hour race, as the field finished under yellow during the day's only caution period. The 5.148-second advantage Maxwell held over fellow countryman Ken Wilden at the

checkered flag was one of the smallest lead margins of the entire race. Maxwell frequently led by more than 20 seconds and remained nearly unchallenged after taking the car over from Foster on lap 46.

Maxwell, a former two-time series champion who has partnered with Foster in five of the six races this season, led for the first of two times when he passed Will Turner on lap 57. From that point, Maxwell lost the lead only on the car's second pit stop and cruised until the yellow came out on lap 92.

ST

BOWMANVILLE, Ontario — Billy Johnson passed Trevor Hopwood on the final lap of Sunday's Grand Am KONI Challenge Series Street Tuner

Friday

BOLIVAR, Mo.— Kelly Shryock went up in smoke with five laps to go and Johnny Bone, Jr. went to victory lane as the O'Reilly Auto Parts United States Modified Touring Series kicked off the three-day, three-track Missouri Nationals at Bolivar Speedway USA Friday night.

The win, worth \$2,000 to the second-generation driver, was his first since Sept. 11, 2005, at Monett Speedway.

Bone's triumph also made 11-straight races with a new face in the winner's circle.

Zack VanderBeek finished second, ahead of Jeremy Payne, Greg Skaggs and Al Hejna.

The finish:
Johnny Bone, Jr., Zack VanderBeek, Jeremy Payne, Greg Skaggs, Al Hejna, Mike Roach, Jason Hughes, Tommy Weder, Jr., Eddie Martin, Rusty Dukes, Scott Green, Gary Clark, Matt Johnson, Tony Jackson, Jay Poidinger, Randy Zimmerman, Kelly Shryock, Brent Bohmont, Steve Holzkamper, Terry Phillips, Dustin Boney, Terry Beckham, Jr., Jason Meadors, Jesse Stovall.

Saturday

LEBANON, Mo. — Randy Mooneyham told everybody that the new red clay surface at his Lebanon I-44 Speedway was "really fast."

After Saturday night's O'Reilly Auto Parts United States Modified Touring Series race there, drivers can say that Mooneyham is a man of his word.

Jason Hughes made contact with leader Steve Holzkamper, sending him spinning, and took the lead en route to victory.

Defending national champion Kelly Shryock finished second, with Al Hejna, Dustin Boney and Corey Dripps following.

The finish:
Jason Hughes, Kelly Shryock, Al Hejna, Dustin Boney, Corey Dripps, Greg Skaggs, Matt Johnson, Zack VanderBeek, Johnny Bone, Jr., Tony Jackson, Brandon Morton, Eddie Martin, Kyle Pleasant, David Hendrix, Rusty Dukes, Scott Green, Mike Roach, Tommy Weder, Jr., Steve Holzkamper, Jeremy Rasmussen, Terry Beckham, Jr., Chad Kinder, Jay Poidinger, Steve Picou.

Sunday

MONETT, Mo. — Kelly Shryock returned to familiar territory Sunday night — victory lane.

The O'Reilly Auto Parts United States Modified Touring Series invaded Monett Speedway, with 12 different winners scoring victories in the previous 12 events. That streak came to an end the same way it began, as the eight-time defending O'Reilly USMTS national champion notched his eighth triumph of the season.

Shryock fought off Kyle Pleasant for the victory, with Johnny Bone, Jr., Jason Hughes and Corey Dripps filling the top five.

The finish:
Kelly Shryock, Kyle Pleasant, Johnny Bone, Jr., Jason Hughes, Corey Dripps, Tommy Weder, Jr., Alan Sharpsteen, Brandon Morton, Mike Roach, Al Hejna, Michael Murphree, Patrick Linn, Scott Green, Jeremy Rasmussen, Zack VanderBeek, Brandon Kenny, A.J. Sharpsteen, Terry Beckham, Jr., Eddie Martin, Jay Poidinger, Brent Bohmont, Jared Landers, Derek Ramirez, Tony Jackson, Greg Skaggs.

(ST) race at Mosport Int'l Raceway, giving himself and co-driver Karl Thomson of the Kensai Racing team its series-leading third victory of 2007.

The final circuit was the only lap Johnson or Thomson led during the 89-lap, two-and-a-half hour race.

Johnson, who ran third with five laps remaining, charged past Pierre Kleinubing as the Brazilian ran out of fuel and drove past Hopwood in turns eight and nine on the 10-turn, 2.459-mile track as the two made contact coming to the checkered flag. The pass marked the 13th and final lead change of the race. Johnson closed on Hopwood as they took the white flag and set up his winning move exiting Mosport's legendary turn-five complex.

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Martin, Hagar Capture First Flags

Friday

PENTON, Ala. — O'Reilly USCS Hoosier Tire Young Guns champion Danny Martin, Jr. notched his first O'Reilly Auto Parts USCS sprint-car feature victory of the season Friday night at Penton Raceway, dominating the event by lapping all but the top-seven cars.

Marshall Skinner started third, passed front-row starter Matt Linder for second place on lap seven and gave chase to Martin over the final 23 laps. Skinner never seriously challenged Martin, but he did hold on for second place.

The finish: Danny Martin, Jr., Marshall Skinner, Matt Linder, Terry Gray, Derek Hagar, Todd Fayard, Jeremy Scott, Chris Hill, Randy Helton, Bob Auld, R.J. Johnson, Don Young, Matt Reed, Lee Moore.

Saturday

PHENIX CITY, Ala. — Sixteen-year-old Derek Hagar captured the first O'Reilly Auto Parts USCS victory of his young career Saturday, charging into the lead on lap 23 and holding on over the final seven circuits at East Alabama Speedway.

Hagar started in eighth and picked off the top seven until he reached the front. Danny Martin, Jr. finished second, and Terry Gray was third, followed by Jeremy Scott and Marshall Skinner.

The finish: Derek Hagar, Danny Martin, Jr., Terry Gray, Jeremy Scott, Marshall Skinner, Matt Linder, Don Young, Todd Fayard, R.J. Johnson, Bob Auld, Nick DeFeo, Randy Helton, Lee Moore, Dusty Rhoades.



DAVID SINK PHOTO

PREMIER MATCHUP: Ron Gregory (52) battles Bobby East (6) during PRA Big Car action Wednesday night at Berlin Raceway in Marne, Mich.

Gregory Looms Large In First Big Car Victory

MARNE, Mich. — Ron Gregory won his first Premier Racing Ass'n Big Car Series event June 13 at Berlin Raceway.

Gregory, who was the fast qualifier for the 18-car field, drew third-starting position and survived a close call on the 85th lap when he touched wheels with Brad Armstrong while battling Dave Darland for the lead.

"I just kept adjusting the car all evening," said Gregory, "and it seemed to get better as the laps wound down."

He was driving the Hannig Construction/First Financial Bank Foxco/Beast entered by BWB Racing.

Darland finished second in the 150-lap event on the .438-mile asphalt oval.

Brian Tyler, NASCAR Nextel Cup Series driver Ryan Newman, who started last after missing hot laps and qualifying, and Bobby East rounded out the top five.

The finish: Ron Gregory, Dave Darland, Brian Tyler, Ryan Newman, Bobby East, A.J. Fike, Teddy Beach, Eric Gordon, Kevin Feeney, Kyle Nicholas, Johnny Heydenreich, Marc Jessup, Ryan Smith, Mike Lichty, Jacob Wilson, Sport Allen, Brad Armstrong, Bobby Santos III.

Whitney Doubles Up

NEW RICHMOND, Wis. — Travis Whitney enjoyed the biggest night of his racing career Saturday night as he swept both ASA O'Reilly Bumper to Bumper IRA Outlaw Sprint main events during the Masters at Cedar Lake Speedway.

With rain forcing both A-mains to be run Saturday night, Whitney ran away with the victories in both features, pocketing \$5,500 and padding his point lead in the IRA standings.

IRA veteran Kim Mock led the first 25-lap feature, with Whitney trailing in third behind the second-place machine of Scott Winters. Holding a 10-car advantage at the halfway point, Mock jumped the cushion in turn three, setting off a chain-reac-

tion crash that also eliminated Winters, handing the lead to Whitney. From there, Whitney held off a determined Scotty Neitzel over the final two restarts to score his second IRA feature of the year.

Coming into the Masters as the defending race winner and fresh off his victory in the first feature, all eyes were on Whitney as the green flag waved for the finale.

Whitney didn't disappoint, holding off Mike Reinke on the final restart for victory.

The finish: First Feature: Travis Whitney, Scotty Neitzel, Billy Balog, Donny Goeden, Mike Reinke, John Haeni, Joe Symons, Todd King, Matt Wasmund, Brian Kristan, Dusty Ballenger, Mike Sitzmann, Jr., Bill Warren, John Sernett, Scott Bietzer, Scott MacDonald, Kim Mock, Scott Winters, Dave Uttech, Jerry Richert, Jr., Scott Uttech.

Second Feature: Travis Whitney, Mike Reinke, John Haeni, Scott Uttech, Donny Goeden, Scotty Neitzel, Brian Kristan, Steve Meyer, Mike Sitzmann, Jr., John Sernett, Bill Warren, Dusty Ballenger, Tim Vandever, Brett Geldner, Jerry Richert, Jr., Rusef Borland, Scott Bietzer, Kim Mock, David O'Neal, Ty Bartz, Jason Johnson, Billy Balog.

Hebing, Zimbardi Share Glory

Saturday

BUSTI, N.Y. — Chuck Hebing captured his fifth ASCS triumph of the season Saturday night at Stateline

Speedway. Hebing held off a late charge

from local favorite Jared Zimbardi to pick up his first victory at Stateline, a track where he had spun out at the last two years.

"Spinning out here the last two times was a bad deal, but the car was a lot better tonight," said Hebing. "I saw Jared (Zimbardi) peek underneath with about six or seven laps to go and showed me the line, so I went down there. That definitely helped."

Zimbardi finished second, ahead of Scott Bonnell, Brad Knab and Don Adamczyk.

The finish: Chuck Hebing, Jared Zimbardi, Scott Bonnell, Brad Knab, Don Adamczyk, Rob Pietz, Chris Muhleisen, Chris Shuttlesworth, Dave Wickham, Ray Preston, James Whittaker, Tim Zack, John Schuyler, Scott Kreutter, Geoff Quackenbush, Derek Jonathan, Eileen Smith, Gary Troutman, Jeremy Barnard, Jay Pietz.

Sunday

HAMMETT, Pa. — There were a number of reasons why it was Jared Zimbardi's destiny to win his first ASCS Patriot sprint-car feature Sunday at Eriez Speedway, but it was 25 perfect laps, holding off Chuck Hebing, that fulfilled that prophesy.

Zimbardi, who ran the last sprint-car race at Eriez four years ago, led all 25 laps of the sixth ASCS Patriot feature of the season to pick up a win that he had been waiting to capture for so long.

"This is just unbelievable. I don't even know what else to say," Zimbardi said. "The car was just awesome all night long, and I knew I had to keep hitting my marks and passing lapped cars or else Chuck (Hebing) would get me."

Hebing finished second, with Rob Pietz, Scott Bonnell and Kyle Moffit following.

The finish: Jared Zimbardi, Chuck Hebing, Rob Pietz, Scott Bonnell, Kyle Moffit, Chris Shuttlesworth, Scott Kreutter, Ray Preston, Brad Knab, Don Adamczyk, John Schuyler, Chris Muhleisen, Dave Wickham, Gary Troutman, Stan Zanchin, Tim Zack, Derek Jonathan, Jeremy Barnard, Eileen Smith, Geoff Quackenbush, Jay Pietz, James Whittaker.

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Hodnett, Erdley Victorious; Rahmer Sets Record

Thursday

PORT ROYAL, Pa. — Doug Esh was in control of Thursday night's Bob Weikert Memorial at Port Royal Speedway, but a cut

tire with three laps remaining sent Esh spinning and Greg Hodnett to victory lane.

The event, sanctioned by the O'Reilly All Star Circuit of Champions, was rained out in May and rescheduled, with Esh taking the lead from the start of the 30-lap feature on the half-mile oval.

Esh was in control throughout, but on lap 28, he cut a tire and nearly flipped while spinning in turn three. Hodnett inherited the lead and romped to his 13th-career All Star triumph.

"Sometimes it's better to be lucky than good," said Hodnett, who pocketed \$5,000 for the victory. "Don't get me wrong. The guys did a great job with the car tonight, and it put us in a position to take advantage of the misfortune of others."

Fred Rahmer, who started 16th, charged to a second-place finish.

The summary:

Fast time: Kenny Jacobs, 16.281 seconds (41 cars).
First Heat: Lucas Wolfe, Brandon Martin, Keith Kauffman, Sean Michael, Kevin Nouse, Brian Ellenberger, Bob Bennett,

Josh Wells, Vince Snyder, Pancho Lawler.

Second Heat: Lucas Wolfe, Todd Shaffer, Jeff Shepard, Lance Dewease, Brock Mayes, Dale Blaney, Paul May, Bill Rose, Karl Baker.

Third Heat: Fred Rahmer, Alan Cole, Greg Hodnett, Craig Keel, Brian Paulus, Dave Hahn, Cliff Brian, Craig Mintz, Clark Simonton.

Fourth Heat: Danny Smith, Greg Wilson, T.J. Stutts, Rick Lafferty, Mike Erdley, Chad Layton, Steve Buckwalter, Matt Horst.

B Main: Erdley, Mintz, Layton, Blaney, Simonton, Bennett, May, Buckwalter, Ellenberger, Snyder, Brian, Wells, Hahn, Lawler, Rose, Horst.

Feature: Hodnett, Rahmer, Nouse, Wilson, Kauffman, Shaffer, Stutts, Erdley, Layton, Paulus, Shepard, Smith, Cole, Martin, Keel, Esh, Wolfe, Jacobs, Michael, Mayes, Mintz, Dewease.

Friday

MECHANICSBURG, Pa. — Mike Erdley bested a strong field to win the nonstop 30-lap O'Reilly All Stars sprint-car feature Friday night at Williams Grove Speedway.

Kevin Nouse started on the pole and took the early lead, but Erdley patiently rode the inside line before moving to the point on lap 15 of the half-mile oval.

Brian Leppo found his way around Nouse on lap 17 and began to close on the leader. Greg Hodnett, who started fifth, got by Nouse on lap 20 and turned the last 10 circuits into a three-car battle for the lead.

While both Leppo and Hodnett looked good working the outside cushion, Erdley had the only car that worked well on the bottom, and that

paid for with the \$5,000 triumph.

Leppo settled for second, with Hodnett, Todd Shaffer and Jeff Shepard rounding out the top five. Lucas Wolfe was the fast qualifier for the 43-car field.

The summary:

Fast time: Lucas Wolfe, 16.590 seconds (43 cars).

First Heat: Jeff Shepard, Sean Michael, Fred Rahmer, Lucas Wolfe, Mike Erdley, Jim Siegel, Rich Eichelberger, Steve Clabaugh, Tommy Beavers, Bill Rose, Chris Meleason.

Second Heat: Craig Keel, Dale Blaney, Brian Monteith, Greg Hodnett, Brian Paulus, Doug Esh, T.J. Stutts, Brandon Martin, Alan Krimes, Mark Smith.

Third Heat: Nicky Young, Rick Lafferty, Brian Leppo, Don Kreitz, Jr., Chad Layton, Josh Wells, Scott Geesy, Steve Buckwalter, Brock Mayes, Greg Wilson.

Fourth Heat: Todd Shaffer, Lance Dewease, Kevin Nouse, Danny Smith, Alan Cole, Bob Bennett, Brian Ellenberger, Paul May, Michael Carber, Craig Mintz.

B Main: Esh, Stutts, Buckwalter, Meleason, Wells, Siegel, Ellenberger, May, Wilson, Mayes, Bennett, Geesy, Eichelberger, Clabaugh, Rose, Beavers, Mintz, Martin.

Feature: Erdley, Leppo, Hodnett, Shaffer, Shepard, Esh, Nouse, Monteith, Blaney, Rahmer, Layton, Paulus, Dewease, Stutts, Young, Buckwalter, Kreitz, D. Smith, Cole, Meleason, Keel, Wolfe, Lafferty, Michael.

Saturday

ABBOTTSTOWN, Pa. — Fred Rahmer wrote another page in the central Pennsylvania racing history books by picking up his 151st-career victory at Lincoln Speedway.

He did it in front of a packed house with the O'Reilly All Star Circuit of Champions headlining the card.

Rahmer's record victory came in a nonstop 30-lap event on the third-mile oval, and he earned \$5,000 for beating Jeff Shepard by 1.57 seconds.

"I've been working at this since 1986," said Rahmer, who drove Chad and Jen Clemens's No. 51. "There are too many people to mention. Bud Lawrence, Joe Harz, Al Hamilton, Bob Stewart...you know I'm forgetting a lot of people and it won't be right...but there's a little bit of every deal I've been with in this. I've been with nothing but good people. Jim and Sandy (Kline) gave me a great ride last year. It's a pretty emotional deal to tell the truth."

Rahmer, who led from flag to flag, had been trying to get victory No. 151 at Lincoln for several weeks, breaking a tie with Steve Smith with 150 triumphs. Smith's 150th victory came in an All Star event.

The summary:

Fast time: Chad Layton, 13.545 seconds (45 cars).

First Heat: Kenny Jacobs, Chad Layton, Chris Knopp, Jeff Shepard, Jim Siegel, Greg Wilson, Jeff Busby, Cris Eash, Brian Ellenberger, Pat Cooper.

Second Heat: Brian Monteith, Brian Paulus, Bill Rose, Craig Mintz, Cory Haas, Brian Leppo, Greg Hodnett, Mike Bittinger, Steve Clabaugh, Brandon Martin.

Third Heat: Paul May, Fred Rahmer, Dale Blaney, Lucas Wolfe, Bobby Weaver, Nick Schlauch, T.J. Stutts, Brock Mayes, Doug Dodson, A.J. Michael.

Fourth Heat: Doug Esh, Lance Dewease, Josh Wells, Danny Smith, Alan Krimes, Steve Buckwalter, Ryan Taylor, John Rudisill, Nicky Young.

Dash: Jacobs, Rahmer, Blaney, Knopp, Mintz, Paulus.

B Main: Hodnett, Wilson, Leppo, Schlauch, Eash, Stutts, Martin, Busby, Bittinger, Cooper, Buckwalter, Ellenberger, Michael, Rudisill, Mayes, Young, Clabaugh, Dodson, Taylor.

Feature: Rahmer, Shepard, Siegel, Layton, Wolfe, Haas, Hodnett, Blaney, Esh, Krimes, Mintz, Paulus, Wilson, Dewease, Leppo, Jacobs, Smith, Wells, Monteith, Knopp, Weaver, Schlauch, May, Rose.

Jewell Brightest In June Jam

BARDSTOWN, Ky. — Mike Jewell turned in a priceless

BOB

performance, leading all 30 laps of the sixth annual June Jam at Bluegrass Speedway and taking the \$3,000 winner's purse in the O'Reilly NARA Battle of the Bluegrass DirtCar Series event Saturday night.

Jewell took on the restart after a seven-car pileup on the

initial green flag of the race and never wavered.

Dustin Neat hung on for second place.

With the victory, Jewell became the 11th-different driver to win a race in 12 series events so far this season.

The finish:

Mike Jewell, Dustin Neat, Bryan Barber, Tyrel Todd, Victor Lee, Rick Corbin, Whitney McQueary, Johnny Wheeler, Tim Tungate, Joey Daniel, Jason Keltner, Bobby Wolter, Jr., Larry Greer, Joey Tackett, Tommy Carlton, David Webb, Jeff Watson, Doug Smith, Doug Ault, Jason Hinkle, Jerry Rice, Michael Chilton, Timmy Yeager.

Hull On Top For Second-Straight Event

PEVELY, Mo. — Jerrod Hull won his second-consecutive O'Reilly

Midwest All Stars sprint-car feature June 13 at I-55 Raceway.

Hull earned \$2,000 for the 25-lap feature victory.

Tommy Worley, Jr. came on at the end to finish second, with Tim Crawley, A.J. Bruns and Kaley Gharst following.

The finish:

Jerrod Hull, Tommy Worley, Jr., Tim Crawley, A.J. Bruns, Kaley Gharst, Tim Montgomery, Tom Dickerman, Robbie Standridge, Jason Keith, Billy Alley, Adam Jones, Doc Sloan, Rob Crabtree, Cory Bruns, Jimmy Hurley, Joey Moughan, Joey Montgomery, Ryan Bunton, Jason Evans, Ricky Logan.

Red-Hot Sherman Burns Up Manzanita Again

PHOENIX — Jeremy Sherman ratcheted up his winning percentage to .875 with the

ASCS CANYON

American Sprint Car Series Canyon Region by topping Saturday night's 30-lap Hank Arnold Memorial at Manzanita Speedway. Sherman won the Pole Dash to earn the

right to start up front and stayed there to collect his seventh victory in eight events aboard the Fred Bryan-owned No. 77 Maxim.

Charles Davis, Jr., and Bob Ream, Jr. had one last shot at Sherman following a late caution that set up a green-white-checkered run but were unable to capitalize.

Davis settled for his fifth runner-up showing, with Ream taking third.

The finish:

Jeremy Sherman, Charles Davis, Jr., Bob Ream, Jr., Michael Colegrove, Shon Deskins, Justin Fisher, Bernie Smith, Mike Leslie, Bruce St. James, Chris Bonneau, Andrew Reinbold, Nick Aiuto, Scott Pasmore, Bobby Taylor, Seann Hendricsen, Jeff Henry, Robert Ellis, Adam Wirth, R.J. Johnson, Thomas Ogle, Brandon Lane, Josh Pelkey, Kevin Wolfe, Mike Martin.



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A weekly report of action from across America



Ace Speedway

- Altamahaw, N.C.
June 17, 2007
Late Model
1. Speedy Faucette
2. Rodney Cook
3. Robert Turner
Modified
Feature No. 1
1. Randy Butner
2. Thomas Scott
3. Brad Allen
Sportsman
1. Jason Payne
2. Jay Dalton
3. Brian Gray
Mini Stock
1. A.J. Sanders
2. Michael Tucker
3. P-nut Vernon
Xtreme Car
Feature No. 1
1. Tommy Porter
2. Jamie Blaylock
3. Keith Spake
Feature No. 2
1. Ben Walker
2. Chad Massey
3. Terry Smith, Jr.

Orange County Speedway

- Rougmont, N.C.
June 16, 2007
Modified
1. A.J. Winstead
2. Thomas Stinson
3. Doug Paasch

Cookeville Speedway

- Cookeville, Tenn.
June 15, 2007
Limited Late Model
1. Lynn Selby
2. Floyd Turner
3. John Ross
Modified
1. Billy Palmer
2. Clayton Miller
3. Shane Stockton
Mini Stock
1. Boyce Pope
2. Billy Hawkins
3. Brandon Dunn
Chevette
1. Ronnie Choate, Jr.
2. Stephen Fields
3. Wesley Stafford

Crossville Raceway

- Crossville, Tenn.
June 16, 2007

- Super Late Model**
1. Curt Williams
2. Junior Brown
3. Johnny Stout
Limited Late Model
1. Brandon Williams
2. Rick Williams
3. Dale Nance
Modified
1. Stanley Donahoo
2. Steve Mullinax
3. Billy Palmer
Mini Stock
1. John Ross
2. Brian Gregory
3. Joseph Howell
Front-Wheel Drive
1. Brandon Morris
2. Raymond Manning
3. Dustin Seney
Street Stock
1. Ron Dodson
2. Chris Croinex
3. Ricky Scroggs

Fayetteville Motor Speedway

- Fayetteville, N.C.
June 16, 2007
Super Late Model
1. Jeff Smith
2. Dean Bowen
3. David Taylor
Late Model
1. Willie Milliken
2. Shaun Harrell
3. Timmy Neighbors
Super Street
1. Ricky Butler
2. Hugh Ray
3. Greg Bass, Jr.
Pure Stock
1. Glenn Howard
2. Adam Norris
3. Rob Spatarico

Harris Speedway

- Rutherfordon, N.C.
June 17, 2007
Stock-8
1. Ricky Teems
2. Roger Gilliam
3. Timmy Smith
Renegade
1. Johnny Duncan
2. Brian Kuykendall
3. Nathan Price
Super Stock
1. Tony Adair
2. Steven McFadden
3. Will McGrew
Street Stock
1. Scott Smith
2. Matt Gilbert
3. Kyle Westmoreland

Clarksville StormPay.com Speedway

- Clarksville, Tenn.
June 16, 2007
Mini Mod
1. Micah Smith
2. Danny Taylor
Pro Street
1. Robert Brooks
2. Neal Grisham
Mini Sprint
1. Chris Hunter
2. Matt Baker
Crate Late Model
1. Eddie Pace
2. Charles Zimmerman
Open Wheel
1. Gregg Brown
2. Gerald Hodge
Late Model

1. Austin Gillman
2. Chad Rose
3. Cecil Martin
Late Model
1. Jackie Nosbisch, Jr.
2. Ryan Mitchell
3. Roger Crouse
4-Cylinder Bomber
1. Frank Miller
2. Howie Woods
3. Colonel Miller

Volunteer Speedway

- Bulls Gap, Tenn.
June 16, 2007
Super Late Model
1. Vic Hill
2. Tommy Kerr
3. Joe Armes
Ultimate Survivor Challenge
1. Mike Smith
2. Michael Jackson
3. Randy Davidson
Crate Late Model
1. Bobby Mays
2. Shanon Buckingham
3. Tony Trent
Hobby Stock
1. Phillip Nichols
2. Jesse Helton
3. Dustin Shaver
Mini Stock
1. Shawn Henry
2. Kurt Owens
3. Kevin Atwell

East Bay Raceway Park

- June 16, 2007
Gibson, Fla.
Limited Late Model
1. Tim Gray
2. Forrest Gough
3. Rich Kessinger
Open-Wheel Modified
1. Raymond Rogers
2. Jeff Mathews
3. Steve Miller
Outlaw 4

East Lincoln Speedway

- Denver, N.C.
June 16, 2007
Late-Model Sportsman
1. Chris Stowe
2. Chris Smith
3. Keith Bowman
Micro-Sprint
1. Brian Roseman
2. Travis Flippen
3. William Horton
Open-Wheel Modified
1. Greg Brown

2. Jamie Kuntz
3. Matt Emmerling
Renegade
1. Mickey Anderson
2. Paul Sparrow
3. Jeremy Troiano
Rookie Four
1. Riley Dunford
2. Justin Moody
3. Matthew Patterson
Stars of Tomorrow
1. Dylan O'Daniel
2. Timothy Carroll
3. Jake Ziegler
Stock Four
1. Jamie Major
2. Tony Palladino
3. Swain Morris

Swainsboro Raceway

- Swainsboro, Ga.
June 16, 2007
Road Warrior
1. Dustin Watkins
2. Tyler Williamson
3. Justin Spivey
Mini Stock
1. Jimmy Braddy
2. Terry Cox
3. Chris Wilkerson
Pure Stock
1. Luke Scott
2. Jason Arrington
3. Kyle Johnson
Super Street
1. Mike Watkins
2. Benjie Donaldson
3. Casey Smith
Sportsman
1. Ken Ricks
2. Jeremy Ricks
3. Bobby Hutcheson
Late Model
1. Albert Cosnahan
2. Rod Wiggins
3. William Horton

Citrus County Speedway

- Inverness, Fla.



KEVIN HORCHER PHOTO

NO WINGS: Thomas Meseraull (00) battles Kenny Carmichael during open-competition sprint-car action at Vermillion County Speedway in Illinois.

- June 16, 2007
Pure Stock
1. Bobby Taylor
2. Bill Ryan
3. John Drye
Late Model
1. Mike Bresnahan
2. Jim Smith
3. Dale Sanders
Sportsman
1. Mike Veltman
2. Richie Smith
3. Fred Tuski
Mini Stock
1. George Neumann
2. Kevin Harrod
3. Clint Foley
Street Stock
1. Richie Smith
2. Tim Quick
3. Todd Downs
4-Cylinder Bomber
1. Phil Edwards
2. Bobby Richardson
3. Patrick Connor

New Smyrna Speedway

- New Smyrna Beach, Fla.
June 16, 2007
Late Model
1. Drew Brannon
2. Darren Brown
3. David Gibbs
Modified
1. Gary Fountain
2. Art Kuzeman
3. Matthew Wheeler
Sportsman
1. Phillip Luizzo
2. Earl Beckner
3. Donny Williams
Truck
1. Jessica Murphy
2. Dalton Zehr
3. Logan Bordeaux
Super Stock
1. Bobby Holley
2. Billy Boggs
3. Roger Benton
Mini Stock
1. Ted Vulpius
2. James Dixon
3. Kenny Padgett
Strictly Stock
1. Todd McCreary
2. Doug Wolf
3. Eddie Rush

Lowe's Motor Speedway

- Concord, N.C.
June 12, 2007
Legends
1. Casey Roderick
2. Doug Stevens
3. Cole Miktuk
Thunder Roadster
1. Michael Van Wingerden
2. Ryan Zeck
3. Nick Turner
Legends Car Masters
1. Brian Weimer
2. Clay Hair
3. Kevin Yeatts
Legends Car Semi-Pro
1. Parker Hammons
2. J.R. Allen
3. Christian Pahud
Legends Car Young Lion
1. Dylan Presnell
2. Trevor Farbo
3. Jordan Penninger
Bandolero Bandit
1. Dillon Bassett

2. Kyle Plott
3. Kyle Benjamin
Bandolero Young Gun
1. Clint King
2. Nicholas Stroupe
3. Brandon Lynn
Bandolero Outlaw
1. Kendall Sellers
2. Chris Morgan
3. Josh Turner

Atlanta Motor Speedway

- Hampton, Ga.
June 14, 2007
Charger
1. Tyler Armstrong
2. Currie Pierce
3. Cameron Michael
Roadster
1. Brian Weimer
2. Jim Gresham
3. Ed Clark
Young Gun
1. Ronnie Bassett
2. Blake Eden
3. Scott Hensley
Outlaw
1. Darrell Banks
2. Steven Bush
Master
1. Jeff Haynie
2. Brian Weimer
3. Robert Spence
Powersports Pro
1. Casey Roderick
2. Ryan Gandee
3. Max Gresham
Semi-Pro
1. Austin Hill
2. Zac Kittle
3. Jeremy Mullinax
Bandit
1. Mason Massey
2. Kyle Benjamin
3. Dillon Bassett



- Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Moler Raceway Park

- Williamsburg, Ohio
June 15, 2007
Late Model
1. Robby Hensley
2. Wayne Chinn
3. John Whitney, Jr.
Modified

1. Brandon Green
2. David McWilliams
3. Doug Adkins
Super Stock
1. Timmy Proffitt
2. Jim Focht
3. Adam Dixon
Pure Stock
1. Scott Hensley
2. Derrick Davis
3. Travis Hornback
Chevette
1. Brandon Elam
2. Josh Francis
3. Miles Tarvin

Whittemore Speedway

- Whittemore, Mich.
June 17, 2007
Pro-4
1. Nick Baker
2. George Schrage
Mini Stock
1. Chris Trinkl
2. M.J. Hottis
3. Josh Trout
Factory Stock
1. Ed Dautre, Jr.
2. Kyle Tremble
3. Mike Avram
Limited Late Model
1. Ryan Ostrander
2. Kale Wiltse
3. Dan Holmes
Led Sleds
1. Bobby Pauly
2. Shane Reay

Columbus Motor Speedway

- Columbus, Ohio
June 16, 2007
Late Model
1. Donnie Hill
2. Gary Estes
3. Robbie Dean
Modified
1. Bubba Parsons
2. Terry Humphrey
3. Mike Litchfield
Sport Stock
1. George Lindsay
2. Beau Davis
3. Donald Parsons
Compact
1. Eric Scott
2. Roy Harding
3. Gary Smallwood

Paragon Speedway

- Paragon, Ind.
June 19, 2007
Sprint Car
Feature No. 1
1. Steve Rone
2. Josh Cunningham
3. Dusty Wright
Feature No. 2
1. Geoff Dodge
2. Jake Scott
3. Eric Zellner
Feature No. 3
1. Ray Kenens
2. Jim Dugan
3. Kevin Chambers
Street Stock
1. Randy Petro
2. David Woolston
3. Mike Vest
Bomber

1. John Grenier, Jr.
2. Gib Ham
3. Jeremy Payne
Pure Street
1. Kyle Zike
2. Dan Wampler
3. Ray Wampler

Mount Lawn Speedway

- New Castle, Ind.
June 16, 2007
Late Model
1. L.J. Lines
2. William Mefford
3. David Fox II
Thundercar
1. Chuck Cook
2. Bill Clark
3. Eric Evans
Hornet
1. Keith Morris
2. Chris Jennings
3. Les Tolliver

St. Francois County Raceway

- Farmington, Mo.
June 15, 2007
Sprint Car
1. Joey Montgomery
2. Tim Montgomery
3. Jimmy Hurley
Modified
1. Mike Francis
2. Brent Thompson
3. Billy Smith
Pure Street
1. Chris Boyd
2. Shane Blair
3. Pete Koenig

St. Francois County Raceway

- Farmington, Mo.
June 16, 2007
Sprint Car
1. Jimmy Hurley
2. Jerrod Hull
3. Tim Crawley
Multi
1. Mark Shirshekan
2. Brandon Nixon
3. Jimmy Bridgeman
Modified
1. Kasey Nations
2. Matt Eaton
3. Billy Smith

Indianapolis Speedrome

- Indianapolis, Ind.
June 17, 2007
Late Model
1. Jack Dossey, Jr.
2. Ben Tunny
3. Rodney Sizemore
Stock
1. Lee Byrd
2. Edward Neat
3. Scott Tabor
Roadrunner
1. Rex Cox II
2. Richard Byrd
3. David Mehl
Hornet
1. Daniel Enlow
2. Chris Dietzel
3. Robby Clark

M-40 Speedway

- Jones, Mich.
June 16, 2007
Modified
1. Brian Nester
2. Tom Jewell
3. Scott Coe

35 Raceway

- Frankfort, Ohio
June 16, 2007
Mini Sprint Car
1. Dan Lewis
2. Bill Kilgour
3. Jeff Barnhart
Pro Dwarf
1. Kevin Spencer
2. David Seitz
3. Dennis Lamphier
Stock Car
1. Chip Truitt
2. Zach Ackley
3. Rodney Rittenhouse
Mini Late Model
1. John Arthurs
2. Duane Atwood
3. James Ball
Sportsman Dwarf
1. Kevin Rittenhouse
2. Gary Griffith
3. Ricky Roberts
Compact
1. William Lunsford
2. Bronson Monst
3. James Deal

Lucas Oil Speedway

- Wheatland, Mo.
June 16, 2007
Late Model
1. Brandon Dunham
2. Chad Frewaldt
3. Jeff Schlup
Modified
1. Eric Turner
2. Rex Merritt
3. Johnny Fennewald
Factory Stock
1. Keith Webster
2. Aaron Gustin
3. Kenny Carroll
Hobby Stock
1. Kyle Smith
2. Adam Belt
3. Tanner Young

Waynesfield Motorsports Park

- Waynesfield, Ohio
June 16, 2007
Mini Sprint Car
1. Hud Horton
2. Becca Stiefel
3. Chris Smalley
Sprint Car
1. Corey Smith
2. Dustin Smith
3. Mark Hery
Modified
1. Steve Duty
2. Darryl Banks
3. Stan Smith
Trucks
1. Mike Hicks
2. Derrick Noffsinger
3. Scott Fisher

REGIONAL NOTES

On June 9, **Charter Raceway Park** (Beaver Dam, Wis.) ran a full program for the first time since a May 20 fire destroyed the track's main building. According to news reports, the Dodge County Sheriff's Department suspects arson as the cause of the fire. A \$10,000 reward has been offered for information leading to the arrest and successful prosecution in the case. . . Fans at **Orlando (Fla.) Speedway** received a special bonus for the price of admission on June 8 when they were treated to a spectacular view of the Space Shuttle Atlantis launch from nearby Kennedy Space Center. . . Despite a \$1,000 bounty on the head of **Adam Barker**, which several notable drivers showed up to collect on June 9 at South Boston (Va.) Speedway, he extended his win streak to seven with yet another victory on the four-tenths-mile oval. This time, Barker won a 150-lap late-model feature. . . A crash at **Genesee (N.Y.) Speedway** took out 10 late-model competitors during the June 9 feature race. All drivers involved, including series point-leader Jim Johnson, walked away unscathed. . . **Blane Heimbach** recorded his 20th feature victory at Selinsgrove (Pa.) Speedway, winning the 30-lap Joe Whitcomb Memorial for 358 sprint cars on June 9. With the victory, Heimbach took over the sprint point standings as he seeks his third-straight track championship. . . **Mike Dickey** rolled to a pair of victories on June 8 at Path Valley (Pa.) Speedway Park, winning both the 270 and 600 sprints. . . **Danny Womack** captured his track-leading sixth victory of the season on June 9 in the economy-modified division at Outlaw Motor Speedway in Oktaha, Okla. . . Fifteen-year-old **Cole Whitt** scored the first feature victory of his career with a sprint-car triumph at Bloomington (Ind.) Speedway on June 9. . . Stanley, N.C.'s **Brandon White** had to be removed from his wrecked racer with the Jaws of Life during the 20-lap late-model modified-sportsman feature at East Lincoln (N.C.) Speedway on June 9. The extrication took 53 minutes. White, who had graduated from East Lincoln High School earlier in the day, was treated at a local hospital and released. . . **Mark Miller** picked up his first feature grand-stock victory since 2005 at Old Dominion (Va.) Speedway. . . **Art Ball**, 68, earned another feature victory — No. 67, just one shy of his age — on June 9 at Fremont (Ohio) Speedway. Ball won track championships in late models at Fremont in 1973 and 1975. . . Second-generation driver **Kevin Thomas, Jr.** has a pair of top-five feature finishes, including a runner-up at Vermilion County Speedway, this season as a rookie in the Hoosier Midwest Sprint Car Series. . . Third-generation driver **Tommy Sheetz, Jr.** notched his first feature triumph on June 9 at Grandview (Pa.) Speedway. Sheetz's father and grandfather also drove modifieds to victory lane.



A weekly report of action from across America

Double-X Speedway

California, Mo.
June 17, 2007
360 Sprint Car
1. Tyler Blank
2. Lanny Carpenter
3. Jeff Wingate
Street Stock
1. Harlan Dowell
2. Jimmy Turpin
3. Greg Holdren
Hobby Stock
1. Jeremy Stewart
2. Krisi Herrbach
3. Jason Bond

Auto City Speedway

Clio, Mich.
June 16, 2007
Vintage Mod
1. Don Deyman
2. Rick Nelson
3. Bob Martin
Super Stock
1. John Turnbull, Jr.
2. Norman Wilcox
3. Shaun Whitney
Modified
1. Ken O'Conner
2. Donny Matteson, Jr.
3. Nick Clemons
Factory Stock
1. Adam Rowe
2. Chris Stearns
3. Robby Johnston
Led Sled
1. Lonnie Saumier
2. Charlie Thom
3. Ricky Plamondon

Belle Clair Speedway

Belleville, Ill.
June 15, 2007
Late Model
1. Ed Dixon
2. Jim Gibson
3. Don Klein
Modified
1. Bobby Bittle
2. Brian Bielong
3. Chris Smith
Sportsman
1. Mike Harris
2. Kent Nations
3. Randy Tyson

Shawano Speedway

Shawano, Wis.
June 16, 2007
Late Model
1. Tom Naeyaert
2. M.J. McBride
3. Troy Springborn
Modified
1. Jared Siefert
2. Scott Mullen
3. Jeremy Hanson
Stock Car
1. Kyle Frederick
2. Greg Gretz
3. Rod Snellenberger
Crate Late Model
1. Justin Hirt
2. Dan Wanta
3. Mike Stangl
Sport Mod
1. Marcus Varie
2. Craig Hoffman
3. Tim Jorgenson

Deer Creek Speedway

Spring Valley, Minn.

June 14, 2007
USRA Modified
1. Mark Noble
2. Mike Sorenson
3. Brad Waits

Deer Creek Speedway

Spring Valley, Minn.
June 16, 2007
Modified
1. Bob Timm
2. Mike Sorenson
3. Jeff Schuettler
Late Model
1. Nick Herrick
2. Mike Prochnow
3. Keith Foss
Midwest Modified
1. Chris Adams
2. Jimmie Arnold
3. Kenny Wytaske
Street Stock
1. Steve Eichens
2. Scot Nelson
3. Ernie Kramer
Super Stock
1. Brian Fetting
2. Dustin Nelson
3. Cole Queensland

Eldora Speedway

Rosburg, Ohio
June 16, 2007
Sprint Car
1. Dustin Daggett
2. Tim Allison
3. Mike Dussell
Modified
1. Todd Sherman
2. Scott Orr
3. Jerry Bowersock
Stock Car
1. Jeff Babcock
2. Mike Dirksen
3. Barney Craig

K-C Raceway

Chillicothe, Ohio
June 16, 2007
Late Model
1. Bart Hartman
2. Rick Combs
3. Delmas Conley
Sportsman
1. Mike Harris
2. Kent Nations
3. Randy Tyson

Flat Rock Speedway

Flat Rock, Mich.
June 16, 2007
School Bus Figure-8
1. Jeff Kurzyniec
2. Billy Earley
3. Ray Gaddis
Legends
1. Scott Menlen
2. Frank Jiovani
3. Ben Ruster
Factory Stock
1. Dennis Randall
2. Rick Cousino
3. Brian Ringger

Anderson Speedway

Anderson, Ind.

3. Eric Barth
Dirt Devil
1. Doug Drahaim
2. Shaun Diebert
3. Stephen Lemay

Rice Lake Speedway

Rice Lake, Wis.
June 16, 2007
WISSOTA Late Model
1. Mike Goodremote
2. Chad Mahder
3. Paul Brust

Lincoln Park Speedway

Putnamville, Ind.
June 16, 2007
Bomber
1. Lloyd Walls
2. Marlin Burns
3. Ron Wallen, Jr.
Sprint Car
1. Billy Putterbaugh
2. Shane Hollingsworth
3. Jeff Bland
Super Stock
1. Carlos Bumgardner, Sr.
2. Josh Burton
3. Joe Whisler
UMP Modified
1. Paul Bumgardner
2. John DeMoss
3. Kenny Carmichael, Sr.

Calumet County Speedway

Chilton, Wis.
June 15, 2007
Grand National Sportsman
1. Tim Warner
2. Brad Lubach
3. Ben Schmidt
Street Stock
1. Jesse Behnke
2. Joe Wittmann
3. Daryl Gerke
Challenger
1. Joe Schad
2. Matt McDonald
3. Bret Koehler
Salvage 4s
1. Joe Jackels
2. Jesse James Cullen
3. Mark Kuhfuss

Jackson Speedway

Jackson, Minn.
June 16, 2007
Outlaw Sprint
1. Bill Boles
2. Gordy Vogelaar
3. Nick Lusk
Limited Sprint
1. Steve Yarns
2. Mike Blomstrom
3. Nate Eakin
IMCA Stock
1. Matt Schwandt
2. Stefan Sybesma
3. Jim Larson
IMCA Hobby Stock
1. Drew Barglof
2. Tim Wilcox
3. Dan Thate

Central Missouri Speedway

Warrensburg, Mo.
June 16, 2007
Modified
1. Jim Moody
2. Donnie Dannar
3. Dave Meyer
Late Model
1. Bob King
2. Kevin Coyne
3. Steven Clancy
Street Stock
1. Brian Johnson
2. Chad Eickleberry
3. Tammie Korff
B-Modified
1. Scotty Martin
2. Brian Ziegler
3. Phil Bradshaw

I-94 Raceway

Sauk Centre, Minn.

June 16, 2007
ASA Super Late Model
1. Zach Davids
2. Tim Olson
3. Jake Jay
Modified
1. Kevin Woeste
2. Joey Johnson
3. Tony Grams
Legends
1. Nick Panitzke
2. Jeff Ryan
3. Dirk Henry
Thundercar
1. Jerry Messer
2. Nick Panitzke
3. Lance Stueve
Pro-4 Truck
1. Jake Varnum
2. Dean Peterson
3. Jim Eblin
4-Tracker
1. Dan Bolstad
2. Joe Albritton
3. John Hendrickson
Just 4 Fun
1. Adam Post
2. Travis Vanderby
3. Michael Lofquist

Grundy County Speedway

Morris, Ill.
June 15, 2007
Late Model
1. Pat Kelly
2. Billy Knippenberg
3. Tom Knippenberg
Mid-American Sportsman
1. Mike Slabenak, Jr.
2. Ron Vandermeir, Jr.
3. Hank Tewes
Street Stock
1. Trevor Tichy
2. Karl Kwaz
3. Bob Davis
4-Cylinder
1. Jim Ellison
2. Benny Curtis
3. Todd Gladkowski

Grundy County Speedway

Morris, Ill.
June 16, 2007
Kenyon Midget
1. Kyle Hamilton
2. Ryan Miller
3. Cale Conley
Ford Focus Midget Car Series
1. Mario Clouser
2. Caitlin Shaw
3. Chett Gehrke

Sharon Speedway

Hartford, Ohio
June 16, 2007
410 Sprint Car
1. Bob Felmlie
2. Ed Lynch, Jr.
3. Dan Shetler
E-Mod
1. Scott Stiffler
2. Jeff Sharp
3. Dwayne Clay
Limited Sprint
1. Jason Scoville
2. Eric Williams
3. Guy Griffin
Pure Stock
1. Brian Carothers
2. Dan Lewis
3. William Aley
V-8 Modified
1. Jim Rasey
2. Jim Weller, Jr.

La Crosse Fairgrounds Speedway

West Salem, Wis.
June 16, 2007
Late Model
1. Steve Carlson
2. Mark Lamoreaux
3. Andy Burgess
Sportsman
1. Jimmy Gilster
2. Todd Lockington
3. Rick Schermerhorn
Thunderstox
1. Jason Bolster
2. Andy Barney
3. Josh Inglett

Rockford Speedway

Loves Park, Ill.
June 16, 2007
Sportsman
1. Doug Bennett
2. Fred Nason
3. Darrell Garman
Late Model
1. Bob Kahler
2. Jerry Gille
3. Bill Hobson
Road Runner
1. Charlie Frisch
2. Robert Roush
3. Chris Gantz
INEX Bandolero
1. Jesse Bernhaugen
2. Cody Daul
3. Tony Moyer
INEX Legends
1. Branden Allen
2. Blake Brown
3. Kyle Lapiere

Rockford Speedway

Loves Park, Ill.
June 13, 2007
Hornet
1. Nick Lasher
2. Steve McBride
3. Matt Mangiaracina
Winged Women on Wheels
1. Sabrina Castillo
2. Latasha Hillary
3. Laura Siarkiewicz

I-96 Speedway

Lake Odessa, Mich.
June 16, 2007
UMP Late Model
1. Ryan VanderVeen
2. Zach Olger
3. Mark Anderson
UMP Modified
1. Kenny Schrader
2. Jacob Poel
3. Shannon Fisk
Hobby Stock
1. Bry Sloan
2. Jeff Sherwood
3. C.J. Reisbig
Road Beaters
1. Duane Nelson
2. Dan Gokee
3. Lyn Partridge

Skyline Speedway

Stewart, Ohio
June 15, 2007
MWRA Mini Wedge

1. Randy Armes
2. Ron Pickens
3. Kyle Bond
Late Model
1. Larry Bond
2. Travis Brookover
3. Dan Morrison
Pure Stock
1. Mitch Gillian
2. Dusty Adkins
3. Harley Hall
AMRA Modified
1. Jeremy Berwanger
2. Robbie Evans
3. Andy Bond
Limited Late Model
1. Evan Terry
2. Jim Ashcraft
3. Casey Burdette
Front-Wheel 4-Cylinder
1. Tim Christopher
2. Dennis Adkins
3. Randy Wise

Kil-Kare Speedway

Xenia, Ohio
June 15, 2007
Late Model
1. Tim Allensworth
2. John Vallo
3. Donnie Renner
Modified
1. Shawn Stansell
2. Gary Estes
3. Terry Humphrey
Sport Stock
1. Dave Lecocq
2. Justin Miller
3. Tom Williams
Compact
1. Jerry Lachman
2. Tim Haerr

Fremont Speedway

Fremont, Ohio
June 16, 2007
410 Super Sprint
1. John Ivy
2. Byron Reed
3. Mike Linder
305 Sprint
1. Andy Shammo
2. Matt Lucius
3. Coty Runion
Dirt Truck
1. Dwight Waltermier
2. Cory Ward
3. Jim McGrath

Berlin Raceway

Marne, Mich.
June 13, 2007
Sportsman
1. Jerry Groeneveld
2. Andy Stormzand
3. Ken Roelofs

Berlin Raceway

Marne, Mich.
June 16, 2007
Sportsman
1. Andy Stormzand
2. Ken Roelofs
3. Garrison Jewett

Morgan County Speedway

Jacksonville, Ill.
June 15, 2007
UMP Street Stock
1. Shad Eskew
2. J.J. Miller

3. Travis Wallbaum
UMP Modified
1. Matt Goulden
2. Dave Wietholder
3. Brian Lynn
UMP Pony Stock
1. Travis Brown
2. Jeff Medlock
3. Jeremy Groves
UMP Late Model
1. Brian Dively
2. Matt Taylor
3. Roger Brickler

Limaland Motorsports Park

Lima, Ohio
June 15, 2007
Modified
1. Josh Scott
2. Frankie Luchini
3. Todd Sherman
EFI-NRA Sprint Invaders
1. Tim Allison
2. Luke Hall
3. Mike Brecht
Thunderstock
1. Tony Anderson
2. Jeff Babcock
3. Barney Craig

I-70 Speedway

Odessa, Mo.
June 15, 2007
IMCA Modified
1. Mike Tanner
2. Yancy Shepard
3. Steven Glenn
IMCA Stock Car
1. Jason Anderson
2. Russell Walter
3. Brad Whitney
IMCA Sport Mod
1. Matt Marrant
2. John Miller
3. David Willey
Sport Compact
1. Jessica Clemons
2. Vince Jasper
3. Jason Marrant
Truck
1. Brandon Box
2. Richard Scott
3. Paul Harphan

I-70 Speedway

Odessa, Mo.
June 16, 2007
ASA Late Model
1. Terry Smith
2. Austin Siebert
3. Billy Crane
Enduro
1. Jeremy Roberts
2. Mike Payne
3. Robert Rodriguez
Dash
1. Jason Isabell
2. David Russell
3. Tim Barker
Super Stock
1. Mark Spillman
2. Brad Johnson
3. John Thomason
Super Truck
1. Ron Hartford
2. Randy Price
3. Jeremiah Gibson
Dwarf Car/Mod Lite
1. Brandon Gray
2. Greg Nellis
3. Jeff Rafferty
Sprint Car
1. Phil Heavelow
2. Frank Brown

Tri-City Speedway

Pontoon Beach, Ill.
June 16, 2007
C.A.R.S. Late Model
1. Ryan Dagg
2. Ronald Sensel
3. Casey Montague
Factory Stock
1. Rob Shaw
2. Ryan Eilers
3. Justin Shaw
Late Model
1. Mark Faust
2. Mark Voigt
3. Rusty Griffaw
Modified
1. Tim Hancock
2. Bob Martintoni
3. Kelly Devall
Street Stock
1. Josh Jackson
2. Sam Kizer
3. Tim Driscoll

Lebanon Midway Speedway

Lebanon, Mo.
June 16, 2007
Late Model
1. Conner Ward
2. Jeremy Kelley
3. Justin Wells
Factory Stock
1. Ben Solberg
2. Lonnie Henderson
3. Steve Schultz
B-Mod
1. Jason Otto
2. Kelly Estes
3. Colt Cheevers
Winged Sprint
1. Matt Tatro
2. Clint Todd
3. J.P. Compton
A-Mod
1. Jamie Ragland
2. Jimmy Willis
3. Justin Stoufer
Bomber
1. Mike Piery
2. Issac Keepper
3. Joe Francis

Shady Bowl Speedway

DeGraff, Ohio
June 16, 2007
Late Model
1. Bud Perry
2. Mike Snapp
3. Mark Parker
Modified
1. Mike Carroll
2. Shawn Stansell
3. Steve Poland
Pro 4s
1. Steve Clarkson
2. Robbie Rohrer
3. Matt Potter
Street Stock
1. Shawn Stansell
2. Greg Sparks
3. Buck Purtee
Compact
1. Jerry Ellis, Jr.
2. Justin Durringer
3. Holi Eaton
Dwarf
1. Bill Hostettler
2. Bob Bayse
3. Brandon Bayse

Indianapolis Speedrome

Indianapolis, Ind.
June 13, 2007
Late Model
1. Curtis McMurtrey
2. Bruce Tunny
3. Casey White
Figure-8
1. Donnie Garrigus III
2. Bruce Tunny
3. Mark Tunny
4-Cylinder
1. Brad Brooks
2. Henry McDougale, Jr.
3. Justin Brown

Indianapolis Speedrome

Indianapolis, Ind.
June 15, 2007
Camel Sod Modified
1. Doug Greig
2. Max Olmsted
3. Rob McCalister
Junior Faskart
1. Jordan Shaffer
2. Shelby White
3. Jamie Brickley
Hornet

Cedar Lake Speedway

New Richmond, Wis.
June 14, 2007
360 Sprint Car
1. Jerry Richert, Jr.
2. Dusty Ballenger
3. Tony Norem
DTRA Modified
1. Joey Jensen
2. Jason Miller
3. Jason Schill
DTRA Street Stock
1. Keith Tourville
2. Jason Vandekamp
3. Ron Hanestad

Nevada Raceway

Nevada, Mo.
June 15, 2007
Late Model
1. Conner Ward
2. Jeremy Kelley
3. Justin Wells
B-Mod
1. Jason Otto
2. Kelly Estes
3. Colt Cheevers
Winged Sprint
1. Matt Tatro
2. Clint Todd
3. J.P. Compton
A-Mod
1. Jamie Ragland
2. Jimmy Willis
3. Justin Stoufer
Bomber
1. Mike Piery
2. Issac Keepper
3. Joe Francis

Nevada Raceway

Nevada, Mo.
June 16, 2007
Late Model
1. Rick Lebow
2. Leslie Essary
3. Justin Asplin

Plymouth Speedway

Plymouth, Ind.
June 13, 2007
USAC Midget
1. James Robertson
2. Brent Beauchamp
3. Alex Pruett
USAC Kenyon Midget
1. Kyle Hamilton
2. Dakoda Armstrong
3. Jeff Wimmenauer
USAC Ford Focus Midget
1. Eric Fehrman
2. James Robertson
3. Chett Gehrke

Wisconsin Int'l Raceway

Kaukauna, Wis.
June 14, 2007
Super Late Model
1. Gregg Hasee
2. Tim Rothe
3. Nate Van Wychen
Limited Late Model
1. Kris Kelly
2. Andrew Kluck
3. Jerry Van Handel
Sport Truck
1. Dan Vixner
2. Ron Magdanz
3. Sam Haven
Super Stock
1. Dylan Wenzel
2. Gregg Hauser
3. Mike Meyerhoffer, Jr.
Sizzlin' Four
1. Matt Verboomien
2. Mark Johnson
3. Tyler Lind
Figure-8
1. Terry Van Roy
2. Dan Gracyalny
3. Jeff Beschta

Macon Speedway

Macon, Ill.
June 14, 2007
UMP Sportsman
1. Dave Smith
2. Greg Kimmons
3. Shane Tomlin
UMP Street Stock
1. Steve Ewing
2. Larry Russell, Jr.
3. Brian Cassell
NASCAR Star Modified
1. Kenny Wallace
2. Ken Schrader
3. Marcos Ambrose



RANDY HERTZOG PHOTO

FILLING THE SHOES: Billy Pauch, Jr. drove to victory in Friday night's modified feature at Pennsylvania's Big Diamond Raceway.



A weekly report of action from across America

Macon Speedway

- Macon, Ill.
June 16, 2007
UMP Hornet
1. Joe Reed
2. Jeff Dodd
3. Bruce Dugar
UMP Late Model
1. Jason Cleaver
2. Greg Kimmons
3. John Woodard
UMP Modified
1. Kyle Logue
2. Randy Myers
3. Jim Leka
UMP Sportsman
1. Greg Kimmons
2. Scott Landers
3. Dave Smith
UMP Street Stock
1. Terry Reed
2. Larry Russell, Jr.
3. Steve Ewing

Bloomington Speedway

- Bloomington, Ind.
June 16, 2007
Sprint Car
1. John Stanbrough
2. Mat Neely
3. Jeff Bland
Super Stock
1. Jack Frye
2. Travis Howe
3. Josh Burton
Modified
1. Shelby Miles
2. Kent Robinson
3. John DeMoss

Vermilion County Speedway

- Danville, Ill.
June 15, 2007
Sprint Car
1. Shane Cottle
2. Thomas Meseraull
3. Mitch Wissmiller
Modified
1. Josh Ferguson
2. Roger Gary
3. Chuck Haga
Street Stock
1. Neil Rollins
2. Jim Ranson
3. Jesse Summons
Pure Stock
1. Jack Dowers
2. Bobby Johnson
3. Josh Troxell
Hornet
1. Chris Burton
2. Mike Politt
3. Mike Cadle

Malden Speedway

- Malden, Mo.
June 15, 2007
Pure Street
1. Aaron Darby
2. Austin Rettig
3. Jacob Black
Modified
1. Larry Hull
2. Scott Burge
3. Tony Anglin
Crate Late Model
1. Scott Tracer
2. Chris Hall
3. Steve Karnes
Hobby Stock
1. Jared Wagster
2. Kyle Berry

3. Greg Sparks

- E-Mod**
1. Todd Gibbs
2. Jamie Daughotee
3. Jeff Jarrell
Mini Stock
1. Vernon Pickard
2. Chris Odom
3. Gene Windham

Ponderosa Speedway

- Junction City, Ky.
June 15, 2007
Super Late Model
1. Aaron Hatton
2. Jeff Watson
3. Donald Rayborn
Sportsman
1. Rick King
2. Logan Whitis
3. Shelburn Meeks
Modified
1. Joey Kramer
2. Shon Flanery
3. Timmy York
Crate Late Model
1. Peydon Pelphrey
2. Gary Yeager
3. Todd Coffman
Chevette
1. Randy Maybrier
2. Clayton Devine
3. David Murphy

Madison Int'l Speedway

- Oregon, Wis.
June 15, 2007
Late Model
1. Andrew Morrissey
2. Nathan Haseleu
3. Bobby Wilberg
Limited Late Model
1. Scott Broughton
2. Bobby Wilberg
3. Brady Liddle
Bandit
1. Tyler Kelley
2. Steve Dickson
3. Bobby Selsing, Jr.
Legends
1. Blake Brown
2. Kyle LaPier
3. Bethany Wyttenbach
Bandolero
1. Jesse Bernhagen
2. Aaron Moyer
3. Cody Daul

Attica Raceway Park

- Attica, Ohio
June 15, 2007
410 Sprint Car
1. Byron Reed
2. Caleb Griffith
3. Paul Weaver
305 Sprint Car
1. Bryan Sebetto
2. Scott Kraylek
3. Cody Runion
Late Model
1. Ken Hahn
2. Mike Marteney
3. Mike Bores
Dirt Truck
1. Art Ball
2. Otto Ward
3. Shawn Valenti

Farmer City Raceway

- Farmer City, Ill.
June 15, 2007
Late Model
1. Scott Bull
2. Daren Friedman
3. Junior Shickel

Modified

1. Jeff Leka
2. Lance Dehm
3. Brent Mullins



Genesee Speedway

- Batavia, N.Y.
June 16, 2007
Mini Stock
1. Bobby Dickinson
2. Dan Norton
3. Jason Hull
Street Stock
1. Jeb Walworth
2. Dan Pries
3. David Downs
Late Model
1. Jim Johnson
2. Derek Boyle
3. Josh Pangrazio
Sportsman
1. Chad Chevalier
2. Don Spatorico
3. Tom Flannigan

Peterborough Speedway

- Peterborough, Ontario
June 16, 2007
Midget
1. Todd Cresswell
2. Randy May
3. Greg Smulders

Oswego Speedway

- Oswego, N.Y.
June 16, 2007
Steel-Block Supermodified
1. Larry Muroski
2. Jack Patrick
3. Brian Sobus
Supermodified
1. Michael Barnes
2. Otto Sitterly
3. Tim Snyder

Cayuga County Fair Speedway

- Weedsport, N.Y.
June 17, 2007
Battlekarz
1. Tom Cook
2. Karl Werner
3. Adam Keuer
Street Stock
1. Jim Wallace
2. Dave Mannise
3. Steve Woodworth
Sportsman Modified
1. Mike Mahaney
2. Shawn Donath

3. Joe Williams
Big-Block Modified
1. Jimmy Phelps
2. Steve Paine
3. Derrick Podsiadlo

Riverhead Raceway

- Riverhead, N.Y.
June 16, 2007
Modified
1. Dave Brigati
2. Chuck Steur
3. Chris Beutler
Late Model
1. Dan Turbush
2. Roger Oxee
3. Jarrod Hayes
Figure-8
1. Roger Maynor
2. Tom Graff
3. Paul Specht
Chargers
1. Eric Lutz
2. Eddie Marshall
3. Wayne Jelley
Sportsman
1. Tommy Walkowiak
2. Tom Sullivan

Riverhead Raceway

- Riverhead, N.Y.
June 17, 2007
Pro Truck
1. Danny Grennan
2. Lou Maestri
3. Frank Dumichich
Grand Enduro
1. Bob Pease
8-Cylinder Enduro
1. Terry Stiles
6-Cylinder Enduro
1. Shawn Wanat
4-Cylinder Enduro
1. Robin Vollmoeller, Sr.

Wyoming County Speedway

- Perry, N.Y.
June 17, 2007
Modified
1. Rusty Smith
2. Matt Hirschman
3. Daren Scherer
Sportsman
1. Bill Mislin
2. Kevin Lewis
3. T.J. Potrzeboowski
Super Stock
1. Dan Scott
2. Kevin Herbert
3. Jacob Logsdon
4-Cylinder
1. Bill Verwys
2. Kevin Grom
3. Eric Hastrieter

Utica-Rome Speedway

- Vernon, N.Y.
June 17, 2007
358-Modified
1. Andy Bachetti
2. Todd Burley
3. Willy Decker
Sportsman
1. Alan Barker
2. Matt Janczuk
3. Danny Varin
Pro Stock
1. Jerry Holmes
2. Jim Normoyle
3. Chris Mackey
Pure Stock
1. Russ Marsden
2. Chris Carr
3. Waylan Wilczek
IMCA Modified
1. Dale Caswell
2. Jim Roberts
3. Kevan Cook

Centre For Speed

- Shediac, New Brunswick
June 17, 2007
Sportsman
1. Luc Bourgeois
2. Claude Gaudet
3. Calvin Rankin
Thundercat
1. Rod Pettigrew
2. Chris Powers
3. Gary Stewart
TigerCat
1. Josh Simon
2. Daniel Gautreau

Canandaigua Speedway

- Canandaigua, N.Y.

- June 16, 2007
Purestox
1. Corey Hunt
2. Marc Minutolo
3. Eric Chapman
Street Stock
1. Mike Welch
2. Nathan Peckham
3. Andy Fisk
DIRTcar Sportsman Modified
1. Billy Coleman
2. Kevin Ridley
3. Loren Lincoln
DIRTcar Big-Block Modified
1. Charlie Donk
2. Russ Hefti
3. Chad Homan

Lebanon Valley Speedway

- West Lebanon, N.Y.
June 16, 2007
Modified
1. Andy Bachetti
2. Eddie Marshall
3. Wayne Jelley
Sportsman
1. Chris Kokosa
2. Jeff Watson
3. Kim Lavoy
Pro Stock
1. Paul LaRochelle
2. Mike Middleton
3. Dave Blanchard
Limited Pro Stock
1. Nick Hilt
2. Justin Herron
3. Jerry Helms, Jr.
Pure Stock
Feature No. 1
1. Shannon McDermott
2. Dave Stickle
3. Jeff Kreuztizer
Feature No. 2
1. Robert Hammell
2. Kirk Stanaway
3. Dave Houser
Feature No. 3
1. Phil Wood
2. Al Relyea
3. Jay Casey

Chemung Speedrome

- Chemung, N.Y.
June 16, 2007
SST Modified
1. Tony Hanbury
2. John Wilber
3. Josh Philpott
Super Stock
1. Chris Daugherty
2. Chuck Lohmeyer
3. Jeff Goodwin
INEX Legends
1. Daren Scherer
2. Matt Priscott
3. Brian Terrell
4-Cylinder
1. Jody Buckley
2. Phil Haner
3. A.J. Lane
Speedrome Junior
1. T.J. Zacharias
2. Jesse Kent
3. James Lorows
Bandoleros
1. Ryan Polenz
2. Eric Bostwick
3. Matt Evans
USAC Ford Focus Midget
1. Willy Decker
2. Jon Seamon
3. P.J. Stergius

Fulton Speedway

- Fulton, N.Y.
June 16, 2007
DIRTcar Modified
1. Jimmy Phelps
2. Dale Planck
3. Alan Johnson
DIRTcar Sportsman
1. Dave Reilley
2. Chris Hile
3. Jeremy Pitcher
UMP Street Stock
1. Dave Bruno
2. Dave Mannise
3. Jim Wallace
IMCA Modified
1. Kevan Cook
2. Larry Bezner
3. George Valenti
Crate Sportsman
1. Timmy Sears, Jr.
2. Mike Fowler
3. Sean McCarthy
4-Cylinder Enduro
1. Jon Shumway
2. Jerry Herbert
3. Eric M. Zirbel

Lancaster Raceway Park

- Lancaster, N.Y.
June 16, 2007

- Midget**
1. Mark Schulz
2. Dave Wollaber
3. Chris Bandelian
4-Cylinder
1. Dan Wieland
2. Don Roesch
3. Tim Haniszewski, Jr.
Street Stock
1. Tim Garlock
2. John Julicher, Jr.
3. Jeff Madill
Super Stock
1. George Roesch
2. Wayne Bernhard
3. Dave Johnson
Sportsman
1. Erick Rudolph
2. Billy Burd
3. Nick Cappelli
Bobcat of Buffalo
1. Scott Skora
2. Ron Nurmi
3. Todd Hoddick

Five Mile Point Speedway

- Kirkwood, N.Y.
June 13, 2007
Modified
1. Jeff Strunk
2. Joey Grammes
3. Carl Nagel

Oxford Plains Speedway

- Oxford, Maine
June 13, 2007
Chimney Tech Outlaw
Feature No. 1
1. Josh Paradis
2. Jim Drake
3. Scott Ellis
Feature No. 2
1. Bruce Robertson
2. Jerry Freve
3. Bubba Collins
Feature No. 3
1. Ron Abbott, Jr.
2. Richard Spaulding
3. Thom Bell
Runnin' Rebel
Feature No. 1
1. Ryan Philbrick
2. Craig Farrington
3. Bill Dunphy
Feature No. 2
1. Gregg Norton
2. Doug Degroat
3. Martin Krauter
Feature No. 3
1. Josh Childs
2. Jeff Hebert
3. Kyle Hewins
Sport Truck
Feature No. 1
1. Lee Spurling
2. Rene Foster
3. Gale Williams
Feature No. 2
1. Jake Burns
2. Yogi Hiscok
3. Doug Degroat
Ladies
1. Vanna Brackett
2. Dottie Patria
3. Christina Spaulding
Renegade
1. Jamie Heath
2. Ken Marston
3. Gerard Cote

Spencer Speedway

- Williamson, N.Y.
June 15, 2007
Super Six
1. Bill Semmler
2. Kris Hillegeer
3. Patti Davenport
Street Stock
1. Bobby Lipka, Jr.
2. Bill Hebing
3. Ryan Corso
Small-Block Supermodified
1. Louie LaMay
2. Russ Brown
3. Alan Barker
SST Modified
1. T.J. Potrzebowski
2. Daryl Lewis, Jr.
3. Daryl Lewis, Sr.
NASCAR Modified
1. Buck Catalano
2. Tim McMullen
3. Mike Leaty

Oxford Plains Speedway

- Oxford, Maine
June 16, 2007
Strictly Stock
1. Glen Henderson
2. Tommy Tompkins
3. Larry Emerson
Late Model
Feature No. 1
1. Travis Adams
2. Travis Stearns
3. Don Wentworth
Feature No. 2
1. Don Wentworth
2. Travis Adams
3. Ricky Rolfe
Mini Stock
1. Jimmy Childs
2. Justin Karkos
3. Bob Guptill
Sport Truck
1. Jake Burns
2. Rene Foster
3. Yogi Hiscok
Ladies
1. Dottie Patria
2. Cathy Manchester
3. Patty Brannon

Thompson Int'l Speedway

- Thompson, Conn.
June 14, 2007
Late Model
1. Marc Jenison

2. Tom O'Sullivan
3. Rick Gentes
Modified
1. Keith Rocco
2. Kerry Malone
3. Woody Pitkat
Pro Stock
1. Norm Wrenn
2. Fred Astle
3. Mike O'Sullivan
Limited Sportsman
1. Eric Grant
2. Scott Sundeen
3. Joe Arena
Mini Stock
1. Mike Romano
2. Brad Caddick
3. Leo Defevers
Modified
1. Tim Sullivan
2. Glenn Boss
3. Richie Ferreira

Thunder Road Int'l Speedbowl

- Barre, Vt.
June 14, 2007
Late Model
1. Dennis Demers
2. Dave Whitcomb
3. Cris Michaud
Sportsman
1. Scott Coburn
2. Josh Lovely
3. Craig Bushey
Street Stock
1. Chad Stewart
2. Bruce Melendy
3. Mike Ziter

Brewerton Speedway

- Brewerton, N.Y.
June 15, 2007
DIRTcar Modified
1. Rod Bresnahan
2. Chuck Bower
3. Kevin Bates
IMCA Modified
1. Dale Caswell
2. Kevan Cook
3. Rob Keller, Jr.
Mod Lite
1. Dan Williams
2. Justin Chrisafulli
3. Joe Gwilt
4-Cylinder Super Stock
1. Claude Hutchings, Jr.
2. Matt Wetterer
3. Ed Granoski
4-Cylinder Enduro
1. Josh Herbert
2. Jerry Herbert
3. Jerry Curcie, Jr.

Wall Township Speedway

- Belmar, N.J.
June 16, 2007
Modified
Feature No. 1
1. Chas Okerson
2. Justin Gumley
3. Kevin Flockhart
Feature No. 2
1. Kevin Flockhart
2. Jimmy Blewett
3. John Blewett III
Modified Affordable
Feature No. 1
1. Robert Geibel, Jr.
2. Scott Riggelman
3. Danny Bohn
Feature No. 2
1. Danny Bohn
2. Kevin Eyres
3. Scott Riggelman
Street Stock
Feature No. 1
1. Bill Vanderveen
2. John McCormack
3. Ray Minieri
Feature No. 2
1. Ed McCarthy
2. Ron Frees

Black Rock Speedway

- Dundee, N.Y.
June 15, 2007
Street Stock
1. Rich Sharpsteen
2. Frank Chapman
3. Chris Fisher
Pro Truck
1. Jared Hill
2. Ralph Champion
3. Terry Povoski
4-Cylinder
1. Kim Jennejohn
2. Derrick Mills
3. Brett Crawford
358-Modified
1. Gil Tegg
2. Serenity Sutherland
3. Dale Welty
Crate Sportsman
1. Mike Entwistle
2. Dave Yehl
3. Loren Lincoln
Super Stock
1. Jeremy Wonderling



Tri-City Speedway

- Franklin, Pa.
June 17, 2007
Super Sprint Car
1. Rod George
2. Greg Wilson
3. Jamie Batzel
4-Cylinder
1. Nick Stark
2. John Hoover
3. Chris Taylor
Big-Block Modified
1. Rex King
2. Jeremiah Shingledecker
3. Kevin Bolland
E-Mod
1. Jason Johns
2. Carl McKinney
3. Mike Potosky
Ladies Pro Stock
1. Camille Ferringer
2. Casey Paup
3. Megan Greenlee
Thundercar
1. Cody Manners
2. Curtis E. Bish
3. Joe Blake

Susquehanna Speedway Park

- Newberrytown, Pa.
June 14, 2007
Legends
1. Tom Mayberry
2. Randy Kissingner
3. Tyler Bear
School Bus
1. Van Baker
2. Howard Ebaugh
3. Joe Thomas



CLIFFORD DOVE MOTORSPORTS PHOTOGRAPHY
INSIDE MAN: Jeremy Miller (24) tests Kirk Ryan en route to a 3rd-place run at Winchester (Va.) Speedway.

3. Rich Mongeau
Factory Stock
Feature No. 1
1. Vern McLaughlin III
2. Joe Constandi
3. Dan Collamer
Feature No. 2
1. Ron Lane
2. Gary Pein
3. Vern McLaughlin III
Sportsman
1. Chas Okerson
2. Charlie Kremer III
3. Keven Eyres
Legends
1. Tom Austin, Jr.
2. Dylan Cecece
3. Erica Bell

Penn Can Speedway

- Susquehanna, Pa.
June 16, 2007
Modified
1. Mike Gular
2. Brian Weaver
3. Jeff Rudalavage
Sportsman
1. Joey Colsten
2. Chris Wood
3. Jeff Cranbo
Late Model
1. Dave Zona
2. Bud Phillips
3. Jamie Griffiths
Super Stock
Feature No. 1
1. Tom Herman
2. Denny Decker
3. Carl Heater
Feature No. 2
1. Denny Decker
2. Pat Nolan
3. Chris Piasecki
SS Sprint
1. Richie Cass, Sr.
2. E.J. Harrington
3. Dave Gorbatuk
Pure Stock
1. Butch Green
2. Charlie Gilbert
3. Jamie Batzel
4-Cylinder
1. Nick Stark
2. John Hoover
3. Chris Taylor

Port Royal Speedway

- Port Royal, Pa.
June 14, 2007
4-Cylinder
1. John Stoll
2. Max Hampton
3. Ronnie Garlock

Port Royal Speedway

- Port Royal, Pa.
June 16, 2007
Sprint Car
1. Kevin Nouse
2. Mike Erdley
3. Keith Kauffman
Late Model
1. Tim Wilson
2. Scotty Haus
3. Waylon Wagner
Pro Stock
1. Tim Krape
2. John Heane
3. Bill Powell
Stock Car
1. Dave Leidy
2. Ralph Morgan
3. Tim Burkholder
Enduro
1. Jason Zook
2. Todd Eby
3. Neil Foust

Mercer Raceway Park

- Mercer, Pa.
June 16, 2007
410 Sprint Car
1. Rod George

Selinsgrove Speedway

- Selinsgrove, Pa.
June 16, 2007
Sprint Car
1. Larry Kelleher
2. Blane Heimbach
3. Dave Calaman
Late Model
1. Jim Yoder
2. Mike Bingaman
3. Brett Schadel
Pro Stock
1. Tom Savage, Jr.
2. Bill Glass III
3. A.J. Stroup
Roadrunner
1. Donnie Murphy
2. Matt Drum
3. Dave Kamp

New Egypt Speedway

- New Egypt, N.J.
June 16, 2007
Modified
1. Matt Sheppard
2. Pat Wall
3. Jimmy Horton
Sportsman
1. Steve Hoffman
2. John Romano, Jr.
3. Chad Barney
Super Stock
1. Al Cheney
2. Todd Cray
3. Bill Liedtka
Crate-1
1. Richie Cass, Sr.
2. E.J. Harrington
3. Dave Gorbatuk
SS Sprint
1. Kevin Nagy
2. Art Liedl
3. Bryan Kuhl
Outlaw Stock
1. Gary Klimeczak
2. Spider Ensinger, Sr.
3. Rob Longo



A weekly report of action from across America

2. Danny Holtgraver
3. Mike Lutz
358 Modified
Feature No. 1
1. Gary Smoker
2. Frank Guidace
3. Lonny Riggs
Feature No. 2
1. Gary Smoker
2. Rodney Beltz
3. Brad Rapp
Stock Car
1. Brian Booher
2. Shaun Hooks
3. Andy Thompson
Mod Lite
1. Mark Marucci
2. Jeff Teeters
3. Doug Stanley
Mini Stock
1. Lucas Sprouse
2. Pete Wearing
3. Mike Anderson, Jr.

Georgetown Speedway

- Georgetown, Del.
June 15, 2007
Super Late Model
1. Ricky Elliott
2. Donald Lingo, Jr.
3. David Pettyjohn
Crate Late Model
1. Ross Robinson
2. Jon Calloway
3. Ryan Walls
Crate Modified
1. Mike White
2. Jeff Brown
3. John Curtis
Georgetown Vintage Club
1. C.J. Schirmer

Dog Hollow Speedway

- Northern Cambria, Pa.
June 15, 2007
Late Model
1. Randy Smithley
2. Clate Copeman
3. Rance Garlock
Late Model
1. Paul Michny
2. Dave Padula
3. Chris Knuth
Street Stock
1. Jeff Sweeney
2. Ray E. Charles
3. John Kinsey
Pure Stock
1. Tim Laughard
2. Scott Lorenzo
3. Marshall Detwiler
4-Cylinder Sidewinder
1. Scott Shirk
2. Jesse Laughard
3. Dan Adams

Langley Speedway

- Hampton, Va.
June 16, 2007
Late Model
1. Greg Edwards
2. Danny Edwards
3. Mark Wertz
Modified
1. Shawn Balluzzo
2. Buddy Emory
3. Bubba Farmer
Super Street
1. Tommy Sweeney
2. Steve Dill
3. Ritchie German
INEX Legends
1. Jeremy Cook
2. Rette Causey
3. Jamie Price
UCAR
1. Kevin Alves

Path Valley Speedway Park

- Spring Run, Pa.
June 15, 2007
270 Sprint
1. Ryan McAndrews
2. Sean McAndrews
3. Heath Hehnly
Thundercar
Feature No. 1
1. Gary DeHart
2. Denny Scofield
3. Lyle Barnes
Thundercar
Feature No. 2
1. John Rasp
2. Jeremy Truax
3. Mark Grove
Sidewinder
1. Donnie Hendershot
2. Heath Hehnly
3. Devin Dochery
Super Stock
1. Dave Dunkle
2. Josh Berrier
3. Steve Bailor
600 Sprint
1. Jesse Fitz
2. Jimmy Brookens
3. Jake Murphy
Mini Stock
1. Ralph Morgan, Jr.
2. Tim Burkholder
3. Jeremy Ott

Tyler County Speedway

- Middlebourne, W. Va.
June 16, 2007
Late Model
1. Paul Wilmoth, Jr.
2. Tim Dohm
3. Ryan Markham
AMRA Modified
1. Dave Defibaugh
2. Mark Dickson
3. Brian Probst
Pure Stock
1. Danny Thomas
2. Brian Schaffer
3. John Watson
Mod Lite
1. Bob Stackpole
2. Jamie Watson
3. Mitch Herrick
Junkyard Warrior
Feature No. 1
1. Dave Wamsley
2. Ivan Wamsley, Jr.
3. Travis Fetty
Feature No. 2
1. Brandon Doll
2. Rob Martin
3. Mark Cross

Hagerstown Speedway

- Hagerstown, Md.
June 16, 2007
Late Model
1. Bo Feathers
2. Jeremy Miller
3. Kirk Ryan
Sportsman
1. Arlin Brougher
2. Brian Lessley
3. Andy Fries

Grandview Speedway

- Bechtelsville, Pa.
June 16, 2007
Modified
1. Duane Howard
2. Danny Erb
3. Jason Hamilton

Allegany County Speedway

- Cumberland, Md.
June 16, 2007
Limited Late Model
1. Matt Sponaugle
2. Randy Burkholder
3. Dave Troutman
Street Stock
1. John Whitfield
2. Randy Zechman
3. Rick Wright
Hobby Stock
1. Mike Moore
2. Steve Fadley
3. Marcus Van Meter
4-Cylinder Junk Car
1. Jeff Tuel
2. Dwain Rhodes
3. Ray Shepherd
8-Cylinder Junk Car
1. Kevin Brown
2. Jim DeArmitt
3. Jeff Proud

The Fairgrounds at Kutztown

- Kutztown, Pa.
June 13, 2007
600cc Micro Sprint
1. Ryan Shupp
2. Dusty Heistand
3. Brian Carber
270cc Micro Sprint
1. Ross Perchak
2. Jeff Hartman
3. Brett Arndt
Slingshot
1. Travis Bieber
2. Jordan Henn
3. Nate Christman
600 Modified
1. Mike Pynchinka
2. Rick McGeady
3. Chris Stockham

Lernerville Speedway

- Sarver, Pa.
June 15, 2007
Sprint Car
1. Rod George
2. Scott Priestler
3. Carl Bowser
Late Model
1. David Scott
2. Gary Lyle
3. Alex Ferree
Modified
1. Brian Swartzlander
2. Kevin Bolland
3. Del Rougeux, Jr.
Pure Stock
1. Mike Pegher, Jr.
2. Paul Schreekgost
3. Bob Egly

Trail-Way Speedway

- Hanover, Pa.
June 15, 2007
Hoosier 358-Sprint
1. Jeff Rohrbaugh
2. Brad McClelland
3. Danny Dietrich
Thundercar
1. Sam Gallagher
2. Nat Tuckey
3. Craig Wagaman
Street Stock
1. Dan Furman
2. Seth Kearchner
3. Ted Forsythe
Limited Stock
Feature No. 1

1. Kyle Rohrbaugh
2. Brian L. Marsh
3. Josh Ulrich
Feature No. 2
1. Brad Kress
2. Wes McDaniel
3. Kyle Rohrbaugh
Figure-8
1. Ricky Bumham
2. Shawn Crunkilton
3. Bryan Green

Tri-State Speedway

- Pocola, Okla.
June 16, 2007
Road Runner
1. Ryan Williams
2. Ryan Phipps
3. Ty Evans
Super Stock
1. Tommy Lewis
2. Jimmy Douglas, Jr.
3. Donnie Blaylock
Economy Modified
1. John Pepper
2. Colt Hamilton
3. George Martin
Modified
1. Darwin Hale
2. Larry Campbell
3. Andy Milliken
Mini Stock
1. Dale Hargrove
2. Kyle Ledford
3. Daniel Nicholson
Front-Wheel Drive
1. Chris Akers
2. Raymond Bieker
3. Jack Bieker



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

81 Speedway

- Park City, Kan.
June 16, 2007
Rookie Modified
1. James Lutkie
2. Mike Siemers
3. Tyler Davis
Street Stock
1. Harley Peery
2. John Clark
3. Terry Stubblefield
AAA Modified
1. Loren Dauer
2. Kirk Coleman
3. Bill Stahl
Sprint Car
1. Marc Robe
2. Garry Lee Maier
3. Koby Barksdale
Thumper
1. Straun Taylor
2. Brian Smith
3. George Ramey
Modified
1. Greg Stephens
2. Marc Hurd
3. Brian Powers

Huset's Speedway

- Brandon, S.D.
June 17, 2007
Outlaw Sprint Car
1. Terry McCarl
2. Jeff Rohrbaugh
3. Wade Nygaard
Sprint Car
1. Jody Rosenboom
2. Jordan Martens
3. John Cressman

Dawson County Raceway

- Lexington, Neb.
June 17, 2007

- Modified**
1. Chuck Stryker
2. Brandon Hagan
3. Vince Leibert
Stock Car
1. Charley Brown
2. Brady Koch
3. Casey Werkmeister
Hobby Stock
1. Kyle Bond
2. Jim Buss
3. Jeremy Wagner
Late Model
1. Bo Egge
2. Rusty Miller
3. Alan Jordening

Knoxville Raceway

- Knoxville, Iowa
June 15, 2007
305 Sprint Car
1. Rager Phillips
2. Chad Huston
3. Jay Kinder

Knoxville Raceway

- Knoxville, Iowa
June 16, 2007
360 Sprint
1. John Schulz
2. Matt Moro
3. Josh Higday

Beatrice Speedway

- Beatrice, Neb.
June 16, 2007
Hobby Stock
1. Ryan Rosheewski
2. Greg Post
3. Leroy Beehe
Factory Stock
1. Roy Armstrong
2. Jeff Shew
3. Gary Laffin
Limited Modified
1. Gary Saathoff
2. Justin Fritzon
3. Mike Sherwood
Cruiser
1. David Voorhees/Jeff Brumbach
2. Darrin Meinke/Nathan Rosentreader
Modified
1. Clint Homan
2. Greg Metz
3. Dan Nelson

Outlaw Motor Speedway

- Oktaha, Okla.
June 16, 2007
Modified
1. Mike Withrow
2. Tate Cole
3. Randy Frailey
Pure Stock
1. James Gilleen
2. David Vinson
Economy Modified
1. Patrick Goodnight
2. Carl Conley
3. Dalton Clay
Hobby Stock
1. Bobby Disheroon
2. Dale Richardson
3. Brookin Stephens

Miller Speedway

- Miller, S.D.
June 16, 2007
WISSOTA Midwest Modified
1. Kevin Bliese
2. Lorin Johnson
3. Casey Hanson
UCAR
1. Gary Peterman
2. Mike Miller
3. Mike Wurts

Junction Motor Speedway

- McCool Junction, Neb.
June 16, 2007
Late Model
1. John Bridges
2. Robbie Andersen
3. Mike Fegter
Modified
1. Justin Bell
2. Mike Goldfuss
3. Shane Stutzman
Street Stock
1. Andy Wilkinson
2. Shane Stutzman
3. Bryon Boersen
Hobby Stock
1. Jason Wilkinson
2. Levi Gunn
3. Brent Kassik
Two-Person Cruiser

1. John Miller/Bill Slezak
2. Ken Barry/Drew Barry
3. Vic Jacobitz/Josh Jacobitz
4-Cylinder
1. Alex Koehler
2. Sam Wiarda
3. Chuck Wergin

Adams County Speedway

- Coming, Iowa
June 16, 2007
Hobby Stock
1. Matt Hudson
2. Cody Werner
3. Chris Vannausde
Pro Street
1. Tony Hardisty
2. Greg Miller
3. Ron Ballinger
Modified
1. Dan Mueller
2. Ryan Peckham
3. Jeff James
Whelen Late Model
1. Chris Spieker
2. Mike Whitehead
3. Jason O'Brien

Thunderhill Speedway

- Mayetta, Kan.
June 16, 2007
IMCA Northern SportMod
1. Charlie Kroll
2. Jeff Dubois
3. Dave Budzban
IMCA Hobby Stock
1. Brad Lautenbach
2. Brandon Peterson
3. Keith Kickbusch
IMCA Stock Car
1. Willie DeGrave
2. Shawn Havel
3. Scott Pagels
IMCA Modified
1. Benji LaCrosse
2. Shawn Kilgore
3. Tim Czarneski
4-Cylinder
1. Patrick King
2. Brad Lautenbach
3. Casey Gross
Bomber
1. Jesse Kroll
2. Dan Merkle
3. Heidi Hegnet
Street Stock
1. Jeremy Wiitala
2. James Iverson
3. Tim Czarneski

Mid-Nebraska Speedway

- Doniphan, Neb.
June 16, 2007
Hornet
1. Billy Greeg
2. Jamie Bergmark
3. Ben Hobbs
IMCA Hobby Stock
1. Alan Halte
2. Delbert Selvage
3. Jim Buss
IMCA Modified
1. Brandon Blochlinger
2. Justin Gregg
3. Ross Afrank
Grand National
1. Bob Milander
2. Jase Kaser
3. Kevin Safranek
Cruiser
1. Joey Platt
2. James Cook
3. Adam Cook

Southern Iowa Speedway

- Oskaloosa, Iowa
June 14, 2007
USRA Hobby Stock
1. Bill Gibson
2. Bill Bonnett
3. Nathan Wood
USRA B-Mod
1. Brett Moffitt
2. James May
3. Jake Newman
USRA Stock Car
1. Alan Halte
2. Tom Schmitt
3. Brett McDaniel
USRA Modified
1. Steve Stewart
2. Ron Ver Beek
3. Brandon Banks

Southern Iowa Speedway

- Oskaloosa, Iowa
June 15, 2007
USRA Hobby Stock
1. Nathan Wood
2. Ryan Vicker
3. Brett McDaniel
USRA B-Mod
1. Brett Moffitt
2. Paul Underwood
3. Andrew Schroeder
USRA Stock Car
1. Lance Deal
2. Shane Weller
3. Matt Greiner

Culbertson Speedway

- Culbertson, Neb.
June 16, 2007
IMCA Modified
1. John Fabrizio
2. Jay Schilling
3. Caleb Peters
IMCA Stock Car
1. Ritchie Wickizer
2. Lloyd Meeske
3. Shane Stout
IMCA Hobby Stock
1. Andy Wilkinson
2. Cody DeWester
3. Kyle Bond
Classic Modified
1. Max Pollmann
2. Loren Pollmann
3. Mike Brenning
Mini Truck

Davenport Speedway

- Davenport, Iowa
June 15, 2007
IMCA Late Model
1. Joe Zrostlik
2. Fred Remley
3. Matt Ryan
IMCA Late Model
1. Fred Remley
2. Rob Toland
3. Mike Murphy, Jr.



BIG MOVES: Byron Reed (5) blasts under Roger Shammo en route to winning Friday night's sprint-car feature at Attica (Ohio) Raceway Park.

RICK SHERER PHOTO

1. Royal Fisher
2. Delbert Ridenour
3. Dalton Dolan



- Arizona**
California
Nevada
New Mexico
Oregon
Washington

Marysville Raceway Park

- Marysville, Calif.
June 16, 2007
Sprint Car
1. Pat Russum
Stock Car
1. Jerry Bartlett
Extreme Bomber
1. James Foster
Dwarf Car
1. Mike Grenert

Irwindale Speedway

- Irwindale, Calif.
June 16, 2007
Super Late Model
1. Rip Michels
2. Travis Thirkettle
3. David Beat
Pro Truck
1. Rick Wall
2. Jeff Williams
3. David Timewell
Legends
1. Chad Schug
2. Tom Landreth
3. Gary Scheuereel
Figure-8
1. Jay Henson
2. Rusty Stewart
3. Jesse James
Bandolero
1. Tyler Fabbazzi
2. Andrew Anderson
3. Ashlee Ambriz

The Bullring at Las Vegas Motor Speedway

- Las Vegas, Nev.
June 16, 2007
Super Late Model
Feature No. 1
1. Taylor Barton
2. Dustin Ash
3. Scott Gafforini
Feature No. 2

1. Dustin Ash
2. Taylor Barton
3. Justin Johnson
Charger
1. Mario Opipari
2. Darren Rollins
3. Mike Heck
Bandolero Bandit
1. Andre Prescott
2. Dylan Kwasniewski
3. Jonathan Eakin

Evergreen Speedway

- Monroe, Wash.
June 16, 2007
Stinger 8 World Championship
1. Nick Gunderson
2. Nick Williams
3. John Zaretzke
Super Stock
1. John Zaretzke
2. Kelly Mann
3. Jason Fraser

Altamont Motorsports Park

- Tracy, Calif.
June 16, 2007
USAC California Ford Focus
1. Tom Dyer
2. Tim Skoglund
3. Beau DeBarrd

Manzanita Speedway

- Phoenix, Ariz.
June 16, 2007
AMRA
1. Chris Rahe
2. Brendan Higgins
3. Terry Goodwin

Perris Auto Speedway

- Lake Perris, Calif.
June 16, 2007
Late Model
1. Ron Bartels
2. Nick Bartels
3. Art Peterson
Modified
1. Joe Haresky
2. Toby Sampson
3. Tony Ferris
Street Stock
1. Clyde Smith
2. Henry Wesolowski, Sr.
3. Jim Coates
Cruiser
1. Lackey/Ramsey
2. Bundy/Shoemaker
3. Garica/Lillie

Tucson Raceway Park

- Tucson, Ariz.
June 16, 2007
Late Model
1. Joe Paladenic
2. Ron Norman
3. Mathew Williams
Factory Stock
1. Casey Rohrer



- Alabama**
Arkansas
Louisiana
Mississippi
Texas

East Alabama Speedway

- Phenix City, Ala.
June 16, 2007
Sprint Car
1. Dana Eiland
2. Ricky Culpepper
3. Tod Darda

Talladega Short Track

- Eastaboga, Ala.
June 16, 2007
Dirt Late Model
1. Jimmy Owens
2. Wendell Wallace
3. Brandon Kinzer
Sportsman
1. Jackson Hale
2. Dougie King
3. Dallas Cooper
Crate Late Model
1. Logan Yates
2. Curtis Cline
3. Josh Taylor
IMCA Modified
1. Michael Strickland
2. Clay Coker
3. Dale Henderson
Thundercar
1. Steven Forsythe
2. Tony Miles
3. Scott Magouirk
Hot Shot
1. Mason Dunaway
2. Curtis Busby
3. Dustin Mullinax
Street Stock
1. Michael Skelton
2. Harry Stanley
3. Dillon Crim

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Erb Takes Two Out Of Three At Summernationals

Korte Derails A Weekend Sweep

By **KEVIN KOVAC**
Friday

KANKAKEE, Ill. — Dennis Erb, Jr. continued his great start on the 1600 HP MAX UMP LM 2007 UMP DIRTcar Racing Summernationals.

One of the Midwest's hottest drivers entering this year's tour, Erb marched to victory in Friday night's 40-lap Summernationals opener at Kankakee Motor Speedway, earning \$10,000 for capturing the UMP DIRTcar Summernationals opener for the second-consecutive season.

Last year, he went on to finish fifth in the tour point standings.

It was the fourth-career Summernationals triumph for Erb, a favorite to stand as the point champion at the end of this year's 28-race, 30-day series.

A winner of two \$10,000 World of Outlaws Late Model Series main events last month, Erb continued his big-money surge by charging from the eighth-starting spot in his Petroff Towing/Thomason Transportation Rayburn. He passed race-long pacesetter Rodney Melvin for the lead on lap 25 and never looked back.

Melvin, who has raced infrequently so far this season while gearing up for a Summernationals assault, held on to finish second at the high-banked oval. Mike Marlar, a first-time Summernationals hopeful came from the 12th starting spot to finish third, followed by 2004 Summernationals titlist Don O'Neal and UMP DIRTcar Racing National Late Model point-leader Wes Steidinger of Fairbury, Ill., who started from the pole position.

The finish: Dennis Erb, Rodney Melvin, Mike Marlar, Don O'Neal, Wes Steidinger, Greg Johnson, Terry Case, Kevin Weaver, Matt Miller, Randy Korte, Steve Sheppard, Shawn Tozcek, Richie Hedrick, Jason Fegers, Rusty Schlenk, Russ Scheffler, Ryan Dauber, Garrett Slager, Mike Provanzano, Tony Izzo, Jeep Van Wormer.

Saturday

BOSWELL, Ind. — Dennis Erb, Jr. is threatening to make the 2007 UMP DIRTcar Racing Summernationals his personal playground.

Erb remained undefeated on this year's tour, making Saturday night's 40-lap feature at Kamp Motor Speedway his second-straight victory.

With the tour championship race wide open thanks to the

absence of 2005-06 Summernationals dominator Shannon Babb as a regular, Erb has staked his claim to Babb's throne. He controlled the second of 28 scheduled Summernationals events, leading Saturday's feature from flag to flag.

Erb, 34, didn't drive away from the field in his Petroff Towing/Thomason Transportation Rayburn, but no one was able to find a way by him on the high-banked, three-eighths-mile oval.

The \$10,000 triumph was the fifth of Erb's career in UMP DIRTcar Racing Summernationals competition.

A battle for second place saw Mike Marlar, who is planning to make his first full-time assault on the Summernationals, emerge as the runner-up, several car lengths behind Erb. Don O'Neal finished third, giving him consecutive top-five finishes on the Summernationals road. Steve Sheppard, Jr. was fourth, and Jason Feger was fifth.

The finish: Dennis Erb, Jr., Mike Marlar, Don O'Neal, Steve Sheppard, Jr., Jason Feger, Terry Casey, Randy Korte, Wes Steidinger, Greg Johnson, Rodney Melvin, Richie Hedrick, Patrick Sheltra, Jeep Van Wormer, Dan Walden, Mike Mataragas, Rusty Schlenk, Kevin Weaver, Tim Manville, A.J. Diemel, Michael Kloos, Mark Burgtorf.

Sunday

By **TERRY YOUNG**
 HAUBSTADT, Ind. — Someone competing in the 2007 UMP DIRTcar Racing Summernationals finally found a way to solve Dennis Erb, Jr.

Erb, who had won back-to-back events in the series over the weekend, had his string broken by Randy Korte. Korte's three-wide pass of leader Don O'Neal with two laps to go powered Korte to victory lane Sunday at Tri-State Speedway in round three of the Summernationals, a month-long, 28-race series.

Korte challenged O'Neal for several laps, finally diving to the bottom of the track as Kevin Cole challenged as well. Once out front, Korte easily held on over the final two laps for the checkers.

O'Neal, who led most of the way, finished second and was followed to the line by Cole, Steve Sheppard, Jr. and Mike Marlar. Erb finished sixth.

The finish: Randy Korte, Don O'Neal, Kevin Cole, Steve Sheppard, Jr., Mike Marlar, Dennis Erb, Jr., A.J. Diemel, Michael Kloos, Chad Zobrist, Mark Faust, Wes Steidinger, Eddie Kirchoff, Jeep Van Wormer, Rusty Schlenk, Jason Fegers, Rodney Melvin, Terry Casey, Kevin Weaver, Greg Johnson, Mark Voigt.

Fisher Gets Hooked Up

SPRINGFIELD, Mo. — Rookie Josh Fisher led all 20 laps Saturday at Springfield Raceway on his way to his second career

WOW Outlaw Warriors victory. Sean McClelland finished

second, followed by Mike Goodman in third.

Kenneth Walker and Randy Martin completed the top five.

The finish: Josh Fisher, Sean McClelland, Mike Goodman, Kenneth Walker, Randy Martin, Brian McClelland, Tyler Bank, Gabe Maycock, Curtis Boyer, Mallory Armfield, Kyle Bell, Terry Hinck, Rusty Potter, Brad Graham, Clint Todd, Steve Mahannah, Forrest Sutherland, Steven Cross, Kathryn Minter, Rob Hartman, Adam Main.

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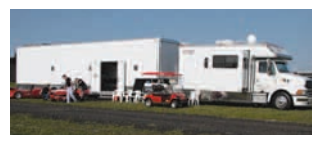
2002 FREIGHTLINER Columbia w/ a 2007 United Trendsetter 14' toter conversion, amenities include 8 KW diesel generator, 7' slide out, all oak and leather interior, Detroit power, 2007 United Superhauler 38' lift gate stacker trailer, .050 exterior, walk on roof, plenty of cabinets, rear lift gate. Extremely nice package for only \$155,000. Graham Trailers (800) 238-8314. www.grahamtrailers.8m.com.



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NSSN THE FINAL LAP



HHP/HAROLD HINSON PHOTO

SHOPPING AROUND: Now that Dale Earnhardt, Jr. is moving to Hendrick Motorsports, the career doors are open for Kyle Busch, who sits in his Nextel Cup car last weekend at Michigan.



JOE SECKA/JMS PRO PHOTO

MECHANICS IN THE MAKING: Sye Lynch (left), son of sprint-car driver Ed Lynch, Jr., checks the tire pressure in the right-rear tire on his dad's familiar No. 2L sprint car Saturday night at Sharon Speedway in Ohio.



GINNY HEITHAUS PHOTO

LOSING IT: Ricky Stenhouse, Jr. holds nothing back — he ultimately tumbled — when circling Gas City (Ind.) I-69 Speedway.



AUDI MOTORSPORTS COMMUNICATION PHOTO

NIGHT LIFE: There's much more to Le Mans than just 24-consecutive hours of sports-car racing.



STEVE ETHERINGTON PHOTO

SAFE CORNER: Indy's high-speed turn 13 gave Fernando Alonso and the rest of the Formula One drivers no problems in the United States Grand Prix.

ECONOMAKI: More Lawyers Making Mark On Auto Racing Industry

CONTINUED FROM PAGE 4

dealer, owning 51 car stores around the country. Familiar to NISSN readers as the man who owns the cars raced to victory in 10 of the first 14 races on this year's Nextel Cup calendar, Hendrick recently wrote a \$1.3-million check to help fund a new \$5.7-million technical center at Central Piedmont Community College in Charlotte to memorialize his late father Joe, "Who taught me to work on cars." Lavishly outfitted with the most modern equipment, the **Joe Hendrick Center for Automotive Technology** can train 2,000 students a year, offering a degree in automotive service. It also offers a program for local high school students seeking college credit. Take a bow, Rick.

Are they still pals? Penske IRL teammates **Sam Hornish, Jr.** and **Helio Castroneves** faced each other in a May bowling match for charity. Bowling happens to be a Hornish specialty, as he has long bowled in a league in his hometown of Defiance, Ohio. Castroneves is from Brazil, where bowling is rare. Despite being a newcomer to kegling, he rolled three strikes to outscore his on-track rival 155-126. Big winner was Speedway Charities, which realized \$125,000.

Here come the lawyers. The organizer of a proposed Champ Car World Series race in China has filed suit against CCWS owners **Kevin Kalkhoven** and **Gerald Forsythe** alleging fraud and breach of contract. The suit, filed in Indiana's Marion County Superior

CLAYTON: Number Sale Could Benefit Charity

CONTINUED FROM PAGE 4

been a few years, but it seems just like it's always been that way. Many of his fans, who seem as concerned with the car number as they were with which team he chose, prove that there is a serious yet bizarre, inexplicable connection between athlete and number.

As requested, I'm here to help broker a deal to help get the No. 8 for him and the Little E Nation.

Since this whole thing began with Earnhardt's defection from DEI, Teresa Earnhardt, who owns and operates DEI, has, in the court of public opinion, come off about as well as

Court by Sino Sports and Entertainment, Inc., claims organizers gave CCWS an advance payment of \$1.6 million for the rights to promote a race in China and the rights to telecast the full series schedule in that country. Claimed is \$15 million in lost revenue. CCWS was unable to get approval from the world governing body of auto racing, the Federation Internationale de l'Automobile, for the race or for the television rights. The FIA had approved a May date for the race, but Sino sought a change of date to October, which was denied. Hope exists that the race can be held in the spring of 2008.

It will be interesting to see if DuPont, a sponsor of **Jeff Gordon's** No. 24 Nextel Cup Chevy, uses it to tout its revolutionary new "3 wet process," which it is trying out in certain auto plants. A second coat of paint is applied over a still-wet prime coat, and a third coat is laid over the still-wet second coat! This exercise is taking place in GM's Toluca, Mexico, plant and, if proven successful, will be adopted company wide, saving 40 minutes per car plus hours of costly oven-drying time, totaling big bucks.

Racing team co-owner and now-and-then racing driver **Paul Newman** has announced his retirement from acting, saying he can no longer work at the level he prefers. No mention, however, of the 82 year old quitting his occasional stints at the wheel of a racing machine.

Gabbing with the first American to win at Le Mans, **Carroll Shelby**, at the recent VIR vintage weekend, he allowed his busy schedule has forced him to buy his own airplane. Like his Le Mans-winning car, a British Aston Martin, he went British for his

some strange cross between the Wicked Witch of the West and Joan Crawford. That opinion says that she is the evil stepmother who is keeping Dale, Jr. and sister Kelly Earnhardt-Elledge from their birthrights by denying them majority ownership of DEI.

I'm not saying that's right — or even that it should matter, but that's the way it is.

What does the No. 8 mean to her, really? It was Ralph Earnhardt's (father of Dale, Sr.) number, which is how it got into the family business in the first place. Without it, DEI goes on without a beat because it is worth a fraction of what it was with Dale, Jr. driving it, and Teresa Earnhardt would appear to have offered up an olive branch to her stepchildren by giving it up.

Money has been exchanged for numbers before — that's nothing new.

airplane as well, choosing a Hawker, but he rides in the back, using a hired pilot.

Auto-racing TV ratings took a blow on May 26. Fox's Coca-Cola 600 at Lowe's Motor Speedway drew a 4.5 national rating, while the rain-delayed and rain-shortened Indy 500 on ABC drew a 4.3 rating. The on-again, off-again racing due to rain hurt Indy, as the first part of the race drew a 4.5 rating. The race resumed three hours later. Both ratings were down from 2006, Indy's dropping 15.7 percent, while the Coca-Cola 600 viewership was 11.8-percent lower.

Here's a pat on the back for Atlanta Motor Speedway headman **Ed Clark**. Despite the success of the big Speedway Motorsports-owned track's two annual NASCAR races, Clark has expanded the income-generating activities at the big oval in unique ways. Weekly "Thunder Racing," held on a tiny oval using part of the big speedway and its pit road, has been an unqualified summer success for 10 years. Its most recent opening night attracted 113 entrants to what is called "Thunder Ring." Contestants wheel Legends cars and Thunder Roadsters, all manufactured and sold by the parent company's 600 Racing entity. More than a few of the younger drivers gravitate to the Craftsman Truck and Busch GN series as their talents evolve. As if Thursday night racing is not enough, Clark has instituted a 12-week Friday night drag-racing session for production cars called "Show 'N Shine." Now in its fifth week, several fans can be seen watching from the track grandstand, but on popular pit road, it is standing room only every Friday night, as families cheer on their drivers.

Major League Baseball player John Kruk bought his in Philadelphia for a couple of cases of beer.

But when NFL running back Ahman Green signed as a free agent with the Houston Texans, he sought his "lucky" No. 30 from veteran defensive back Jeff Simmons. Simmons acquiesced.

The price?

Simmons asked Green, who had signed a reported four-year, \$23-million contract with Houston, to make the down payment on a home for a single parent in need. Green asked where he should write the check.

DEI could make a similar request of Earnhardt, Jr. and Hendrick Motorsports. Pick a charity.

No doubt, the offer would be readily accepted.

Then we would know the No. 8 is worth more than just millions. To someone, it would be priceless.

Lacombe Conquers Quebec LM Contest

MONTMAGNY, Quebec — Patience paid off for Sylvain Lacombe, who inherited the lead

CASTROL LM on lap 57 of the Montmagny 100 Saturday at Autodrome Montmagny Speedway and held on for the American Canadian Tour Castrol Series victo-

ry. Lacombe was running in third when Donald Theetge and Patrick Laperle both spun out while battling for the lead, creating an opening for Lacombe, who out-raced runner-up Jean-Francois Dery.

A parade of rookies followed Lacombe and Dery to the finish —

Spencer MacPherson Jacques Poulin and Eric St-Gelais — all recording career-best finishes.

The finish:

Sylvain Lacombe, Jean-Francois Dery, Spencer MacPherson, Jacques Poulin, Eric St-Gelais, Daniel Bergeron, Steven Boissonneault, Donald Theetge, Patrick Laperle, Yvon Bedard, Karl Allard, Kevin Roberge, Dany Ouellet, Alexandre Gingras, Jonathan Desbiens, Claude Leclerc, Stephane Durand, Normand Lavigne, Simon Roussin, Martin Lacombe, Eric Lehoux, Rejean Blanchet, Marc-Andre Cliche.

FORUM:

Readers Believe Racing's Problems Will Persist

CONTINUED FROM PAGE 4

help improve the event for the paying customer next year.

The first thing is, I was disappointed that while the support divisions were running they weren't shown. Instead, all we had on the screen were the commentators talking, or views of the sponsors' billboards, or the NASCAR drivers standing in the pits, doing nothing.

I, as a fan of racing, not just NASCAR, go to the races to see all the races. Considering that these guys in the support divisions bust their butts every week to race at Eldora for a few hundred bucks to win, they should be given more respect. They are the reasons why Eldora is as big as it is today. It's not because Bill Elliott, Kevin Harvick or Ray Evernham run a late-model race there once a year.

The second thing, make the feature 50 laps. Remember, we paid \$25 to watch this race.

The third thing, diversify the lineup. Add two regular late-model drivers — maybe the previous year's World 100 and Dream winners. Get Steve Kinser and Sammy Swindell. Throw in a half-dozen IndyCar drivers. Get a few racing legends like Mario Andretti and Buddy Baker or Jack Hewitt and a couple more drag racers like John Force and Tony Schumacher, get a bike guy like James "Bubba" Stewart. Then you would have the racing event of the year.

If this is about raising money for charity, I don't think you would have a problem with a lineup like that. Hell, I would pay \$49.95 to watch a lineup like that — just don't forget to show the support divisions.

*Darrell Berry
Punta Gorda, Fla.*

Indy Part-Timers

The Greatest Spectacle in Racing has turned into the Greatest Spectacle of Part-Time Drivers, with nearly half the field made up of one-and-done racers. It's easy pickins if you're one of the "big three" (teams) that rule the IRL. Seven of the last eight winners have come from one of the big three.

This would be like the Indianapolis Colts playing a bunch of scrubs in the Super Bowl, not much entertainment for the fans.

Casey Mears, the 600 winner, J.J. Yeley, the runner-up, and guys like Jason Leffler, who have all raced in the Indy 500, weren't good enough for open-wheel racing and are now starring in NASCAR. NASCAR has the best drivers and best races because they have tapped into the USAC ranks — the same racers that open-wheel racing has abandoned.

The two biggest races in the U.S. are now in NASCAR, while the IRL continues to run a

bunch of second stringers in the Indy 500 with unknown, foreign drivers. It was about 14 years ago when open-wheel turned down Jeff Gordon because he didn't have enough money to buy a ride.

*Bryon Meunier
Indianapolis, Ind.*

Danica Disappoints

I'm a Danica (Patrick) fan, but I must say she's been disappointing in her actions in the past year. First, the two-handed push of Jacques Lazier and now the Dan Wheldon deal. She's just lucky both are gentlemen.

I hope one day she has a problem with the guy who's been around Indy for 50 years and won the thing four times. Can you imagine him putting her over his knee and tanning her hide? That's something she probably missed out on as a child and which she could still use now.

If Danica is mature enough, she knows both those actions were wrong and she owes both drivers a public apology. If she doesn't, Brian Barnhart needs to step in and teach her some of life's lessons before one of these drivers does the wrong thing and takes it on himself to do it.

The on-track problems aside, her actions — for obvious reasons — are just plain wrong.

*Gordon Bellaire
Livonia, Mich.*

Problems Will Persist

Gary London says the IRL's Indy 500 is still an artistic success as a sports event, but the format (foreign road-race drivers and cars) is a failure. His solution, like John Clayton's editorial to switch the date of the most significant U.S. race to allow NASCAR's former USAC stars to compete where they should be in the first place, as well as in the Charlotte 600, of course, will never happen since they're all at conceptual cross purposes and have conflicting interests.

If there were any lingering questions about the cause of any lessened interest, they should have been answered at Milwaukee's traditional post-Indy race. Five foreign drivers (and cars) finished 1-5 before a relatively small paying crowd. This problem with the Indy cars goes back to 1963, with Ford's desire to win on its terms. It truly became a "World 500," and with the split from USAC, they got their wish.

They probably should have gone to the SCCA since they are essentially an FIA-type race. Hell, they'd be better off with a standing start. At least these drivers might know how to pull that sort of start off.

What's missing, of course, is asphalt speedway grass-roots cars and drivers. There will be no solution to this 40-year problem until they re-establish that connection, which now — like them — means supermodified chassis, if not engines.

*Dick Lee
Seattle, Wash.*

Ely Goes Back To Front

NEWBERRYTOWN, Pa. — Dave Ely came from 14th starting spot to catch Tracy Readinger and win Thursday night's ARDC

Midget Series race at Susquehanna Speedway Park by three inches.

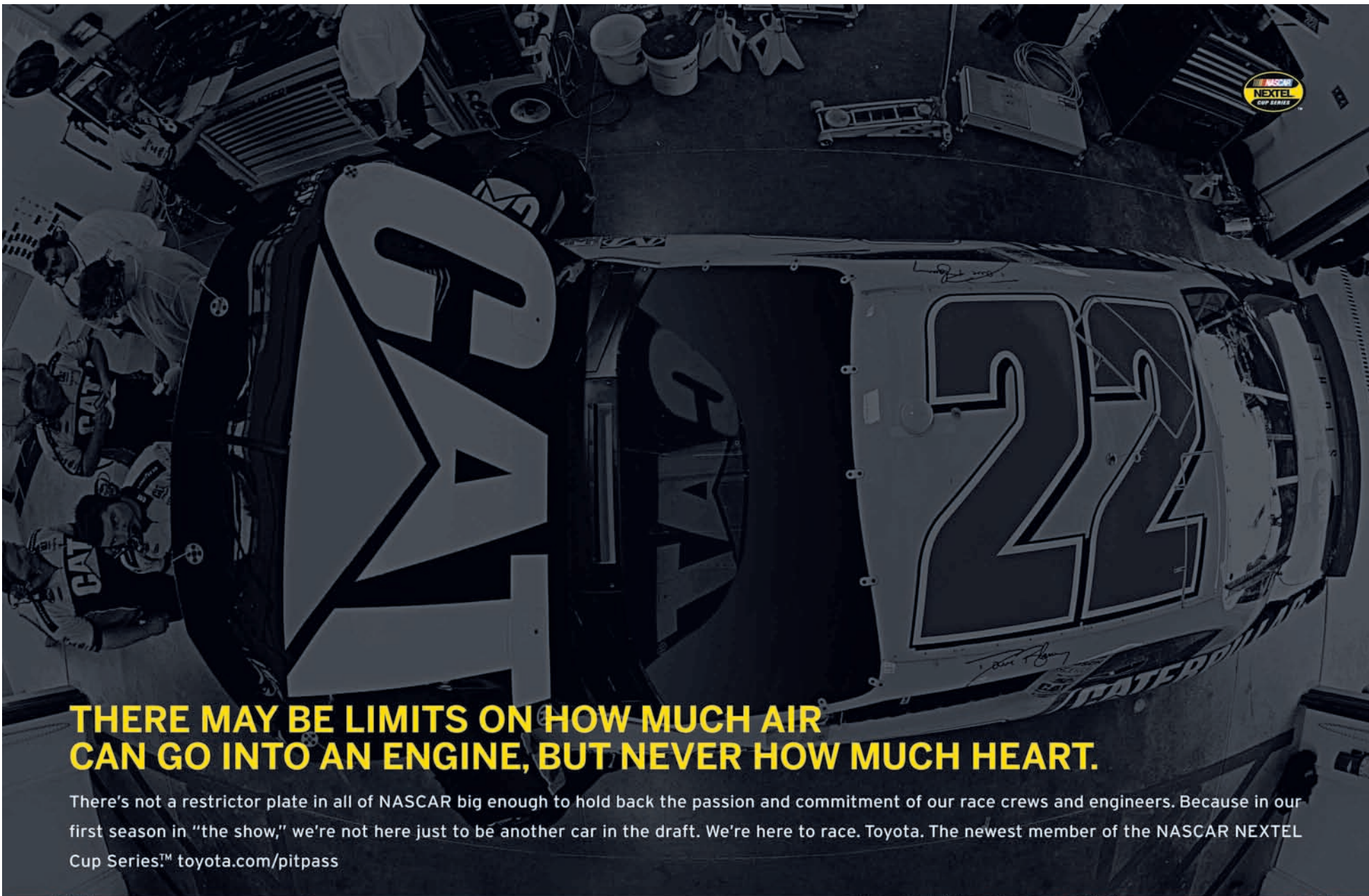
"It looked like Tracy was just hanging on in the groove he was in," explained Ely, who made his winning move exiting the fourth turn on the 20th and final lap. "I didn't

think there was that much bite where he was. I was surprised to see him coming and I thought I'd better gas it up."

Readinger finished second, with Brett Arndt, Nick Wean and Frank Polimeda filling the top five.

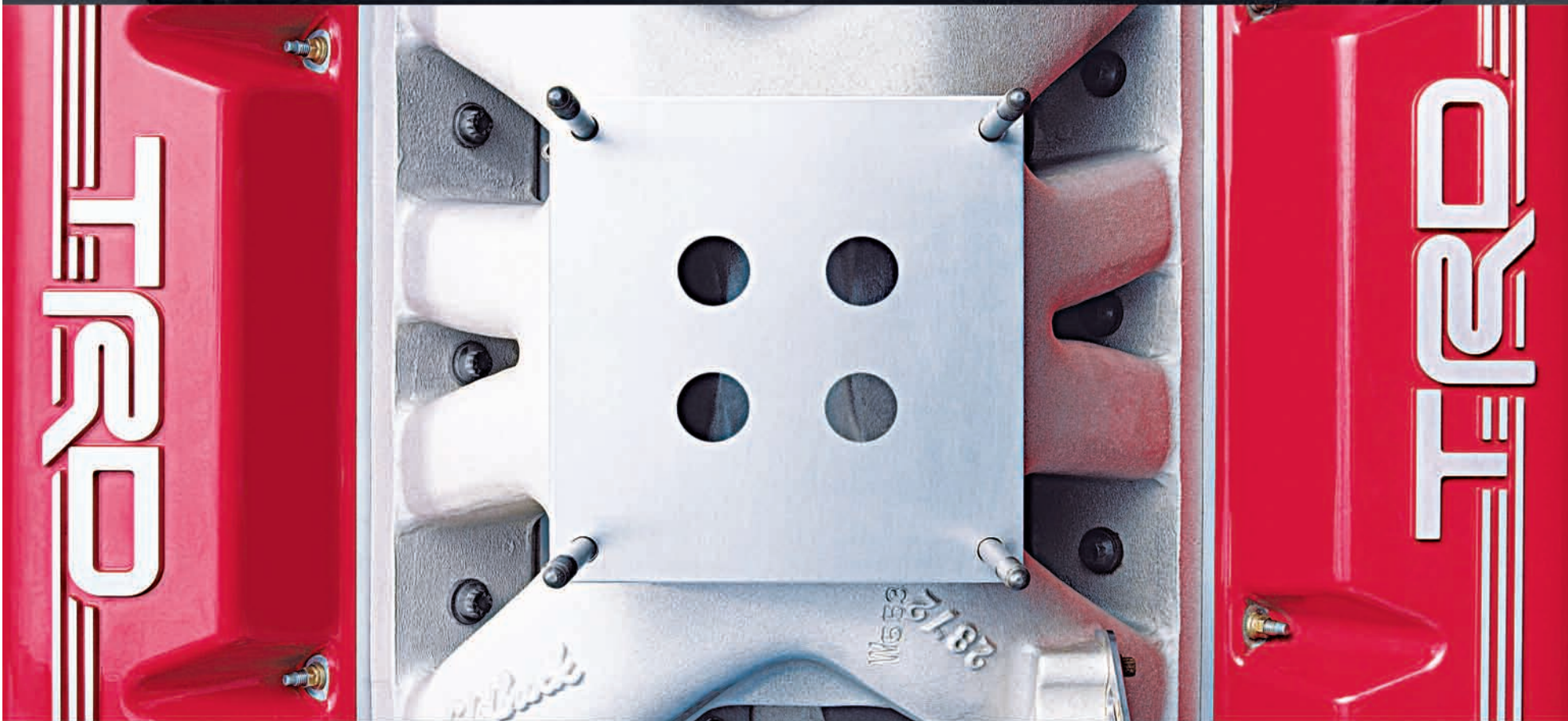
The finish:

Dave Ely, Tracy Readinger, Brett Arndt, Nick Wean, Frank Polimeda, Andy Martin, Drew Heistand, Scott Zipp, Ryan Smith, Ryan Watt, P.J. Gargiulo, Dave Shirk, Steve Lenig, A.J. Ernesto, Phil Meisner, Jr., Lew Blair, Steve Craig, Carey Becker, Greg Robinson, P.J. Pavlick, Bob Goerner, Bruce Buckwalter, Randy Monroe, Chris Zrinski, Eric Heydenreich, Stephanie Stevens.



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