

ALL MAJOR SERIES
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SINCE 1934



NATIONAL SPEED SPORT NEWS

Swindell Goes Wire
To Wire At O'Reilly
Takes Night Before the 500

USAC MIDGETS PAGE 6



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\$3

Rain Man

Franchitti Is In The Right Place At Indy

INDY 500 PAGES 3, 26-29



DAN BOYD/IMS PHOTO

SOAKING IT ALL IN: Dario Franchitti celebrates after capturing his first Indianapolis 500 at rain-plagued Indianapolis Motor Speedway Sunday.



AUTOSTOCK IMAGES

EMOTIONAL WIN: Jimmie Johnson (left) congratulates teammate Casey Mears after he scored his first Nextel Cup victory.

Good To The Last Drop

Featherfooting Mears
Coasts To Cup Victory

NEXTEL CUP

PAGES 2, 30-31



Mighty Casey Bats 600

CoT To Go Full Time Next Year

Mears Conquers Fuel Mileage Game To Nab First Nextel Cup Victory

BY RON LEMASTERS, JR.

CONCORD, N.C. — Casey Mears has flirted with victory before in the NASCAR Nextel Cup Series, but had never been able to break through on racing's biggest weekend like his uncle Rick did in winning four Indianapolis 500s.

On Sunday night of Memorial Day weekend, at the end of a long, long day, he finally did it, winning the Coca-Cola 600 by having more gas — and more guts — than the other 42 drivers on the track with him.

“The only way we were going to win it was to stay out,” an elated Mears said. “(Crew chief) Darian Grubb made an awesome call (to stay out), and he told me to conserve fuel. I wasn't sure I could do it.”

As the top runners peeled off to take a splash of gas to get them to the finish, Mears soldiered on in his National Guard Chevrolet, taking the lead for the final time on lap 393 when Tony Stewart hit pit road.

He never let it go, holding off another fuel-mileage warrior, J.J. Yeley, by 9.561 seconds. It was his first victory in 156 starts and his seventh-career top five.

“I saved a bunch of fuel, but we did run out on the backstretch during the cool-down lap,” Mears said.

It was enough to earn that elusive victory, and that had the California native close to tears.

“This is my fifth year in the Cup series,” he said. “I had a lot of people who were eager to see me get to victory lane. I can hardly talk right now because I'm so happy. This is a huge night for us because this has been such a long time coming. Hopefully, this is the start of a lot of good things to come.”

The top five was a fuel-mileage group made up of J.J. Yeley, Kyle Petty, Reed Sorenson and Brian Vickers, who earned the first Nextel Cup Series top five for Toyota.

All five stayed on the track in the closing laps, and all five rode it home without faltering. Ricky Rudd was the only one of the lead pack that lost positions over the final laps, finishing seventh.



DAVID ALLIO PHOTO

BREAKTHROUGH PERFORMANCE: Casey Mears had enough fuel to make it to the finish of Sunday's Coca-Cola 600. Mears captured his first NASCAR Nextel Cup victory in 156-career starts.

Vickers, who led four times for 76 laps, earned the top five despite not having any power steering. He also logged Toyota's first top-10 finish at California earlier this season.

“Running 600 miles with no power steering is rough,” Vickers said. “We definitely had the car to beat tonight, but every time we got into the lead, the only thing that was really hurting us was getting too far out front.”

“If we could've just had power steering, I really think we could have won this race.”

Yeley was another one that had no doubt about his car's ability to finish. “The fuel pressure never faltered, even on the last lap,” he said. “We were definitely worried about running out of fuel. My little girl's birthday is in three days, and I wish I could

CASEY: CONTINUED ON PAGE 30



TODD WARSHAW/GETTY IMAGES

CELEBRATE GOOD TIMES: The No. 25 crew enjoys its Coca-Cola 600 victory Sunday night at Lowe's Motor Speedway in Concord, N.C.

BY MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — It came as a surprise to no one when NASCAR kicked off Coca-Cola 600 week by announcing that the Car of Tomorrow will be used at all events during the 2008 Nextel Cup Series season, accelerating the complete transition to the car by a full year.

“We are proud of how the new car has performed at multiple tracks,” said Robin Pemberton, NASCAR's vice-president of competition.

“NASCAR, with the support of team owners, agreed that the new car is ready to compete at all NASCAR Nextel Cup Series events in 2008. Beginning next year the Car of Tomorrow is officially “the car,” a Chevrolet, Dodge, Ford and Toyota,” said Pemberton.

Originally, the CoT was to run 16 races this season, 26 in 2008 and all of the events in 2009. Instead, all 36 of next year's point races and the two special events will be run with the CoT.

The change has been applauded by most drivers and team owners.

“From a cost and operations perspective, the move to the Car of Tomorrow in 2008 will benefit all the teams,” said team owner Roger Penske. “Initially, NASCAR took a conservative approach to the implementation of the Car of Tomorrow, but I think that one type of car in 2008 will be more efficient for team operations and should provide good, competitive racing for the fans.”

Lowe's Motor Speedway General Manager H.A. “Humpty” Wheeler has been a supporter of the Car of Tomorrow since it was on the drawing board and is elated with the decision.

“The Car of Tomorrow will eventually create the most dynamic change in racing in the long history of Nextel Cup. As drivers and crews continue to adapt, the racing will be more competitive and we will see a significant increase in side-by-side racing,” Wheeler said. “This car is also going

CoT: CONTINUED ON PAGE 30

**NSSN
RACING
LINE**

The Week In Motorsports
For May 30, 2007

Call Him Mr. Little 500, Eric Gordon Wins For 8th Time

ANDERSON, Ind. — With each passing year, Eric Gordon continues to rewrite the record book for the famed Pay Less Little 500 at Anderson Speedway in the world's richest pavement sprint-car race. It was no different on Saturday when Gordon took control of the 59th running of the Little 500 just before the halfway point.

LITTLE 500
PAGE 6

Kahne Breaks Winless Streak With Lowe's Score

CONCORD, N.C. — If Kasey Kahne's hard-luck season takes a turn for the better, the driver may be able to point back to Saturday night's victory in the NASCAR Busch Series Carquest Auto Parts 300 Saturday night at Lowe's Motor Speedway. Kahne captured his first victory since winning the Nextel Cup 500-mile race here in October.

BUSCH
PAGE 20

Alonso, Hamilton Capture One-Two Finish At Monaco

MONACO — There was little doubt that, barring some sort of unexpected trouble, Vodafone McLaren Mercedes would win the Monaco Grand Prix. The team was streets ahead of its rivals (sorry!) including Ferrari, which couldn't repeat its performance displayed with Felipe Massa's victories in the previous two races this season.

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"I can hardly believe it. Who could have thought it? Now, I know what it means to win this race. The Indy 500 is the pinnacle of my career. It's massive. It's awesome."

DARIO FRANCHITTI

Great Scot!



GINNY HEITHAUS PHOTO

TO THE VICTOR: Dario Franchitti celebrates his first Indianapolis 500 victory Sunday with his wife, Ashley Judd, and team-owner Michael Andretti (right).

Franchitti Was In Position When It Mattered The Most

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Just a few days ago, Scotland's Dario Franchitti referred to himself and New Zealand's Scott Dixon as "The Invisible Men" at the 91st Indianapolis 500.

On Sunday, the "Invisible Men" could be seen very easily, as Franchitti won his first Indy 500, with Dixon second in a race that ended in a downpour on lap 166, just 34 laps from the scheduled distance ending the race after 415 miles.

"That didn't escape me," Franchitti

said of his "Invisible Man" line from Thursday. "When we came down to what was going to be the last restart, I looked back and saw Dixon there.

"I thought, 'Hmmm, this should make people sit up and take notice.'"

From now on, Franchitti will be noticed as an Indy 500 winner. His face will be sculpted onto the Borg-Warner Trophy, and he will become part of auto-racing history.

"It all made sense when I turned around and looked at that trophy," Franchitti said. "I saw some of the names on that trophy today. Then, I was in awe. I really was, to see the great names that are on there, see some of the great guys that should be on there like Michael Andretti.

"It was a humbling experience."

Franchitti climbed out of his car with a look of disbelief.

"I can hardly believe it," Franchitti said. "Who could have thought it? Now, I know what it means to win this race.

"The Indy 500 is the pinnacle of my career. It's massive. It's awesome."

It was a premature end to a spectacular Indy 500 that was run at a furious pace only to be interrupted twice by rain, including a two-hour-57-minute red-flag session that ended at 6:10 p.m. Eastern Time.

But the race was slowed before the rain by an incredible crash involving

FRANCHITTI: CONTINUED ON PAGE 26



CHRIS JONES/IRL PHOTO

LAST GO: Michael Andretti announced that Sunday would be his last attempt at the Indianapolis 500 as a driver.

Andretti Giving Up On Winning At Indy

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Michael Andretti's 16th Indianapolis 500 as a driver ended just like the previous 15, as he watched someone else drive to victory lane.

For Andretti, who retired after the 2003 Indy 500 only to come out of retirement to drive in this race the past two years, announced on Thursday that no matter the outcome this would be it as a driver at the Indianapolis Motor Speedway.

INDY 500

"Obviously, it wasn't meant to be, win it as a driver," Andretti said.

While Andretti's driving career ended in yet another Indy 500 disappointment, his vocation as team owner is much better.

It was the second time in three years that Andretti has won the race as a team owner. In 2005, Dan Wheldon won the Indy 500 for Andretti Green Racing, and on Sunday it was Dario Franchitti's turn to give his team owner reason to celebrate.

"It's still all about winning, isn't it?" Andretti said after finishing 13th in

ANDRETTI: CONTINUED ON PAGE 26

Economaki Receives Bob Russo Founder's Award

INDIANAPOLIS — The American Auto Racing Writers & Broadcasters Ass'n has named *National Speed Sport News* Editor Chris Economaki as the third annual

recipient of the Bob Russo Founder's Award.

The Ass'n's most prestigious award is presented to a member who has worked diligently to further the organization in its goals to represent the media who cover the sport of motor racing throughout the United States.

INDUSTRY

Economaki has covered auto racing for more than 65 years. His "Editor's Notebook" column remains the most-read regular feature in any racing newspaper.

Economaki was also honored with an AARWBA award for best motor-sports book, which he shared with his co-writer, Dave Argabright, on Economaki's biography "Let 'Em All Go!"

As well, NSSN writers Ron Hedger, Susan Wade, Ron Lemasters, Sr. and Argabright also earned AARWBA writing awards.

OPINIONS

ECONOMAKI: John Force Racing, Ford working on a new 'hemi.' **PAGE 4**

CLAYTON: Give Indy, NASCAR stars a chance to compete together. **PAGE 5**

KNUTSON: Another Brit is making headlines in Monaco. **PAGE 33**

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EXCLUSIVE

Rally Racing Has Become An Extreme Sport In America

Rally is to motorsport what soccer is to stick-and-ball games — wildly popular overseas but a niche sport on this continent.

RALLY RACING PAGES 24-25

J.B. Nidar of Rally America. "There's not a culture (here) of going out into the woods and waiting for the cars to go by."

"Tell me why soccer is the biggest sport in the rest of the world, and at best sixth or seventh in the U.S., even though more kids play soccer than anything," asked

WINNER'S LIST

Series	Winner	Where	Page
USAC Sprints	Levi Jones	Anderson, Ind.	6
WoO	Danny Lasoski	Bechtelsville, Pa.	8
WoO	Donny Schatz	Concord, N.C.	8
Hooters Pro Cup	Benny Gordon	Madison, Wis.	10
Fastrack LMs	Austin Dillon	Concord, N.C.	13
Craftsman Trucks	Dennis Setzer	Mansfield, Ohio	18
Golden State	Sean Becker	Petaluma, Calif.	19
Indy Pro Series	Alex Lloyd	Speedway, Ind.	29

THE FINISH

"For us, this is like I'm 21 again and driving for Felix Sabates in the Mello Yello car... Third place was just the cherry on top of the sundae."

KYLE PETTY
PAGE 31



► PUBLIC FORUM

Let your voice be heard

There's More To Racing

The May 16 letter titled "Finish With Green" bothered me. The writer's viewpoint that the two most important parts of a race are the start and the finish is very shallow. In my opinion, real race fans appreciate a race for what it is.

Things like overtime or extra innings are not racing features. When used for auto racing, they are merely poor attempts at creating interest for non-race fans. It is sad that some people think every race has to be eye-watering close to be interesting.

The long-gone days of someone winning by three or four laps were very exciting. Real race fans appreciate qualifying, practice and, yes, even the middle of a race as very important aspects. I say, let them finish under yellow if that is what is happening in reality at the moment. The guy in front got there fair and square. Enjoy the whole race.

As a side note, I don't believe "showing the debris," as some have stated, would be effective because there is always some piece of paper or something blowing around on the track. Officials will have plenty to "show" if they want to. All of these entertainment fixes like green-white-checked finishes, the lucky dog, The Chase, etc., are what leads to less interest, not more.

Let 'em race.

Tom Cheshire
Castro Valley, Calif.

Fun With Foyt

A couple of stories come to mind when I think of A.J. Foyt.

The first story took place at Moline Speedway in 1958. Dad (late Arizona Hall of Fame promoter Harry Redkey) was operating the high-banked quarter-mile track and had the USAC Midgets there. My brother, Mike, age 16, ran the water truck. A.J. asked Mike to let him ride along. The track was so steep Mike had to get a running start to get to the top of the track. As he tried to get a run, he looped back and spun around four or five times. I only heard about it later, but I'm betting A.J. wasn't that scared again

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



Make Way For A New Hemi!

And Big-Time Auto Racing's Talent Pool Deepens

INDIANAPOLIS

Being in town for the 500 and inquisitive as well, a visit was made to suburban Brownsburg, not far from O'Reilly Raceway Park, which is fast becoming a Gasoline Alley West with many racing teams, led by the drag-racing segment, headquartered there. Prior to 500 day, a guided tour of many of the shops was provided fans by the Brownsburg Motorsports Network and Indy Speed Custom & Restoration. My nosy visit a few days earlier uncovered a remarkably interesting story. Despite my unannounced walk-in at the busy **John Force** Racing shop, an audience with **Guido Antonelli** of JFR Engines was granted. Aware of General Motors's almost daily upgrading of its Corvette engines, my question was "Is anything new race-wise coming down the road from Ford Performance?" Antonelli

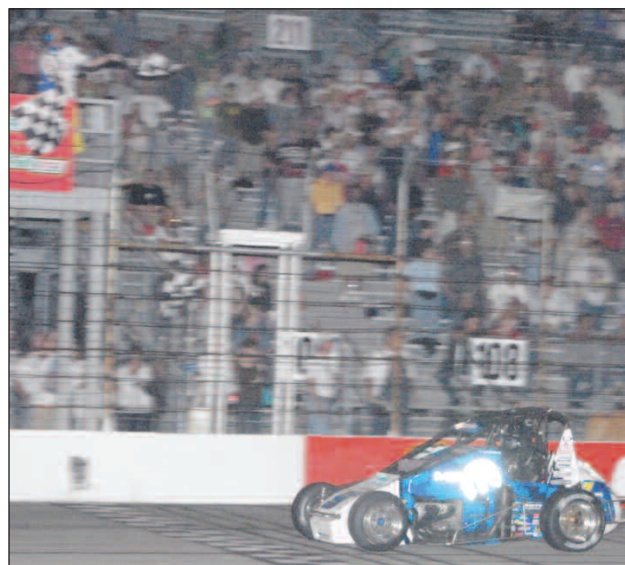
EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

This project is now almost a year old, and expectations are the finished product will get its first drag-strip test later this year. Still a pushrod, no horsepower figures were cited, however we were told it will burn gasoline enhanced by 85-percent nitromethane, creating combustion-chamber pressures of 17,000 to 18,000 pounds per square inch. Antonelli noted stock engine combustion-chamber pressures now range between 7K and 8K PSI. When asked what this new powerplant will cost buyers, Antonelli said, "It will be a marketable engine," but he offered no price. We learned rival suppliers like Greg Anderson ask \$8,500 for such a block. The last "new hemi" was a single example built years ago by **Mickey Thompson** for Pontiac, but it never gained fame. John Force Racing's Midwestern base is a huge, well-planned facility with a half-dozen 18-wheelers strategically parked inside to allow work on the team's four Mustang Funny Cars to be carried out using team trailers and nearby shop benches. Counting office help, 73 employees, all in black uniforms, appear deeply devoted to their tasks. Walking away I realized I had stumbled on auto racing's newest catchphrase: "Ford Hemi."

The lone weekend Indy 500 support race that ran — Saturday night's 62nd Toyota Night Before the 500 USAC Midget race at O'Reilly Raceway Park — was of great interest, with Friday's



JIM MORRISON PHOTO

CHECKERED FLAG: Kevin Swindell takes the checkered flag in Saturday night's Night Before the 500 midget race at O'Reilly Raceway Park at Indianapolis.

Hoosier Hundred for USAC Silver Crown dirt cars at the State Fair one-mile track with 32 entrants having been rained out. Of the 50-odd drivers on the half-mile O'Reilly pavement, a half-dozen were racing under driver-development contracts with NASCAR Nextel Cup team owners! Noted team owner **Chip Ganassi** was in the O'Reilly pits Saturday to observe "his men," **Brady Bacon** and **Bryan Clauson**, in action. **Billy Wease**, who showed well, is a **Roger Penske** comer, while **Bobby Santos III** is the pick of **Bill Davis** for future stock-car stardom. Then there was **Josh Wise**, who has the eye of new NASCAR Toyota team owner **Michael Waltrip**, while **Kevin Swindell**, very much the star of Saturday night's show, is a **Ray Evernham** team prospect. But from where I sat, the "drive of the night" was by **Stephanie Mockler**, who whipped from the 24th starting position to sixth at the checkered flag. How did the others do? Check the result story on page six of this issue.

Saturday morning's breakfast — a two-part Indy delight forayed — started at the American Auto Racing Writers and Broadcasters Ass'n's annual sit-down at which I was presented

ECONOMAKI: CONTINUED ON PAGE 47

Little 500 Is Looking A Lot Like 'Groundhog Day'

ANDERSON, IND.

Eric Gordon rolled the sprint car to a stop on the front straightaway at Anderson Speedway, unbuckled and climbed out of the car amid cheers from the crowded grandstand. He waved and wiped his face on a cloth and grinned and took a long drink of water, with one eye on the big trophy inscribed "Little 500 champion."

What is this, a scene from the movie, "Groundhog Day"?

This past Saturday's victory makes eight Little 500 wins for Gordon, including six of the last seven. That's the most stunning, impossible accomplishment in all of short-track racing, maybe in all of motorsports. It's not only that this race is so difficult to win, but the fact that it's the easiest race in the world to lose.

Stuff can't fall off your car, to begin with. Nothing. The effect of even the most insignificant break is magnified by 500 laps of intense, wall-to-wall traffic. All that traffic is the other big issue, because somebody else's miscue at the wrong moment takes you out, too.

Finally, there is fatigue. You must stay both physically and mentally sharp, even though your arms are like noodles, your

AMERICAN SCENE



DAVE ARGABRIGHT

guts shake like Jell-O and your brain is dizzy from circling this track every 11 and a half seconds for more than two non-stop hours.

But Gordon has proven to be King Kong here, leading spectators to marvel and his competitors to wonder just how any one guy can be so lucky.

Lucky? Well, yes, that's part of it. But you have to be careful with that word, because if you use it in the wrong place, you're unfairly taking away from the man's great accomplishment. Plus, it hasn't always been so

lucky for Eric Gordon.

Yes, he won the Little 500 in his second time out in 1993, in his family's car. But the next three years were typically unkind, and he failed to finish because of the usual reasons: mechanical trouble, a blown engine, etc.

In 1998 he hooked up with Jack French, a brilliant tactician who studied the methods of the late Glen Niebel and then created his own formula. Together Gordon and French re-wrote the record books, winning together six times in the next eight

ARGABRIGHT: CONTINUED ON PAGE 47

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The
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Montoya Is Here: Deal With It

CONCORD, N.C.

FROM THE DESK

The reception given to Juan Pablo Montoya at Lowe's Motor Speedway on consecutive weekends was nothing new for a race driver, or Montoya for that matter.

The Colombian has been heckled at places more prestigious than Lowe's Motor Speedway. That is certainly nothing new. His aggressive driving style has brought reactions from fans and competitors alike throughout his career in open-wheel cars and Formula One.

Heck, he's even tussled with seven-time World Driving Champion Michael Schumacher, but he's probably never been harassed the way he has by NASCAR fans, who boo him heartily each and every week.

But it's the resistance from those in the garage area that has been surprising. In the garage on pole night at LMS, we overheard several team members on a rival team discussing Montoya, the consensus being the former Indy 500 winner "can't drive nails."

Well, people can boo Montoya because he's too aggressive or because he's not an American, which no doubt is part of his cool reception from NASCAR fans, but the man can drive a race car — any kind of race car.

There's no question he is one of the 10 most talented drivers in NASCAR racing, and when he completes the adjustment to the heavier stock cars, everyone will understand why his arrival has been so highly publicized. But the boos, no doubt, will continue.

■ Almost everyone thought the Nextel All-Star Challenge was one of the most boring races of the season. How do you make it more interesting is the question many have asked, but fans on hand on pole night may have gotten a glimpse at a possible solution. The SCCA Speed GT road-racing cars ran the 1.5-mile



MIKE KERCHNER

oval, but with a pair of chicanes installed.

It will never happen, but wouldn't that be the perfect twist for the final segment of the All-Star Challenge?

■ When the World of Outlaws Late Model Series raced in The Colossal 100 at The Dirt Track @ LMS in April, every driver in the field took part in an

autograph session prior to the start of the event. Every driver in the field of nearly 100 participated. When the World of Outlaws sprint-car teams turned out at The Dirt Track Friday night, there was another autograph session.

All of the drivers showed up, but several of the top names bolted long before the 90-minute time period was up. Apparently, a 90-minute commitment for fans that filled a 14,000-seat facility over its capacity was too much to give, and that's too bad.

■ DIRT MotorSports christened its new Concord, N.C., offices with a gala open house Thursday night prior to the World of Outlaws sprint-car race at The Dirt Track. In addition to DIRT's leadership and several of its competitors and team owners, many of the top players in the North Carolina racing industry attended.

■ Former championship sprint-car driver Mike Woodring, who has fielded a WoO team for several years, including the car that Erin Crocker won her lone WoO feature driving, has parked his machine and is turning the wrenches for veteran driver Craig Dollansky.

■ Ohio traveler Rick Ferkel has put his No. 0 back on the track this year. Ferkel, who has campaigned the car close to his Tiffin, Ohio, home so far this season, made the long tow to The Dirt Track. Gus Wasson is handling the driving duties for the former WoO regular.

A Night Worth Remembering

INDIANAPOLIS

WITHOUT WINGS

Any business or sporting event that can survive for more than 60 years will have seen peaks and valleys during its existence. The Night Before the 500 USAC midget race is no exception. Currently, the event ranks as one of the premier open-wheel pavement events.

It has many tales about the early years when sometimes three complete programs were run at the old 16th Street Speedway, ending in time for fans to then journey over to Indianapolis Motor Speedway for the 500.

Besides 16th Street, the event has been held at Kokomo Speedway, the Indiana State Fairgrounds, the Indianapolis Speedrome — and since 1980 — at O'Reilly Raceway Park at Indianapolis (formerly IRP).

It features a \$20 general admission ticket, along with shuttle buses running from IMS, making it one of the more affordable events in town on Indy 500 weekend. The race always draws Indy drivers, car owners, racing executives and celebrities.

But for the drivers, this event can be a career-making race. Jeff Gordon (1989), Ryan Newman (1997) and Kasey Kahne (2000) all recorded their first major open-wheel victories there. For career midget drivers like Sam Isenhour, Jack Calabrese and Kenneth Nichols, winning the Night Before the 500 became their biggest victories.

This past weekend, the event drew 53 cars and drivers from 16 states. Yes, the road to Indy or down South has changed over the years, but winning or running up front at ORP still draws the attention of the car owners on the next level. For those not wanting to move on, a great run can help their short-track programs. The event means so much to all com-



BRYAN GAPINSKI

petitors in different ways.

Winner Kevin Swindell said it best in victory lane. When the second-generation driver was asked if he understood what the event meant, he replied, "This is the one event I circled on our schedule at the beginning of the year."

Swindell is under contract with Evernham Motorsports and drives in

the USAC sprint and midget series for Kasey Kahne Racing. Swindell's only career World of Outlaws sprint-car victory came last May at The Dirt Track @ Lowe's Speedway in front of the NASCAR contingent.

Trailing Swindell were other drivers who have developmental deals in place, including Bobby Santos III (Bill Davis Racing) and last year's Turkey Night winner, Billy Wease (Penske Racing).

While the racing was good, it wasn't as exciting as in previous years because Swindell was so dominant in the 50-lap event. But fans, drivers and teams just feel the importance and tradition of the event, making it more than just a 50-lap midget race.

Fans will have another chance to be at ORP for a big event in two weeks when the USAC National sprints and midgets run a double-header event the night before the United States Grand Prix Formula One race at IMS.

This event has some of the same big-race feeling that you have at the Night Before the 500, but with an international flavor.

For many years, ORP hosted several USAC sprint and midget events, but in recent years it has scaled down to two events.

In this case, less is better, and I can guarantee those who haven't been to the track in recent years or those who have never been there need to attend an event at America's finest paved short track.

Indy Needs To Start Acting Like It's Racing's Greatest Spectacle

CONCORD, N.C.

May has gone by quickly because I'm getting older, and time seems to get outfitted with a supercharged Hemi after you hit 40.

Of course, speed is the name of the game this month.

May celebrates speed the way it celebrates mothers, without regard to borders, personalities or nationalities. Speed — and the quest for it — and May go together the way baseball's Opening Day goes with April. From Monaco to Darlington and Charlotte to Indianapolis, May welcomes a distinct, deafening madness of its own.

Indianapolis has always been the epicenter of all that madness.

But for the past decade or more — since the rise of NASCAR to 800-pound gorilla status — May has also ushered in a debate centering on what is wrong with Indy. Why doesn't the Indianapolis 500 mean what it used to?

Countless pages of sports publications and hours of air time have

been devoted to that simple question — a simple question that has a very complex, if incomplete, answer.

There are two things that the Indianapolis 500 no longer delivers:

First, Indy qualifying used to produce the fastest man this side of Chuck Yeager. That is no longer the case, even though speeds will probably once again eclipse 230 miles per hour very soon. Arie Luyendyk's track record has been safe for a long time, especially since the IndyCar Series has opted for normally aspirated engines as opposed to the turbos of Champ Car.

Second, it no longer delivers the absolute best drivers in the world who have made a pilgrimage to the Brickyard with dreams of their likenesses on the Borg-Warner trophy.

And that is the thing that can — and should — change.

The powers that be on the IndyCar scene have to first admit that NASCAR is indeed the 800-pound gorilla and plan accordingly. They

ALL THE MARBLES



JOHN CLAYTON

have one thing, one bullet to fire every year, and it is Indianapolis Motor Speedway.

Beyond that, they are relying on the marketability of Danica Patrick, thanking their lucky stars for Milka Duno (something we were treated to ad nauseam Sunday, thanks to ABC) and wishing Sam Hornish, Jr., their best American driver, had a glimmer of personality. (In case you missed it, ABC actually did a short on how boring Hornish is. Thanks again.)

Tony Kanaan and Helio Castroneves have loads of personali-

ty but are working on green cards, so ever-xenophobic America will never love them as much as it should. Who do they think they are? Seve Ballesteros?

As an international series, Formula One actually relies on nationalism to sell its product. Those Italian flags fly for Ferrari and Felipe Massa.

That is not the case here, but NASCAR's marketing machine tapped into that sentiment long ago by pushing its drivers to the forefront. Fans were basically told, "Pick a driver, pick your team colors and fly your flag."

And they have. Now, those flags need to fly at Indianapolis in May the way invading F-1 fans fly the Brazilian and British colors, etc., during the U.S. Grand Prix.

Whatever it takes, even if it means scheduling the Indy 500 for Memorial Day, NASCAR drivers need to be given the opportunity to compete at Indianapolis.

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RON SKINNER PHOTO

TAKE TWO: Wendell Wallace takes the checkered flag for the second-consecutive year at the Show-Me 100.

41,000 Reasons For Wallace To Show-Me

WEST PLAINS, Mo. — Wendell Wallace charged to his second-consecutive **SHOW-ME 100**

100 dirt-late-

model triumph Saturday night

at West Plains Speedway.

Wallace took the lead from

polesitter Clint Smith on the

first lap and led all 100 laps of

the 15th-annual event at the

three-eighths-mile dirt track.

Wallace earned \$41,000 for win-

ning the race for the third

time.

Driving his No. 88 GRT, Wallace held off a late charge from Billy Moyer for the victory. Moyer earned \$20,000 for second.

Brian Shirley, Clint Smith and Brady Smith rounded out the top five.

The finish:

Wendell Wallace, Billy Moyer, Brian Shirley, Clint Smith, Brady Smith, Jimmy Owens, Brian Birkhofer, Earl Pearson, Jr., Jimmy Mars, Raymond Merrill, Tim McCreddie, Brad Neat, Ray Cook, Steve Francis, Brandon Kinzer, Bill Frye, Jeff Taylor, Kellen Chadwick, Al Purkey, Dan Schlieper, Scott Bloomquist, Michael England, Johnny Cloer, Leslie Essary.

Weaver, Ingram Earn Triumphs

Friday

COOKEVILLE, Tenn. — Starting from the pole, Randy Weaver led wire to wire to reach victory lane in the StormPay.com

STORMPAY LM Dirt Late Model Series National Touring race Friday night at Cookeville Speedway.

The race was shortened from 40 laps to 30 because of excessive dust, which was a move most drivers, including Weaver, agreed with.

Frank Ingram extended his point lead with a second-place finish in the Universal

Concrete Rocket. Derrick Rainey finished third, Ronnie Johnson was fourth and Jeff Field rounded out the top five.

The finish:

Randy Weaver, Frank Ingram, Derrick Rainey, Ronnie Johnson, Jeff Fields, Curtis Cline, Chip Brindle, Larry Boutwell, Chris Tays, Jay Blair, Robert Stutts, John Ownby, Bill Flowers, David Gentry, Jim Till, Matthew Turner, Jimmy Kay, Rodney Hamby, Carnell Parker III, Steven Ashby, Reed Johnson, Scott Russell.

Saturday

CHATSWORTH, Ga. — Frank Ingram's late-race charge spurred him to victory Saturday in the Harris-Sutton Chevrolet 50 for the StormPay.com Dirt Late Model Series at North Georgia Speedway.

Ingram passed Ronnie Johnson on lap 44 for his second victory of the season, which extended Ingram's series point lead. Johnson, who led the race for 15 laps, settled for second place. Polesitter Rick Hixson led the first 28 laps and finished third.

After the victory and a second-place finish on Friday, Ingram now leads David Gentry by 44 points in the series standings.

The finish:

Frank Ingram, Ronnie Johnson, Rick Hixson, Derrick Rainey, Chip Brindle, Randy Weaver, Jay Blair, John Ownby, David Gentry, Curtis Cline, Jeff Smith, Chris Tays, Rodney Martin, Bill Flowers, Robert Stutts, Doug Kilgore, Matthew Turner, Allen Green, Jim Till, Darel Ownby, Lamar Haygood, Jeff Fields, Bob Gibby, Brad Hall.

Shryock Dominates Weekend

Friday

SLAYTON, Minn. — The O'Reilly Auto Parts United States Modified Touring Series returned to action after a month-long layoff, and driver

USMTS

Kelly Shryock returned to victory lane Friday in the fourth annual Minnesota Spring Challenge at Murry County Speedway.

The victory was Shryock's fifth in 10 USMTS starts.

Shryock retook the lead from Steve Holzkamper on lap 20 and held on the final five laps for the victory. Tommy Weder, Jr.

finished second, followed by Chris Brown and Holzkamper.

The finish:

Kelly Shryock, Tommy Weder, Jr., Chris Brown, Steve Holzkamper, Jake Neal, Jon Tesch, Josh Reisch, Garry Oskerson, Brent Bohmont, Tommy Myer, Ron Luitjens, Greg Skaggs, Corey Dripps, Jay Poidinger, Brian Shaw, Jason Hughes, Marlin Kracht, Jason Krohn, Dustin Boney, Zack VanderBeek, Kelly Harmelink, Mark Noble, Willy Kraft, Jeff Schluetter.

Saturday

SPRING VALLEY, Minn. — Kelly Shryock made it two-for-two in USMTS action for Memorial Day weekend, winning the fifth annual Greenway Southern Minnesota Spring Challenge at Deer Creek Speedway Saturday.

Starting on the outside of the first row, Shryock quickly grabbed the lead, setting the pace for the next 20 laps.

After warding off challenges from Brad Waits, who finished second, and Jason Hughes, Shryock captured his sixth victory in 10 USMTS starts this season.

Shryock remains atop the O'Reilly USMTS national standings with a healthy margin over last year's runner-up, Zack VanderBeek.

The finish:

Kelly Shryock, Brad Waits, Jason Hughes, Mike Hejna, Dean Mahlstedt, Greg Skaggs, Layne Meyer, Steve Arpin, Bob Timm, Mike Sorenson, Steve Holzkamper, Tommy Myer, Josh Reisch, Todd Scharkey, Ryan Gustin, Chris Brown, Tyler Rubin, Jake Neal, Tommy Weder, Jr., Joey Schaefer, Zack VanderBeek, Tim Donlinger, Mark Noble, Corey Dripps.



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The Power of Dreams



Mr. Soichiro Honda

RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 25 and 26: May 23 and May 25

FINAL RESULTS

WINNER



Danny Lasoski

Wednesday

May 23, Grandview Speedway, Bechtelsville, Pa.

Qualifications: 1. Paul McMahan, Stewart 20, 11.831; 2. Jason Sides, Sides 75, 11.876; 3. Jason Solwold, Carnahan r19, 11.910; 4. Steve Kinser, Kinser 11, 11.913; 5. Daryn Pittman, Titan 21, 11.928; 6. Danny Lasoski, Roth 83, 11.954; 7. Jason Meyers, Stockbridge 14, 11.957; 8. Fred Rahmer, CIM 51, 12.007; 9. Justin Henderson, Henderson d1, 12.018; 10. Alan Krimes, Krimes 87, 12.020; 11. Donny Schatz, Schatz 15, 12.025; 12. Zach Chappell, Chappell 8k, 12.046; 13. Keith Kauffman, Middlesworth 7k, 12.059; 14. Greg Hodnett, Cline 22, 12.063; 15. Jeremy Campbell, Campbell 10c, 12.079; 16. Craig Dollansky, Karavan 7, 12.087; 17. Tim Shaffer, Parsons 6, 12.120; 18. Randy Hannagan, Hannagan 1x, 12.132; 19. Lucas Wolfe, Allebach 5w, 12.134; 20. Joey Saldana, Kahne 9, 12.135; 21. Jason Martin, Martin 36, 12.136; 22. Mark Smith, J&J 55, 12.140; 23. Jac Haudenschild, Wright 35, 12.146; 24. Billy Pauch, Pauch 25p, 12.158; 25. Chad Kemenah, Kemenah 3x, 12.174; 26. Terry McCarl, McCarl 24, 12.181; 27. Kerry Madsen, Helm 11h, 12.189; 28. Chad Hillier, Hillier 5c, 12.210; 29. Stevie Smith, Smith 19, 12.228; 30. Lance Dewease, Postupack 25, 12.230; 31. T.J. Stutts, Stutts 39, 12.261; 32. Tony Bruce, Jr., Bruce 18t, 12.322; 33. Brian Leppo, Leppo 71, 12.354; 34. Dion Hindi, Hindi 11d, 12.434; 35. Sam Hafertepe, Jr., Hafertepe 15h, 12.44; 36. Alan Cole, Cole 35a, 12.483; 37. Jonathan Eriksen, Eriksen 93, 12.998; 38. Ryan Taylor, Taylor 20t, no time; 39. Tim Kaeding, Woodward 2, no time.

First Heat (10 laps): Pittman, Henderson, McMahan, Kauffman, Shaffer, S. Smith, Martin, Kemenah, Eriksen, Leppo.

Second Heat (10 laps): Hodnett, Lasoski, Sides, Krimes, Hannagan, McCarl, Dewease, M. Smith, Hindi, Taylor.

Third Heat (10 laps): Campbell, Solwold, Wolfe, Meyers, Madsen, Haudenschild, Hafertepe, Stutts, Kaeding.

Fourth Heat (10 laps): Chappell, Dollansky, Kinser, Saldana, Pauch, Rahmer, Hillier, Bruce, Cole.

Crane Cams Dash (8 laps): Schatz, Chappell, Pittman, Henderson, Lasoski, Hodnett, Campbell, Sides, McMahan, Dollansky.

B Main (12 laps): 1. Rahmer; 2. Martin; 3. Haudenschild; 4. Hillier; 5. Kemenah, \$200; 6. Madsen, \$180; 7. M. Smith, \$175; 8. S. Smith, \$160; 9. Dewease, \$150; 10. Bruce, \$150; 11. Stutts, \$150; 12. Hafertepe, \$150; 13. Cole, \$150; 14. Hindi, \$150; 15. Eriksen, \$150; 16. McCarl, \$150; 17. Leppo, \$150; 18. Kaeding, \$150; 19. Taylor, \$150.

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

WINNER



Donny Schatz

Friday

May 25, Lowe's Motor Speedway, Concord, N.C.

Qualifications: 1. Paul McMahan, Stewart 20, 12.223; 2. Danny Lasoski, Roth 83, 12.252; 3. Jason Meyers, Stockbridge 14, 12.330; 4. Donny Schatz, Schatz 15, 12.383; 5. Tony Bruce, Jr., Bruce 18t, 12.451; 6. Terry McCarl, McCarl 24, 12.499; 7. Justin Henderson, Henderson d1, 12.539; 8. Joey Saldana, Kahne 9, 12.543; 9. Randy Hannagan, Hannagan 1x, 12.551; 10. Zach Chappell, Chappell 8k, 12.584; 11. Jason Sides, Sides 75, 12.590; 12. Chad Kemenah, Kemenah 3x, 12.599; 13. Jac Haudenschild, Wright 35, 12.600; 14. Steve Kinser, Kinser 11, 12.612; 15. Daryn Pittman, Titan 21, 12.620; 16. Brooke Tatnell, Woodward 2, 12.624; 17. Jeremy Campbell, Campbell 10c, 12.669; 18. Sam Hafertepe, Jr., Hafertepe 15h, 12.671; 19. Tim Shaffer, Parsons 6, 12.676; 20. Kerry Madsen, Helm 11h, 12.763; 21. Gus Wasson, Ferkel 0, 12.765; 22. Craig Dollansky, Karavan 7, 12.769; 23. Dion Hindi, Hindi d1, 12.780; 24. Jason Martin, Martin 36, 12.844; 25. Leonard Lee, Carnahan r19, 12.852; 26. Chad Hillier, Hillier 5c, 13.261.

First Heat (8 laps): Henderson, McMahan, Chappell, Tatnell, Schatz, Haudenschild, Shaffer, Lee, Dollansky.

Second Heat (8 laps): Saldana, Lasoski, Sides, Campbell, Kinser, Bruce, Madsen, Hindi, Hillier.

Third Heat (8 laps): Hannagan, Meyers, Kemenah, McCarl, Pittman, Martin, Hafertepe, Wasson.

Crane Cams Dash (6 laps): Henderson, McMahan, Lasoski, Saldana, Schatz, Meyers, Bruce, McCarl, Hannagan, Chappell.

Feature (30 laps): 1. Schatz, \$10,000; 2. McMahan, \$5,500; 3. Bruce, \$3,200; 4. Lasoski, \$2,800; 5. Kinser, \$2,500; 6. Tatnell, \$2,300; 7. Haudenschild, \$3,200; 8. Kemenah, \$2,100; 9. McCarl, \$2,050; 10. Pittman, \$2,000; 11. Sides, \$1,500; 12. Hannagan, \$1,200; 13. Hillier, \$1,100; 14. Saldana, \$1,050; 15. Martin, \$1,000; 16. Madsen, \$900; 17. Shaffer, \$800; 18. Lee, \$800; 19. Meyers, \$800; 20. Henderson, \$800; 21. Hindi, \$800; 22. Campbell, \$800; 23. Wasson, \$800; 24. Hafertepe, \$800; 25. Chappell, \$800; 26. Dollansky, \$800.



Donny Schatz

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Daryn Pittman

Top 10

1. Donny Schatz	3,567	6. Steve Kinser	3,281
2. Joey Saldana	3,513	7. Craig Dollansky	3,187
3. Daryn Pittman	3,365	8. Paul McMahan	3,173
4. Danny Lasoski	3,341	9. Jac Haudenschild	3,080
5. Jason Meyers	3,283	10. Jason Sides	3,068

UP NEXT

June 1, Sharon Speedway, Sharon, Pa.
June 2, Eldora Speedway, Rossburg, Ohio
June 5, Kokomo Speedway, Kokomo, Ind.

Exclamation Point

Schatz Works His Way Through
The Field, Past McMahan To Victory

By MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — Donny Schatz left little doubt who the best driver in the World of Outlaws sprint-car series is, patiently working his way to the front and winning Friday night's Eckerd Outlaw Showdown before a sell-out crowd of more than 14,000 at The Dirt Track @ Lowe's Motor Speedway.

Schatz started fifth and dropped back to eighth on the first lap before beginning his march to the front in the 30-lap feature on the four-tenths-mile dirt track, which saw little passing on this night during the preliminary activities.

"It's great to see the winner didn't come from the front row, and I am ecstatic to be that guy," said Schatz, who drove his father Danny's No. 15 J&J to his seventh victory of the season.

Paul McMahan took the early lead from outside the front row and paced the event through four red flags, which saw five cars upside down, including Jason Meyers twice, during the first 17 laps. Schatz, who passed competitors high and low, was all over McMahan when the final stoppage came with Meyers's second flip with 17 laps down.

On the restart, McMahan charged away from the defending series champion and current point leader, but Schatz wasn't finished.

The leaders raced into lapped traffic on the 23rd lap, and Schatz quickly



HAROLD HINSON/HHP PHOTO

INSIDE: Donny Schatz (15) powers under race leader Paul McMahan Friday night at The Dirt Track @ Lowe's Motor Speedway.

closed the gap. He made his winning move on lap 27 and pulled away to his second victory at LMS.

"I never adjust on the red," Schatz said. "I try to stay away from that. I try to adjust my head a little bit and get a little more focused. I knew the 20 car (McMahan) was going to get a little bit better. We had a little bit of an advantage on him before that red. We were glad to hit lapped traffic, and we had to move around on the track to get by him there at the end."

McMahan felt he made a mistake by giving Schatz the bottom of the track.

"I had everything going my way tonight, and I made a mistake," McMahan said. "When you make a mistake, Donny Schatz capitalizes. He had a fast race car and I had a fast race car, and I made one more mistake than he did."

Rookie Tony Bruce, Jr. turned in the best performance of his World of Outlaws career, driving from seventh to finish third. Danny Lasoski and Steve Kinser rounded out the top five.

Schatz stretched his point lead over Joey Saldana, who was involved in an early wreck and finished 14th.

Lasoski Turns Tables On Schatz In Pa.

By TONY VENEZIANO

BECHTELSVILLE, Pa. — Danny Lasoski passed Donny Schatz on the last lap to win the May 23 World of Outlaws sprint-car race at Grandview Speedway.

Five days after losing a race to Schatz on the last lap, Lasoski turned the tables on the defending World of Outlaws champion, inching ahead on the final lap after the pair had battled side by side for the final two laps.

Schatz paced the initial 21 laps of the third-mile dirt track from the pole, but Lasoski took control on lap 22. Schatz, however, battled back to regain the lead on lap 33.

With the white flag in the air, the pair ran side by side down the front straightaway heading into the first turn, with Schatz just inching ahead. When they came off turn two, Lasoski charged ahead on the back straightaway and held the lead heading into turn three. Schatz made one last charge off the fourth turn, and in a photo finish at the line, it was Lasoski winning by 0.036 second.

"It was a great race for the fans,"



RICHARD KEPNER PHOTO

THE DUDE DOES IT: Danny "The Dude" Lasoski captured the World of Outlaws race May 23 at Grandview Speedway.

said Lasoski. "I am proud of all of my Roth Motorsports crew. They worked their tails off. The car worked absolutely anywhere I wanted to put it. I am just so proud of my crew. They have stuck with me and believed in

me. It's a pleasure to drive this thing." As Lasoski climbed from his car, Schatz was one of the first people to congratulate him.

"When you race a guy that is a class act like (Donny) Schatz, you can run side by side," said Lasoski. "We never touched. In open track he was quicker than we were. I tried to stay with him a couple times on restarts, and I could get beside. My only shot was in lapped traffic, and he got held up and I got by him. We got back to lapped traffic, and he got back by me and I got back by him on the last lap."

While he was disappointed that he did not win, Schatz was glad that the fans got to see a great race.

"I made mistakes in lapped traffic," said Schatz. "I tried to go where they were not. He got by me, and I got a good run on him and got back by him. He did the same thing all over again. That's racing. We put on a good show for the fans and got out of Pennsylvania with some good finishes."

Joey Saldana came home third, with Jason Sides and fast-qualifier Paul McMahan rounding out the top five.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Hall Of Famer Knows He Was Lucky To Get His Big Break

Everyone has someone in their life who gave them a chance when no one else would. My dad and older brother, Scott, gave me the inspiration and tools to become a racer. I see so many with the talent to do it but can't get the break to make it happen. I was one of those in the 1970s. I had a dream but not a clue how to get with the right people or gain the exposure I needed.

After selling programs, running the scoreboard and other assorted race track jobs, I graduated from motocross to racing my brother's modified on the quarter mile at Oklahoma City, while he raced a supermodified on the half mile. OKC was unique in those days and ran both tracks weekly. My dad, Bud, ran the OKC races from 1957 until he passed away in 1991. His love was the speedway, and in the late '60s and early '70s, we had more than 100 cars in two classes, with crowds close to 10,000 every Friday.

After receiving rookie-of-the-year honors in '73, I was lucky enough to get Scott's half-mile car when he bought a McElreath sprinter. The Nance super was Greg Lee's Tijuana Taxi from Amarillo. It

BY SHANE CARSON
GUEST COLUMNIST

gave me a car I could take on the road.

But 1974 was a difficult year for our family's Mar-Car organization. The Oklahoma Racing Ass'n wanted more money as its members believed the purse had not kept up with the expenses of the cars. How many tracks have we seen this happen to? When the ORA organized a strike against my dad's events in OKC, I was done. I started traveling to Dewey, Okla., to race on Fridays and Tulsa Speedway on Saturdays. Racing was good there, with big crowds and new opportunities for me.

The National Championship Racing Ass'n had a six-cylinder class, and there were hundreds of them within a four or five-state area.

My brother Scott had always carried the nickname "Crash," but I saw his style on track as smooth, aggressive but controlled. I wish I could have been more like him in those early days when that big concrete wall in Tulsa and I seemed inseparable. I finally got a handle on it and became a full-time modified driver when there were none, running 50 to 60 races a year.

John Kalb, the always moody but very loyal Firestone dealer in Tulsa, took a liking to me. He elected me as test pilot for his theories and we started winning. Scott's old Nance super that I scaled down to a modified with a six-cylinder Ford was one of the cars to beat. But I wanted to get out on the road and run with Leep, Woodside, Ferkel, Opperman, Shuman, Linder, McElreath, Leavitt, Corbin, Wolfgang, Allen and others. I wanted to race against them, but I felt they were way out of my league.

Kalb told sprint-car owner Lavern Nance about me, and Nance set up a two-night audition for me at Dewey, Okla., and Tulsa in '76. I can't tell you the difference in a 100-inch wheelbased six-cylinder modified and a full-blown 86-inch sprinter, but it was big. We tested at Tulsa after I had won the modified feature and the supers had raced. What was left of the track was right on the wall. It felt like the old black No. 1n was running 150 miles per hour all the way around that big circle.

I managed not to hit the wall, and Nance and I were on our way. I left Tulsa and the modified point lead behind to follow the sprints to Denver, where I was a mid-pack runner in my first sprint-car race, while Doug Wolfgang and Eddie Leavitt split the twin features.

Over the years, Nance had some of the best in his company. George Gillespie, Chris Paulsen, Tommy Sanders, Tim Carlson, Kenny Jenkins, Dave Brozowski and so many more that have graduated from the Nance college of

NEXT WEEK ...

Edsel Ford, president of Ford Motor Company, writes about his company's role in racing.

racing.

When Nance and I won the 1977 sprint-car opener at Phenix City, Ala., it put me in the pool of drivers that could win, and I got called on for rides all over the U.S. and Australia.

People took an interest in what I was doing. It is hard to single out just one, as there were years I drove for eight to 10 owners while living out of my old blue Suburban, with Debbie and I wondering if we were driving 10 hours for a rainout, or if the car I was about to drive would be less than promised.

It's been one great ride — one I'm still on today.



SHANE CARSON

Shane Carson will be inducted into the National Sprint Car Hall of Fame on Saturday.

Today: Shane works in Industry Relations for DIRT MotorSports.

Still Races: Shane still races sprint cars when his schedule will allow.

Gordon Pro Cup Victory Is Right On

MADISON, Wis. — During his Hooters Pro Cup career, Benny Gordon has averaged a win in about every three events.

USAR

Not wanting to see that average drop, Gordon promptly won the third race of the Sears Auto Center Northern Division season on Saturday night.

Gordon, driver of the No. 66 Samuel Metals Ford, cycled into the lead on lap 76 and led to the finish of the Sears Auto Center 200 presented by BF Goodrich Tires at Madison Int'l Speedway.

"Racing is a momentum sport, and we started out behind," said Gordon, who took home \$13,750. "We made some big steps tonight, and I think we're back in the battle. We just need to buckle down and work hard."

Most of Gordon's hard work on Saturday night came from shifting, as he had to hold off rookie Brandon Ward on a bevy of late-race restarts. The final restart came with just three laps remaining, but Ward couldn't close on Gordon and finished .484 second behind.

"I'm starting to figure out why we're building a new car," said St. Amant, who took over the Northern Division point lead with his podium finish. "This old girl here is a top-five car



USAR PHOTO

ROUTE 66: Gary St. Amant (right) congratulates Benny Gordon Saturday night at Madison Int'l Speedway.

night in and night out, Benny had a better car than we did. To be able to come out of the first three races with three top-five finishes tickles me to death."

Jack Bailey and Shane Wallace rounded out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Benny Gordon, Ford, 200, \$13,750; 2. Brandon Ward, Ford, 200, \$7,900; 3. Gary St. Amant, Chevrolet, 200, \$6,400; 4. Jack Bailey, Chevrolet, 200, \$4,700;

5. Shane Wallace, Ford, 200, \$3,000; 6. Ben Stancill, Ford, 200, \$2,800; 7. Matt Carter, Ford, 200, \$2,600; 8. Jody Lavender, Ford, 200, \$2,650; 9. Jeff Agnew, Pontiac, 200, \$3,800; 10. Jim Crabtree, Jr., Chevrolet, 200, \$2,200; 11. Derek Kale, Chevrolet, 200, \$2,400; 12. Mike Hampton, Ford, 200, \$2,000; 13. Danny Jackson, Chevrolet, 200, \$1,900; 14. Joe Harrison, Jr., Chevrolet, 200, \$2,000; 15. Neil Gacom, Chevrolet, 198, \$1,700; 16. Michael Kidd, Chevrolet, 197, \$1,600; 17. John Gibson, Ford, 194, \$1,600; 18. Sam Fullone, Chevrolet, 194, \$1,900; 20. Wally Schweizer, Pontiac, 188, \$1,600; 21. J.D. Leonard, Ford, \$1,400; 22. Tim Kerr, Chevrolet, 184, \$1,400; 23. Johnny Rumley, Pontiac, 177, \$2,000; 24. A.J. Frank, Chevrolet, 177, \$1,400; 25. Ronnie Souders, Pontiac, 176, \$1,400; 26. Jeremy Miller, Chevrolet, 173, \$1,400; 27. J.J. Pack, Chevrolet, 171, \$1,200; 28. Mike Held, Chevrolet, 161, \$1,200; 29. Sean Sauer, Chevrolet, 135, \$1,200; 30. Ray Love, Jr., Chevrolet, 87, \$1,200.

Gabehart Gets First Victory Of Season

TOLEDO, Ohio — CRA Super Series point-leader Chris Gabehart picked up his first victory of the season Sunday night, out-running J.R. Roahrig and winning the A.P. Racing Engines 100 at Toledo Speedway.

Gabehart set the fast time for the event, but a five draw for the inver-

CRA LM

Thomson Rules Canada

HAGERSVILLE, Ontario — Don Thomson, Jr. made a bit of Canadian racing history Saturday by winning the inaugural race of NASCAR's new Canadian Tire Series presented by Sirius Satellite Radio.

Thomson edged out Mark Dilleby on 0.126 second on a green-white-checkered finish to take the Dodge Dealers 200 at Cayuga Speedway Park.

NASCAR CTS

Rowe Denies Son's Challenge

NORTH WOODSTOCK, N.H. — Mike Rowe held off the challenges of his son, Ben, and longtime rival Dave Dion in the 150-lap PASS North Super Late Model feature Saturday night at White Mountain Motorsports Park.

Rowe took the lead from Dion on lap 20 and led the majority of the event,

PASS

sion put John Van Doorn on the pole. Van Doorn led the first six laps before Roahrig powered past on lap seven to take over the top spot, at least temporarily.

Roahrig led the next 13 laps with Gabehart right in his tire tracks before Gabehart slipped past. Roahrig stayed close to the leader as they weaved through lapped traffic but

couldn't close the gap on Gabehart as he streaked to his third-consecutive top-five finish. Scott Hantz finished third over Brian Campbell and Van Doorn.

The finish:

Chris Gabehart, J.R. Roahrig, Scott Hantz, Brian Campbell, John Van Doorn, Terry Fisher, Jr., Johnny Belott, Kenny Tweedy, Scott Baker, Jeff Bozell, Bobby Parsley, Rick Turner, Jeff Lane, Nick Baran, Sean Matthuis, A.J. Ganino, Jason Shively, Ryan Inman, Jayme Beck, Ray Mooi, Jack Smith, Tony Staffen, Donald Karr, Jr., Brent Miles, Jr.

Lewis Collects Dramatic Win In Yakima Go

YAKIMA, Wash. — Two-time ASA Northwest Tour champion Gary Lewis led for the duration en route to victory lane at the Matco

ASA NW

Tools 125 Sunday at Yakima Speedway.

Lewis was largely unchallenged for the first 100 laps of the race until Mike Longton charged as Lewis's car became loose and tougher to handle.

B.J. Tidrick finished third ahead of Jeff Barkshire in fourth and Jay Sauls in fifth.

Sauls and Ron Eaton, who finished sixth, are now tied for the lead in the series point standings.

The finish:

Gary Lewis, Mike Longton, B.J. Tidrick, Jeff Barkshire, Jay Sauls, Ron Eaton, Jeff Byrd, Kelly Tanner, Brandon Riehl, Matt Hall, Travis Bennett, Jason Frasier.

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What's making news in motorsports

POWER RANKINGS

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

NO. 1

Donny Schatz

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

Keep getting used to this visual (right), as Schatz won another World of Outlaws race. Friday night's victory came in front of a partisan NASCAR crowd at The Dirt Track @ Lowe's Motor Speedway. He finished second earlier in the week at Grandview and has seven triumphs this season.



DAVID ALLIO PHOTO

REST OF THE BEST

2. Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup

Johnson came close to winning another Coca-Cola 600 after his car endured early tire woes. Still, he finished 10th and is second in points.

3. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup

Ouch! Gordon's Chevy bounced hard off the frontstretch wall at LMS when the sun was still out. He's still Nextel Cup's point leader, though.

4. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car

The Frenchman has no excuses for being out of shape. He has had more than a month to train and won't race again until June 10.

5. Lewis Hamilton

No. 2 Vodafone McLaren Mercedes, Formula One

Team orders may have prevented the Brit from winning his first F-1 race, but he owns four podium finishes in his first four grands prix.

6. Dario Franchitti

No. 27 Canadian Club Dallara-Honda, IRL IndyCar

Winning the Indianapolis 500 certainly merits a spot in the top 10, even if the victory did come during a rain-shortened race.

7. Ron Capps

Brut Dodge, NHRA Funny Car

Capps and the NHRA had Memorial Day weekend off. He returns to action this weekend in America's heartland — Topeka, Kan.

8. Ryan Briscoe

No. 12, IRL IndyCar/ALMS

The Aussie is making quite the comeback. The wrecks Briscoe has become famous for appear to be a thing of the past — at least for now.

9. Mike Skinner

No. 5 Toyota Tundra, NASCAR Craftsman Truck

The rain wouldn't go away at Mansfield, and neither would Mike Skinner. He posted another top five in Saturday's soggy event.

10. Alex Lloyd

No. 7 Lucas Oil Dallara, IRL Indy Pro

He has won all four Indy Pro races this season and now owns victories on the oval and road course at Indianapolis Motor Speedway.

Honorable Mention

Garry Lee Maier won three American Sprint Car Series regional races in three nights. Casey Mears broke through with his first NASCAR Nextel Cup victory in Sunday's Coca-Cola 600.

Last Week

Dan Wheldon dropped out of the top 10 after a dismal showing in the Indianapolis 500. He was a heavy favorite. And Formula One's Felipe Massa had nothing for the McLarens in Monaco.

NASCAR Stop Makes RV Upgrades

'Champions' Overlook' To Be Ready for October Race

MARTINSVILLE, Va. — Martinsville Speedway's new Champions' Overlook is planned to be ready by the time NASCAR returns to the track for the running of the Nextel Cup Subway 500 on Oct. 21.

The Champions' Overlook will offer 30 RV sites, each named for a former Martinsville winner, will be located above the third turn and backstretch seats and will allow fans a close-up view of the entire racing surface from their RV or their site.

"We believe these RV sites will quickly become the most popular, sought-after RV spots in the sport," said Martinsville Speedway President Clay Campbell.

NASCAR Banquet Returns To NYC

DAYTONA BEACH, Fla. — The NASCAR Nextel Cup series will hold its annual postseason awards ceremony on Nov. 30 at the Waldorf-Astoria Hotel in New York City, marking the 27th-consecutive year the event has been held there.

"Honoring our NASCAR Nextel Cup champion at the Waldorf has created many memories through the years," said NASCAR Chairman and CEO Brian France. "It's a perfect fit — the nation's No. 2 sport recognizing its champion in the nation's No. 1 market."

Also announced were plans for the NASCAR Busch Series Awards Banquet on Dec. 7 at Portofino Bay Hotel in Orlando, Fla., and the NASCAR Craftsman Truck Series Awards Banquet on Nov. 19 at the Seminole Hard Rock Café in Hollywood, Fla.

Promoters Offer Silver Crown Drivers Big Bonus

INDIANAPOLIS — Race organizer Bob Sargent and longtime car owner and promoter Don Smith of Terre Haute First Financial have announced a \$25,000 cash bonus for any driver who can sweep this year's three-mile-track USAC K&N Silver Crown Championship dirt-track races.

The 55th Hoosier Hundred at Indiana State Fairgrounds on Friday kicks off the three-race slate, which also includes the Tony Bettenhausen 100 at Illinois State Fairgrounds Aug. 18 and the Ted Horn 100 at DuQuoin (Ill.) State Fairgrounds Sept. 2.

For tickets to the Hoosier Hundred, call (317) 927-1482.

All-Star Race Scores Speed's Highest Rating

CHARLOTTE, N.C. — Speed scored its highest rating in network history, earning a Nielsen Media Research mark of 3.53 (2,480,000 households) for its inaugural coverage of this year's NASCAR Nextel All-Star Challenge. The event, in its first of eight seasons on Speed, peaked at 4.37 (3,064,000



HHP/RUSTY BURROUGHS PHOTO

RV WITH A VIEW? Martinsville Speedway is upgrading its RV sites along the third turn and backstretch and plans to open Champions' Overlook by October.

households) and held a four-plus rating for the final 90 minutes of the telecast.

The Nielsen rating marks a seven-percent increase over last year's All-Star broadcast on FX, which earned a 3.30 Nielsen rating.

Eldora Gearing Up For Major Month

ROSSBURG, Ohio — With more than \$325,000 in prize money on the line and racing action for no less than five divisions of racing among four different sanctioning bodies throughout the month, June will be busy at Eldora Speedway.

Kicking off the action will be the touring stars of the World of Outlaws Sprint Series on June 2, the third annual Nextel Prelude to the Dream on June 6 and the 13th annual Dirt Late Model Dream June 8-9. The Buckeye Double Play, featuring NRA Sprints, UMP Modifieds and Advance Auto Parts Stocks, is set for June 16, while the Ohio

Sprint Speedweek finale for All-Star Sprint Cars will take place on June 30.

'Big Car' Hall To Hold Induction Ceremony

LINCOLN, Neb. — The Big Car Racing Ass'n Hall-of-Fame induction ceremony is scheduled for 6 p.m. on June 8 at the Smith Collection of American Speed in Lincoln, Neb.

The class of 2007 includes car owner and innovator Lonnie Morosic; car owner Bill Smith; photographer Leroy Byers; driver Grady Wade; driver Dale Reed; driver Jay Woodside; driver and restorer Ody Fellows; owner Red Forshee; and the sprint car "Belle of Belleville."

For information, call 308-472-5131.

Kalamazoo Klash XV Has July Date

KALAMAZOO, Mich. — The Kalamazoo Klash XV will once again be

presented by Edelbrock when it hits the track July 18 at Kalamazoo (Mich.) Speedway.

The Klash will be run in two segments, featuring a 100-lap first segment followed by a "semi-inverted" 57-lap sprint to the finish.

This year's winner will earn \$30,157, with the possibility of a \$1,000 bonus for taking the first segment.

DIRT Hall of Fame Inducts New Class

WEEDSPORT, N.Y. — Bad weather forced the cancellation of Sunday's Advance Auto Parts Super DIRTcar Series Hall of Fame Classic, but the 16th annual DIRT Hall of Fame NorthEast induction ceremonies went off without a hitch.

Canadian veteran Dave Heaslip, New Jersey standout Billy Osmon and transplanted New Yorker Dick May headlined the Class of 2007. A portrait of each was unveiled on the "Wall of Fame."

Also, Ron Morin and the late Aaron Freshman received the Outstanding Contributions to Auto Racing Awards; Gene DeWitt and Jeff Rudalavage were named Outstanding Car Owner; Michael Burdick was named Mechanic of the Year; and Annette Lutz and Helen Martin were co-recipients of the sixth annual Gater Racing News Outstanding Woman in Racing Award. Leonard J. Sammons, Jr. also received special recognition.

Our Mistake!

HARRISBURG, N.C. — In the May 23 issue of *National Speed Sport News*, it was incorrectly stated that the NHRA POWERade Drag Racing Series would be in action on Memorial Day weekend at Heartland Park Topeka.

While the NHRA had raced at HTP on Memorial Day weekend several years in a row, this year's event was moved back a week and is in fact scheduled this weekend, June 1-3 at the Kansas quarter-mile strip.

We apologize for the misinformation.

NUTS AND BOLTS

For the seventh-consecutive year, **SunTrust Banks, Inc.** will serve as title sponsor for the IndyCar Series race at Richmond Int'l Raceway. And for the second year in a row, SunTrust will partner with XM Satellite Radio to showcase the SunTrust Indy Challenge presented by XM on June 30. . . **K&N Filters** has signed on to sponsor Roush Fenway Racing's No. 6 NASCAR Craftsman Truck Series team and driver Travis Kvapil for the remainder of 2007. . . The **AAA Insurance 200** set for June 1 at Dover Int'l Speedway will mark the 300th race in NASCAR Craftsman Truck Series history. . . Former Rolex Sports Car Series driver **Chad McQueen** will wave the green flag for the 26th running of the Brumos Porsche 250 at Daytona Int'l Speedway July 5. . . **Joe Mattes** has been named Vice-President of Licensing for JR Motorsports and will oversee the managing and marketing of personally licensed products for Dale Earnhardt, Jr. . . **34 Raceway** has rescheduled the Deery Brothers Summer Series program for July 17. Pit gates will open at 4:30 p.m., hot laps are at 6:30 p.m. and racing begins at 7 p.m. . . **Motorola** has signed on as title sponsor for the IndyCar series race at Infineon Raceway in Sonoma, Calif. The Motorola Indy 300 is set for Aug. 26. . . The 55th running of the **Hoosier Hundred** USAC Silver Crown race at the Indiana State Fairgrounds has been postponed due to rain. The event will be rescheduled later in 2007 on a date to be announced. The next Silver Crown race is set for Richmond Int'l Raceway June 29-30.

All In The No. 3 Family

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — Richard Childress Racing posted its second victory in a week at Lowe's Motor Speedway, but on

FASTRAK LM night at The Dirt Track @ Lowe's

Motor Speedway, it was the team owner's 16-year-old grandson standing in victory lane.

Austin Dillon took the lead on lap 20 after charging from seventh-starting spot and held off teammate and Nextel Cup Series driver Clint Bowyer to win the 30-lap Goodyear Fastrak Late Model Series feature at the four-tenths-mile oval.

"I was racing a veteran and everybody did a great job," said the son of former Busch Series racer Mike Dillon, who passed longtime late-model racer Jack Pennington for the victory.

Dillon, who made the transition from Legends cars to dirt late models late last season, was joined in victory lane by his father and grandfather.

"I was happy. I don't think I'd have been more nervous trying to win the Daytona 500. To see



HAROLD HINSON/HHP PHOTO


GRAND SON: Austin Dillon (3) passes Jack Pennington (01) en route to victory at The Dirt Track @ Lowe's Motor Speedway.

the black 3 out there running again and my family running it was just great," said Childress, who campaigned the No. 3 eventually made famous by Dale Earnhardt on cars he drove. Childress enjoyed victory lane across Highway 29 one week earlier when Kevin Harvick drove one of his cars to victory in the NASCAR Nextel All-Star Challenge


Bowyer, who cut his teeth racing late models in Kansas, finished second, with William Thomas, Pennington and Chris Steele rounding out the top five.

The finish:


Austin Dillon, Clint Bowyer, Jack Pennington, William Thomas, Chris Steele, Shane Smith, Timbo Mangnum, Brandon Haley, Roger Phillips, Jordy Nipper, John Llewellyn, Travis Pennington, Donald Bradsher, Shane Roberts, Jason Lawrence, Charles Daugherty, Will Shuffler, Scott Morgan, Chase McCormick, Frankie Beard, David McCoy, Shannon Buckingham, Brandy Baker, Jason Walls.



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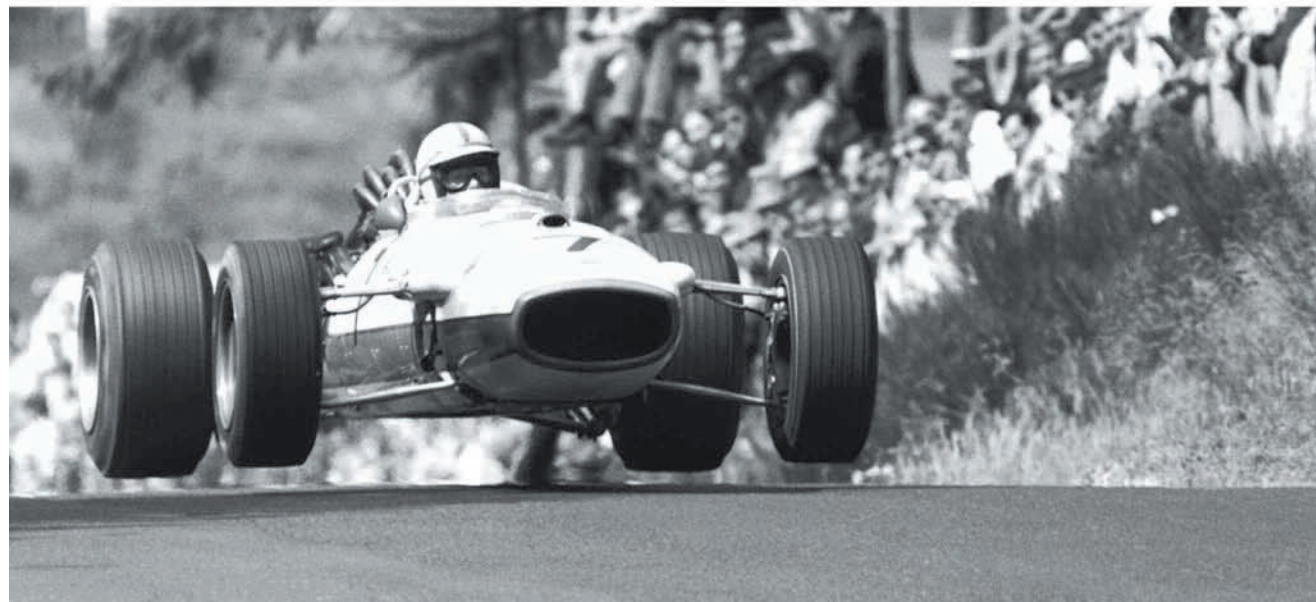


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Rilat & Johnson Share Glory

Friday

SALUDA, Va. — Travis Rilat kicked off the inaugural East Coast Nationals at Bill Sawyer's Virginia Motor Speedway by winning Friday night's preliminary feature for the O'Reilly American Sprint Cars on Tour National series.

ASCOT

Rilat passed T.J. Winegardner on a lap-two restart and led the rest of the way to post his second victory in less than a week aboard the Motor Mike-powered F&J Construction No. 29 Triple-X.

Rilat weathered several cautions along the way before finally taking the checkered flag with a dozen car-length advantage over Josh Weller, with Gary Wright and Wayne Johnson claiming the final two guaranteed starting spots in Saturday night's event.

"The track was really racy tonight. You could get around the top really good, and if you had to go to the bottom you could make that work, too," Rilat said.

The finish:
Travis Rilat, Josh Weller, Gary Wright, Wayne Johnson, Kenny Adams, Foster Landon, Matt Tiffany, Brian Smith, Coleman Gulick, Craig Folmar, Bryn Gohn, Geoff Quackenbush, T.J. Winegardner, Jason Johnson, Andy Shouse, Chris Schmelzle, Bryan Howland, Darren Stewart, Tim Hogue, Trevor Lewis, Justin Collett, Chuck Hebing.

Thursday

NEWBERRYTOWN, Pa. — It was a happy homecoming for Jason Johnson, as he stormed to O'Reilly American Sprint Cars on Tour



LONNIE WHEATLEY PHOTO

PILOT RILAT: Travis Rilat romped to victory in Friday's ASCOT event at Virginia Motor Speedway. Saturday's race at VMS was rained out.

National victory lane in Thursday night's series debut at Susquehanna Speedway Park.

The Louisiana native who spent the 2005 season competing on the Central Pennsylvania sprint-car circuit left little doubt about his third victory of the year and 22nd National Tour triumph by leading all 25 laps aboard Lanny Row's Wesmar-powered No. 41 Eagle.

While Johnson led all the way virtually unchallenged, ultimately taking

the checkered flag with nearly a half-straightaway advantage, the battle behind him was intense, with Wayne Johnson outdueling Chuck Hebing for the runner-up slot.

Hebing finished third, ahead of Trevor Lewis and Pat Cannon.

The finish:
Jason Johnson, Wayne Johnson, Chuck Hebing, Trevor Lewis, Pat Cannon, Justin Collett, Kenny Adams, Chad Layton, Jimmy Stitzel, Foster Landon, Dave Ely, Josh Weller, Rick Kaylor, Davie Franek, Jr., Curt Michael, Bryan Howland, Andy Shouse, Coleman Gulick, Travis Rilat, Chris Schmelzle, Bryn Gohn, Darren Stewart, Gary Wright, George Suprick.

Maier Scores Weekend Hat Trick

Friday

MCCOOL JUNCTION, Neb. — Garry Lee Maier added yet another American Sprint Car Series feature win to his resume, posting an impressive victory in Friday night's ASCS Midwest Region event at Junction Motor Speedway.

The first ASCS national champion in 1992, Maier added his second ASCS Midwest Region feature victory to 37 National wins and several other Regional triumphs, leading all 25 laps in his Wesmar-powered Lubbock Wreck Service No. 11x Maxim.

Brian Brown came home second, with Derek Drown, Gregg Bakker and Natalie Sather rounding out the top five.

The finish:
Garry Lee Maier, Brian Brown, Derek Drown, Gregg Bakker, Natalie Sather, Don Droul, Jr., Ryan Anderson, Billy Alley, J.D. Johnson, Toby Chapman, Gene Ackland, Mike Peters, Rick Ideus, Patrick Bourke,

A.J. Selenke, Stu Snyder, Clint Garner, Marc Robe, Mike Chadd, Jason Danley.

Saturday

NORTH PLATTE, Neb. — Garry Lee Maier picked up his second American Sprint Car Series triumph in as many nights by racing to victory lane in Saturday night's 25-lap ASCS Rocky Mountain Region event at Lincoln County Raceway.

After taking ASCS Midwest Region honors a night earlier, Maier earned the pole and led the field throughout.

Maier had to hold off 20-year-old Stu Snyder for the victory, while C.J. Johnson, J.D. Johnson and Don Droul, Jr. completed the top five.

The finish:
Garry Lee Maier, Stu Snyder, C.J. Johnson, J.D. Johnson, Don Droul, Jr., Mike Chadd, Mike Peters, Nick Haygood, Derek Drown, Jon Freeman, Patrick Bourke, Mark Walinder, Keith Rauch, Scott Cochran, Jason Danley, Jeremy Herbst, Jace Pennetta, A.J. Selenke, Bob Schaeffer, Todd Plemons.

Sunday

WAKEENEY, Kan. — Garry Lee

Maier put the finishing touches on a perfect weekend by charging to victory lane in Sunday night's 25-lap American Sprint Car Series Rocky Mountain Region feature at WaKeeney Speedway.

The triumph marked Maier's third victory of the weekend aboard the Wesmar-powered Lubbock Wrecker Service No. 11x Eagle.

This time, Maier started outside the front row in the feature event and gunned into the lead at the outset. He was never headed.

Maier was chased to the stripe by Stu Snyder for the second night in a row.

Mike Chadd claimed show honors, with Jon Freeman and Mike Peters rounding out the top five.

The finish:
Garry Lee Maier, Stu Snyder, Mike Chadd, Jon Freeman, Mike Peters, C.J. Johnson, Patrick Bourke, Nick Haygood, Jason Danley, Keith Rauch, Mark Walinder, Scott Cochran, Jace Pennetta, Todd Plemons, Mark Schmidt, J.D. Johnson, Derek Drown, Don Droul, Jr., A.J. Selenke, Josh Flood.

Sherman Stays On Top At Manzanita Speedway

PHOENIX, Ariz. — Jeremy Sherman resumed his winning ways by racing to victory in Saturday night's 50-lap American Sprint Car Series Canyon Region feature on the third-mile oval at Manzanita Speedway.

ASCS CANYON

The triumph for Sherman aboard Fred Bryan's F&E Development Impact Racing No. 77 Maxim marked his fifth victory in six events.

Sherman's latest victory was worth \$1,700 and extended his series point lead to 56 markers over Josh Pelkey, who finished fifth.

Shon Deskins snared the show posi-

tion, with Jeremy Reagles and Pelkey rounding out the top five.

The finish:
Jeremy Sherman, Bob Ream, Jr., Shon Deskins, Jeremy Reagles, Josh Pelkey, Andrew Reinbold, Bernie Smith, Mike Martin, Charles Davis, Jr., Jeff Henry, Justin Fisher, R.J. Johnson, Nick Aiuto, Thomas Ogle, Robert Ellis, Seainn Hendricsen, Bobby Taylor, Daniel Williams, Chris Edwards, Chris McArthur, Mike Bonneau, Darrin Bolton, Mike Leslie, Bruce St. James.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



DON RADBRUCH COLLECTION PHOTO

HAPPIER TIMES: Swede Smith (left) with Al Gordon. Both men were involved in the March 4, 1934, crash at El Centro that cost Smith his life.

Part I: El Centro Tragedy Began With A Cloud Of Dust

BY DON RADBRUCH

Readers of this column are well aware of the dangers of long-ago racing. Most crashes were truly "racing accidents" and were bound to happen. With little or no driver-safety equipment, fatalities were inevitable. This was part of racing and that is the way it was. This is the story of a crash that killed three men — a crash that should not have happened. It was on March 4, 1934 at El Centro, California.

It must be pointed out that there are a number of versions of what happened during those few seconds in the dust of El Centro. For decades, any article on the deaths of Ernie Triplett, Swede Smith and Hap Hafferly at El Centro would get some arguments. This article is somewhat based on contemporary newspaper stories but mostly on a chapter in a book by Gene Banning. This book, "Speedway — Half a Century of Racing with Art Sparks," chronicles the life of Sparks, who was active as a car owner and mechanic from the 1920s to the 1970s. Sparks was at El Centro on that fateful day, and his report gives the generally accepted version of what happened.

The race at El Centro was sanctioned by the American Automobile Ass'n. The cars and drivers, many with Indy experience, who went to El Centro competed regularly in a very busy schedule at Legion Ascot Speedway. The race at El Centro may have been a fair date or scheduled just to give the racers another good payday.

El Centro is about 200 miles from the mostly Los Angeles-based AAA racers, but a good field of 21 cars showed up for sprint races with a 50-mile feature on the one-mile horse track. Horse races had been held on the track a few days earlier, so officials watered the track heavily — so much water was applied that warm-ups and qualifying were delayed an hour. Several heat races went off with no problems, but by the time 12 cars lined up for the 50-lap feature, it was evident that the track was drying and that dust would be a problem.

As fast qualifiers, Al Gordon, in the Art Sparks Miller, and Ernie Triplett started up front and quickly ran off from the rest of the field. By lap 14 the two were battling for the lead nearly a lap ahead of Herb Balmer and Al Reinke in third and fourth place and had lapped the rest of the field. (This sounds like dust was already a problem — Gordon and Triplett were among the bravest of the brave and less likely to be bothered by not being able to see where they were going.)

On lap 14, Jimmy Wilkerson's Atlas Chrome Special stalled on the fourth turn, right in the racing groove. This hazard was visible from the pits and from part of the grandstand but apparently did not bother the race officials, who, for some unknown reason, allowed racing to continue under the green flag. Drivers, including Rex Mays and Triplett, tried to signal the starter by pointing at the problem area as they passed the starter's stand but were ignored.

Pitmen began to push the Wilkerson car toward a safer location, but the inside rail of the horse track prevented a quick exit, and the car remained a hazard.

In a few seconds, disaster would strike at El Centro. Comments on "A Lesson in History" are welcome at 30 Country Lane, Sagle, Idaho 83860. E-mail to radbruch@sandpoint.net.

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Through The LENS

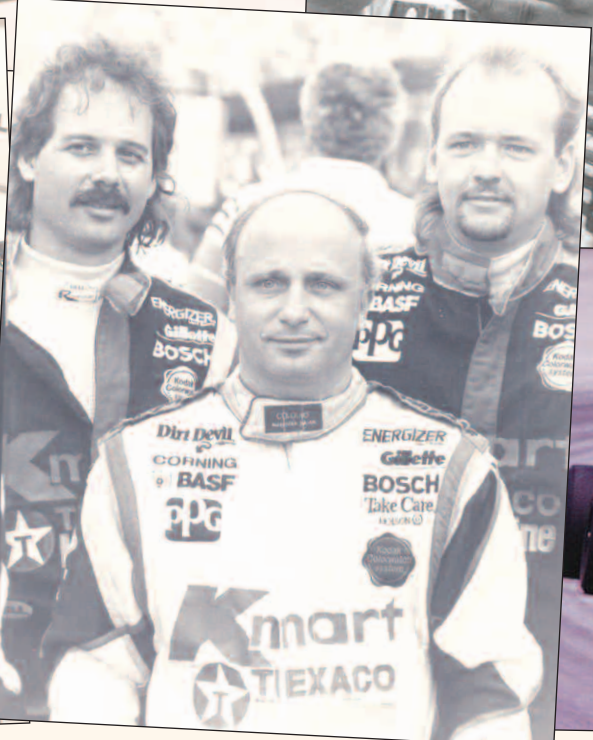
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A visual tour through the history of motorsports

TEO FABI

▶ Teo Fabi was one of the best-known international racers of the 1980s and 1990s. The Italian driver achieved success in Formula One, sports cars and Indy cars.

Fabi competed in 71 grands prix. While he never won, he had two podium finishes and three pole positions.

In 1983, Fabi was the runner-up for the Indy-car championship and became the second driver to win the pole for the Indy 500 as a rookie.

From 1988 through 1990, Fabi was the lead driver for Porsche's Indy-car program, posting the manufacturer's lone victory in the division at Mid-Ohio Sports Car Course in 1989.

Fabi won the World Sports Car Championship driving a Jaguar in 1991. Fabi is now 52 years old and retired from racing. His son, Stefano, is an aspiring young racer.

Featured here (clockwise from top left): Posing for a Skoal publicity shot at Indy in 1984; Bundled up in 1989; Taking Porsche's only Indy-car victory at Mid-Ohio in 1989; Following Geoff Brabham in the No. 8 Pennzoil Lola at Indy; Subbing for an injured Mario Andretti in 1992; Chatting with a crew member at Indy in 1992; On the pole with his No. 33 Skoal Bandit at Indy; At Monaco in 1982. — 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
- Classic Drag Racing: 1997 NHRA Northwest Nationals, 11 a.m., ESPN Classic
- NASCAR Busch Series Carquest Auto Parts 300 (taped), 12 p.m., Speed
- "Back in the Day," 2:30 p.m., Speed
- NASCAR Nextel Cup Coca-Cola 600 (taped), 3 p.m., Speed
- Classic NASCAR: 1989 Peak Performance 500, 4 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Versus
- "NASCAR Now," 6:30 p.m., ESPN2
- "Setup," 8 p.m., Speed

Friday

- NASCAR Nextel Cup practice, 11 a.m., Speed
- Classic Drag Racing: 1997 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Craftsman Truck Series qualifying, 12:30 p.m., Speed
- NASCAR Busch Series, 2 p.m., ESPN2
- NASCAR Nextel Cup qualifying, 3 p.m., Speed
- "NASCAR Now," 6:30 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- "NCTS Setup," 8 p.m., Speed
- NASCAR Craftsman Truck AAA Insurance 200, 8:30 p.m., Speed

Saturday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Nextel Cup practice, 10 a.m., Speed
- NASCAR Busch Series, 11 a.m., ESPN2
- "NASCAR Live," 12:30 p.m., Speed
- NASCAR Nextel Cup practice, 1 p.m., Speed
- "NASCAR Busch Series Countdown," 2:30 p.m., Speed
- NASCAR Busch Series Dover 200, 3 p.m., ESPN2

TUNE IN TO ...

The NASCAR Nextel Cup Series heads to the high banks of Dover Int'l Speedway (1 p.m. Sunday, Fox).

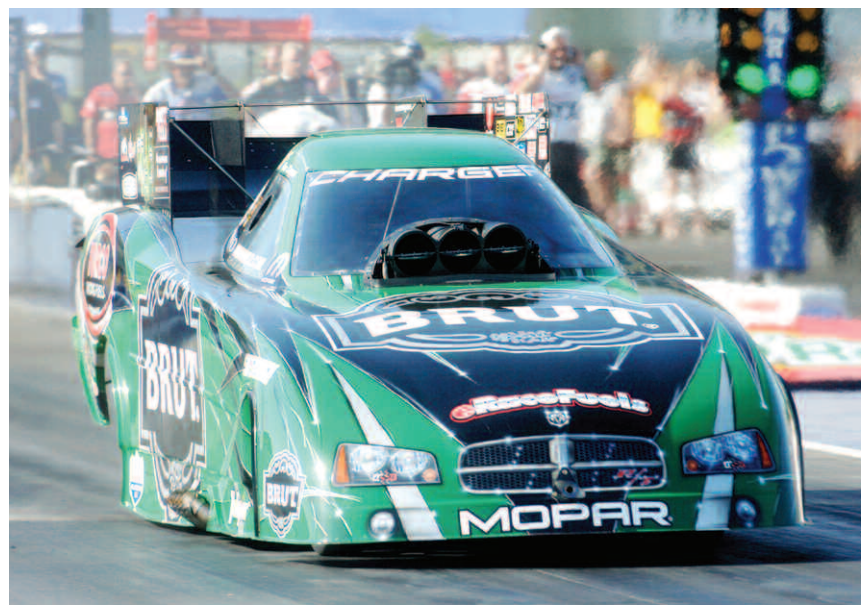
- SCCA Touring Car Championship (taped), 3 p.m., Speed
- SCCA GT Championship (taped), 4 p.m., Speed
- "Motorsport Hour," 4:30 p.m., Versus
- NHRA qualifying (taped), 5:30 p.m., ESPN2
- "NASCAR Performance," 7:30 p.m., Speed
- "Tradin' Paint," 8 p.m., Speed
- ARCA RE/Max Series from Des Moines, Iowa, 9 p.m., Speed

Sunday

- NASCAR Busch Series Dover 200 (taped), 12:30 a.m., ESPN2
 - "Tradin' Paint," 10 a.m., Speed
 - "NASCAR Now," 10 a.m., ESPN2
 - "Survival of the Fastest," 10:30 a.m., Speed
 - "NHRA Race Day," 11 a.m., ESPN2
 - "NASCAR RaceDay," 11 a.m., Speed
 - "American Dragster," 11:30 a.m., ESPN2
 - NASCAR Nextel Cup Autism Speaks 400, 1 p.m. Fox
 - World of Outlaws, 1 p.m., Speed
 - IndyCar ABC Supply/A.J. Foyt 225, 4 p.m., ABC
 - O'Reilly NHRA Summer Nationals, 4 p.m., ESPN2
 - "Speed Report," 7 p.m., Speed
 - "NASCAR Victory Lane," 8 p.m., Speed
 - "Wind Tunnel with Dave Despain," 9 p.m., Speed
 - "Setup," 10 p.m., Speed
 - "Setup," 11 p.m., Speed
- All times Eastern

MOTORSPORTS CALENDAR

May 30 World of Outlaws Late Model Series River Cities Speedway, Grand Forks, N.D., Late Models
May 30 USAC Midwest, Indiana Ford Focus Series Plymouth Speedway, Plymouth, Ind., Midget Cars
May 30 USAC Kenyon and Regional Midget Series Plymouth Speedway, Plymouth, Ind., Midget Cars
May 31 World of Outlaws West Virginia Motor Speedway, Parkersburg, W.Va., Sprint Cars
May 31 World of Outlaws Late Model Series Delaware Int'l Speedway, Delmar, Del., Late Models
May 31 United Sprint Car Series Clarksville Speedway, Clarksville, Tenn., Sprint Cars
June 1 NASCAR Craftsman Truck Series Dover Int'l Speedway, Dover, Del., Stock Cars
June 1 World of Outlaws Sharon Speedway, Sharon, Ohio, Sprint Cars
June 1 USAC National Midget Series Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Midget Cars
June 1 USAC Midwest Ford Focus Midget Series Hawkeye Downs Speedway, Cedar Rapids, Iowa, Midget Cars
June 1 ASCS Patriot Region Capra's Thunder Alley Speedpark, Evans Mills, N.Y., Sprint Cars
June 1 ASCS Sprints On Dirt Region I-96 Speedway, Lake Odessa, Mich., Sprint Cars
June 1 ASCS Southern Region Ace Speedway, Altamahaw, N.C., Sprint Cars
June 1 Golden State Challenge Ocean Speedway, Watsonville, Calif., Sprint Cars
June 1 United Sprint Car Series Garnertown Speedway, Luray, Tenn., Sprint Cars
June 1-2 Badger Midget Auto Racing Ass'n Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Midget Cars
June 1-3 National Hot Rod Ass'n Heartland Park Topeka, Topeka, Kan., Dragsters
June 2 NASCAR Busch Series Dover Int'l Speedway, Dover, Del., Stock Cars
June 2 IRL Indy Pro Series The Milwaukee Mile, West Allis, Wis., Indy Cars
June 2 World of Outlaws Eldora Speedway, Rossburg, Ohio, Sprint Cars
June 2 World of Outlaws Late Model Series Hagerstown Speedway, Hagerstown, Md., Late Models
June 2 USAC Northeast Ford Focus Midget Series Seekonk Speedway, Seekonk, Mass., Midget Cars
June 2 USAC-CRA Sprint Car Series Ventura Raceway, Ventura, Calif., Sprint Cars
June 2 USAC Western Midget Series American Valley Speedway, Quincy, Calif., Midget Cars
June 2 Hooters Pro Cup Series Iowa Speedway, Newton, Iowa, Stock Cars
June 2 NASCAR Busch East Series South Boston Speedway, South Boston, Va., Stock Cars
June 2 NASCAR Busch West Series Colorado National Speedway, Erie, Colo., Stock Cars
June 2 ASCS Patriot Region Brockville Speedway, Brockville, Ontario, Sprint Cars
June 2 ASCS Coastal Region South Mississippi Speedway, Long Beach, Miss., Sprint Cars
June 2 ASCS Sooner Region I-30 Speedway, Little Rock, Ark., Sprint Cars
June 2 ASCS Southern Region Dillon Motor Speedway, Dillon, S.C., Sprint Cars
June 2 Hooters Pro Cup Series Peach State Speedway, Jefferson, Ga., Stock Cars
June 2 Lucas Oil Late Model Dirt Series Florence Speedway, Florence, Ky., Late Models



DAVE KOMMEL PHOTO


FUNNY MONEY: Ron Capps took the Funny Car victory in the 2006 O'Reilly NHRA Summer Nationals in Topeka, Kan.


MARK IT DOWN!

June 1-3, O'Reilly NHRA Summer Nationals

Heartland Park Topeka, Topeka, Kan., Dragsters
After nearly a month off, the NHRA returns to action in Topeka. Last season, Ron Capps beat 14-time champion John Force in the final round of Funny Car competition. Capps will go for his fourth podium finish of 2007 and the 26th of his career this weekend.

June 2 Golden State Challenge Placerville Speedway, Placerville, Calif., Sprint Cars	June 6 USAC Indiana Ford Focus Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars
June 2 URC Sprints Delaware Int'l Speedway, Delmar, Del., Sprint Cars	June 7 USAC National Sprint Car Series Big Diamond Raceway, Minersville, Pa., Sprint Cars
June 2 American-Canadian Tour Circuit Ste-Croix, Ste-Croix, Quebec, Late Models	June 8 NASCAR Craftsman Truck Series Texas Motor Speedway, Fort Worth, Texas, Stock Cars
June 2 Interstate Racing Ass'n Charter Raceway Park, Beaver Dam, Wis., Sprint Cars	June 8 USAC Midwest Ford Focus Series Gas City I-69 Speedway, Gas City, Ind., Midget Cars
June 2 Tampa Bay Area Racing Ass'n New Smyrna Speedway, New Smyrna, Fla., Sprint Cars	June 8 USAC Kenyon Midget Series Anderson Speedway, Anderson, Ind., Midget Cars
June 2 United Sprint Car Series Columbus Speedway, Columbus, Miss., Sprint Cars	June 8 NASCAR Busch East Series Stafford Motor Speedway, Stafford, Conn., Stock Cars
June 2 Bay Cities Racing Ass'n Lakeport Speedway, Lakeport, Calif., Sprint Cars	June 8 ASCS Mid-Atlantic and Patriot Regions Penn Can Speedway, Susquehanna, Pa., Sprint Cars
June 3 NASCAR Nextel Cup Series Dover Int'l Speedway, Dover, Del., Stock Cars	June 8 ASCS Sprints On Dirt Region Cherry Speedway, Fife Lake, Mich., Sprint Cars
June 3 IRL IndyCar Series The Milwaukee Mile, West Allis, Wis., Indy Cars	June 8 URC Sprints Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
June 3 ASCS Mid-Atlantic Region Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars	June 8 Empire Super Sprints Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
June 5 World of Outlaws Kokomo Speedway, Kokomo, Ind., Sprint Cars	June 8 Interstate Racing Ass'n Oshkosh Speedzone Raceway, Oshkosh, Wis., Sprint Cars
June 5 O'Reilly All Star Circuit of Champions Lemerville Speedway, Sarver, Pa., Sprint Cars	June 8-9 StormPay.com Dirt Late Model Series Swinging Bridge Raceway, Jackson, Miss., Late Models
June 6 USAC National Sprint Car Series Grandview Speedway, Bechtelsville, Pa., Sprint Cars	June 9 NASCAR Busch Series Nashville Superspeedway, Lebanon, Tenn., Stock Cars
June 6 USAC Regional and Kenyon Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars	June 9 IRL IndyCar Series Texas Motor Speedway, Fort Worth, Texas, Indy Cars






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RACE REWIND

Race 7 of 25: Ohio 250, Saturday, May 26
Mansfield Motorsports Park, Mansfield, Ohio

FINAL RESULTS

FIRST	SECOND	THIRD
		
Dennis Setzer	Jack Sprague	Ken Schrader

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	18	75	Dennis Setzer	Spears Mfg. Chevrolet	250	\$52,150	Running
2	11	60	Jack Sprague	Con-way Freight Toyota	250	\$32,125	Running
3	14	18	Ken Schrader	Fastenal Dodge	250	\$21,515	Running
4	1	5	Mike Skinner	Toyota Tundra Toyota	250	\$15,975	Running
5	4	23	Johnny Benson	360 OTC Toyota	250	\$12,475	Running
6	9	33	Ron Hornaday, Jr.	Camping World Chevrolet	250	\$11,025	Running
7	5	6	Travis Kvapil	K & N Filters Ford	250	\$11,175	Running
8	21	9	Ted Musgrave	Team ASE/Germain Toyota Toyota	250	\$10,825	Running
9	35	77	Brendan Gaughan	South Point Hotel Chevrolet	250	\$10,775	Running
10	27	4	Kevin Hamlin	Open Joist/Dodge Dodge	250	\$12,600	Running
11	16	09	Joey Clanton	Zaxby's Ford	250	\$11,000	Running
12	6	59	Terry Cook	Harris Trucking Toyota	250	\$10,525	Running
13	19	50	T.J. Bell	Heathcliff's Cat Litter Ford	250	\$10,475	Running
14	28	08	Chad McCumbee	TheGPSStore.com Chevrolet	250	\$10,425	Running
15	7	99	Erik Darnell	Northern Tool and Equipment Ford	250	\$10,875	Running
16	15	40	Clay Rogers	Curtis Key Plumbing Chevrolet	250	\$10,275	Running
17	17	16	Chris Fontaine	Xpress Motorsports Ford	250	\$10,575	Running
18	24	36	Ryan Mathews	Bill Davis Racing Toyota	250	\$10,175	Running
19	23	10	David Starr	International MAXX Force Diesel Ford	250	\$8,875	Running
20	32	07	Tim Sauter	Lester Buildings Chevrolet	250	\$8,975	Running
21	13	15	Bill Lester	Christian Debt Cons. Chevrolet	250	\$8,100	Running
22	29	49	Bradley Riethmeyer	All American Driver Challenge Dodge	250	\$7,750	Running
23	2	14	Rick Crawford	Power Stroke Diesel Ford	250	\$9,525	Running
24	8	1	Aaron Fike	RFMS/Red Horse Racing Toyota	248	\$7,700	Running
25	12	21	Kelly Bires	Air Force Ford	248	\$7,625	Running
26	30	7	Jason White	Hooters Energy Drink Chevrolet	248	\$7,600	Running
27	36	63	Jack Smith	Dave Porter Truck Sales Ford	246	\$7,575	Running
28	20	13	Willie Allen	Thorsport Racing Chevrolet	245	\$7,550	Running
29	34	2	Daniel Pope	Dollar General Chevrolet	245	\$7,500	Running
30	33	42	Tim Cowen	Cowen Truck Line Ford	244	\$7,475	Running
31	3	30	Todd Bodine	Lumber Liquidators Toyota	238	\$8,125	Running
32	31	8	Blake Bjorklund	MRD Motorsports Chevrolet	219	\$7,100	Running
33	26	47	Kraig Kinser	Ginn Resorts Chevrolet	206	\$7,075	Running
34	22	44	Frank Kreyer	Culver's Restaurant Chevrolet	205	\$7,050	Engine
35	10	88	Matt Crafton	Menards/Johns Manville Chevrolet	172	\$7,025	Running
36	25	00	Ken Butler	Aaron's Lucky Dog Toyota	167	\$6,996	Engine

RACE STATISTICS

Race time: 2 hours, 11 minutes, 51 seconds
Average speed: 24.095 miles per hour
Victory margin: 0.522 second
Caution flags: 13 for 103 laps

Lead changes: Three among four drivers
Lap leaders: Mike Skinner, 1-53; Matt Crafton, 54-121; Rick Crawford, 122-238; Dennis Setzer, 239-250.




TALK OF TIME TRIALS

For the fifth time this season, point-leader Mike Skinner's Bill Davis Racing Toyota captured the pole with a fast lap of 109.877 miles per hour. It was Skinner's 37th pole. Rick Crawford, Todd Bodine, Johnny Benson and Travis Kvapil rounded out the top-five qualifiers for Saturday's Ohio 250.



JOE SECKA/JMS PRO PHOTO

STANDINGS

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

Top 10

1. Mike Skinner	1,217	6. Jack Sprague	965
2. Ron Hornaday, Jr.	1,096	7. Travis Kvapil	928
3. Todd Bodine	1,037	8. Matt Crafton	892
4. Ted Musgrave	1,024	9. Johnny Benson	890
5. Rick Crawford	1,015	10. Aaron Fike	856



JOE SECKA/JMS PRO PHOTO

GO AWAY, GRAY! Dreary skies hover over Mansfield Motorsports Park as the Ohio 250 attempts to get under way Saturday. It eventually did, and Dennis Setzer took the victory.

BALLOON FOOT

No-Stop Setzer Claims Soggy Mansfield While Rivals Run Dry

MANSFIELD, Ohio — Dennis Setzer drove the entire 250-lap distance without a pit stop Saturday to win the Ohio 250 Craftsman Truck race at Mansfield Motorsports Park.

It was Setzer's first truck victory since Aug. 5, 2005, at O'Reilly Raceway Park and the 17th of his career.

"It's been a long drought," he said. Setzer began saving fuel from the start in his Chevrolet and was aided by 103 caution laps. Many of those were for laps to help dry the track.

The race was stopped for rain three times for a total of five hours. Setzer also was helped by the fact that the track, officially listed as one-half mile, is actually .444 of a mile.

"Goodyear builds such a great tire, you can go 250 laps on them," Setzer explained. "We started thinking about it (not pitting) before the race. It was an option."

Rick Crawford had pitted his Ford early in the race and moved into the lead on lap 121 when he passed Matt Crafton's Chevrolet. Crawford pulled away after the green flag.

Setzer moved up to second when he passed Crafton, also trying to make it without a pit stop, on lap 163.

Crawford cut a tire and slowed dramatically in turn four, and Setzer went around him high on the outside to take the lead on lap 239. Crawford's Ford was leaving a trail of sparks that brought out the final caution.

The race restarted with six laps remaining. Aaron Fike was in second, but he also was trying the no-stop strategy and ran out of gas. Jack Sprague moved into second but was unable to challenge Setzer, who won by .522 second.

"There's no way he made it on fuel," Sprague said. "It's impossible. The Chevrolets don't get the mileage of the Toyotas, and the 1 (Fike) pitted

Covers Come Out — For A Long Time

MANSFIELD, Ohio — Call the Ohio 250 Craftsman Truck Series racing's longest day.

Persistent rain showers halted the race three times for a total stoppage of five hours, 37 seconds. A race that began on Fox at 1:16 p.m. ended on Speed shortly before 8:30.

The total time from green flag to checkered was seven hours, 12 minutes and 28 seconds.

It required six and a half hours just to reach the midpoint of the 250-lap race, which avoided further weather delays when the field rolled off pit road for the fourth time.

Four jet dryers consumed an estimated 2,500 gallons of gasoline. Pace-truck driver **Randy Kiser** circled the half-mile oval nearly 200 times — his laps nearly twice the record, 103 serials consumed by yellow.

Many among an estimated crowd of 15,000 stayed until conclusion and were rewarded with a dramatic finish that saw three different leaders over the final 29 laps.

■ Saturday's victory brought a sigh of relief from **Dennis Setzer** and the Spears Motorsports team,

both of whom broke lengthy non-winning streaks.

Setzer, who matched **Jack Sprague's** series mark of wins in nine different seasons, hadn't been in victory lane since mid-2005 at O'Reilly Raceway Park at Indianapolis. The North Carolina native's winless streak had reached 41 entering the Ohio 250. He joined the Spears team in the off-season.

For owners **Wayne** and **Connie Spears**, the wait was even longer. Former driver **David Starr** produced the team's most recent win in November 2004 at Phoenix Int'l Raceway. The Spears team, the last active organization to compete in the series's 1995 inaugural event, snapped a string of 57-consecutive defeats.

■ Dodge, suffering through its worst year in the series, finally got a pair of top 10s. **Bobby Hamilton** Racing teammates **Ken Schrader** and rookie **Kevin Hamlin** finished third and 10th, respectively.

Hamlin, who joined the team at Lowe's Motor Speedway, tested extensively at a short track in Alabama — he wouldn't say which one — and shared his notes with Schrader, who fashioned his first top-five effort since 2004 at Dover Int'l Speedway.

with me on (lap) 35, and he didn't make it. If he (Setzer) made it and they're legal, my hat's off to them. It blows my mind. There's no way." Ken Schrader was third in a Dodge,

followed by the Toyotas of Mike Skinner and Johnny Benson. "Setzer had a real good foot," Schrader said. "If anybody could do it, it's Dennis."

Kaplan Is All American; Becker Buries GSC Rivals; Kurtz Cruises

Ryan Kaplan took control during the second half of the 50-lap race and won Saturday's Lucas Oil USAC Western Sprint Car Series feature at All American Speedway.

ROUNDUP

Kaplan, the series point leader, took the lead from JoJo Helberg on lap 27 of the quarter-mile asphalt oval and raced away from the field.

Helberg finished second, with Laura Hayes, Shauna Hogg and Tanner Swanson rounding out the top five.

The finish:
Ryan Kaplan, JoJo Helberg, Laura Hayes, Shauna Hogg, Tanner Swanson, Jimmy Sills, Jeff Kaiser, Brian Geiszler, Eric Humphries, Greg Anderson, Richard Bailey, Allen Harney, Scott Clough, Nick Rescino, Jr., Jessica Helberg, Derrick Peterson.

USAC WESTERN MIDGETS

J-Rod Flies Through Tucson

May 26, USA Race Park, Tucson, Ariz.

Johnny Rodriguez dominated the USAC Western Midget feature. Rodriguez, the series point leader, paced all 30 laps of the three-eighths-mile dirt track and held off Scott Pierovich for the victory. Matt Mitchell, Dustin Burkhardt and Nathan High rounded out the top five.

The finish:
Johnny Rodriguez, Scott Pierovich, Matt Mitchell, Dustin Burkhardt, Nathan High, C.J. Sama, Terry Goodwin, Alex Herrera, Darren Fala, Chris Rahe, Ken Perry, Joey Fabozzi.

UNITED REBEL SPRINTS

J.J. Tops Of 26

May 25, Rolling Plains Motor Speedway, Oberlin, Kan.

Jon Johnson collected his first victory of the 2007 season, as 26 teams were on hand for the event. Brian Herbert could not complete the pass around Johnson and settled for runner-up honors, while Larry Radcliffe, Smokey Fairbank and Ray Seeman rounded out the top five.

The finish:
Jon Johnson, Brian Herbert, Larry Radcliffe, Smokey Fairbank, Ray Seeman, Reed Bembeck, Nick King, Mike Spear, Doug Roth, Tom Belsky, Randy Bantam, Tim Perkins, Steve Dalton, Ken Lutters, Cody Salem, Greg Thyfault, Cody Kieswetter, Darren Bowman, Corey Lutters, Todd Johnson.

SPRINT INVADERS

Higday Pockets A Cool G

May 25, Lee County Speedway, Donnellson, Iowa

Josh Higday became the second first-time winner in as many Sprint Invader A

mains in 2007, as he earned the \$1,000 prize. Higday took advantage of Joe Beaver's misfortune on the fifth circuit and led the remainder of the 25-lap event. Rounding out the top five in the 20-car field were Larry Pinegar, Matt Sutton, Kaley Gharst and Nick Eastin.

The finish:
Josh Higday, Larry Pinegar, Matt Sutton, Kaley Gharst, Nick Eastin, Ryan Jamison, Rager Phillips, John Hall, John Schulz, Corey Weyant, Matt Rogerson, Matt Harms, Lance Gullo, Bobby Mincer, Russ Hall, Joe Beaver, Jimmy Davies, Bart Andrews, Brian Hetrick, Patrick Moore.

GOLDEN STATE CHALLENGE

Becker Keeps Rolling

May 25, Petaluma (Calif.) Speedway

Sean Becker continued his outstanding season at Petaluma, as he picked up his second GSC victory of the season and eighth of his career. With the win, Becker has taken sole possession of ninth on the all-time GSC win list and has moved to within one of tying Ronnie Day for eighth. Becker came into the night second in points and started from the pole. However, Jon Maiwald took the early lead. Becker finally ran down Maiwald and took control just before the midway point in the 30-lap race. Point-leader Brent Kaeding made a late charge to finish second, while Willie Croft, Jonathan Allard and Jason Statler rounded out the top five.

GEORGIA ASPHALT SERIES

Want Moore Fredrick?

May 26, Peach State Speedway, Jefferson, Ga.

Defending series champion Fredrick Moore returned to victory lane, winning the Hedman Husler Hedders 100. Greg Motes led the first 72 laps before local favorite Joel Anderson slipped by to take the top spot. While Anderson led up front, Moore managed to power past Motes to take the second spot and was in perfect position when Anderson's motor expired a few laps later, handing the lead to Moore. With Motes trailing a distant second, Moore ran uncontested to the finish to pick up his first GAS victory of the season. Motes held on to the runner-up spot, followed by Kevin Stephens, Kyle Fowler and Michael Pope.

The finish:
Fredrick Moore, Greg Motes, Kevin Stephens, Kyle Fowler, Michael Pope, David Elliott, Ronnie Sanders, Nick Potts, Michael Phelps, Larry Jordan, Dakota Stroup, Bubba Pollard, Joe Click, Joe Federico, Michael Massey, Shane Nalley, Zach Holloway, Joel Anderson, Kevin Perry, Michael Lance, Billy McGinnis, Chase Austin, Wayne Willard, Russell Fleeman.

FLORIDA SPRINT CAR ASS'N

Kurtz, 15, Conquers The North

May 26, North Florida Speedway, Lake City, Fla.

Rookie Matt Kurtz, 15, battled his way from the back of the pack to notch his second-consecutive Florida Sprint Car Ass'n victory. Kurtz, a former NFS track champion, weaved through the field from the 13th-starting position to pass T.W. Parkinson for the top spot. Danny Jones worked his way up from the last starting spot to challenge Kurtz in the final laps, but a late yellow flag ended his bid for the lead as Kurtz held him off for his second victory. Parkinson, Wes Scrape and Barry McCance finished out the top five.

The finish:
Matt Kurtz, Danny Jones, T.W. Parkinson, Wes Scrape, Barry McCance, Allen Kaluzniak, Otto Scrape, Lou Beldock, Robert Bozeman, Larry Pickett, Mark Beldock, Phil Pettay, Donnie SESCO, Sr., Mike McCance, Gavin Thomas, Darren Orth.

IHRA

Rained Out In Tulsa

May 25-27, Tulsa (Okla.) Raceway Park

IHRA and Tulsa Raceway Park officials have rescheduled the Skull Shine Sooner Nationals to be completed June 23. Despite several rain delays Friday and Saturday, all three rounds of professional qualifying were completed. However, Sunday brought more rain which was expected to last all day. "The first real glimpse of dry weather isn't until Tuesday or Wednesday," said IHRA President Aaron Polburn. "So, it's impossible to run this race as scheduled. It's a tough call to have to make, but we feel it's the right one based on weather forecasts and all the rain we've already experienced."

KONI CHALLENGE SERIES

Skaynes Skates To Victory

May 26, Lime Rock Park, Lakeville, Conn.

Kristian Skaynes drove his ICY/Phoenix Racing Subaru Legacy to the manufacturer's first victory Saturday in the Grand Am KONI Challenge Series Street Tuner (ST) race at Lime Rock Park.


It was the first series victory for Skaynes and co-driver Chuck Hemmingson. Skaynes took over for Hemmingson on lap 41 of the 132-lap event and moved from fifth to first in just 18 laps.

After regaining the lead on lap 113, Skaynes stretched his lead to 6.076 seconds over Ken Dobson in second.


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RACE REWIND

NASCAR BUSCH SERIES

Race 13 of 35: Carquest Auto Parts 300, Saturday, May 26
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kasey Kahne

SECOND



Casey Mears

THIRD



Clint Bowyer

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	32	9	Kasey Kahne	Country Crock Dodge	200	66,050	Running
2	22	24	Casey Mears	National Guard Chevrolet	200	44,525	Running
3	9	2	Clint Bowyer	BB&T Chevrolet	200	42,100	Running
4	4	29	Jeff Burton	Holiday Inn Chevrolet	200	35,175	Running
5	6	4	Regan Smith	U.S. Army Chevrolet	200	37,359	Running
6	8	48	Jimmie Johnson	Lowe's/Kobalt Chevrolet	200	23,525	Running
7	1	17	Matt Kenseth	Arby's Ford	200	29,675	Running
8	16	5	Kyle Busch	Sta Green Extended Feed Chevrolet	200	20,875	Running
9	2	21	Scott Wimmer	AutoZone Chevrolet	200	37,131	Running
10	12	90	Stephen Leicht	citifinancial Ford	200	30,731	Running
11	27	10	Dave Blaney	ABF U Pack Moving Toyota	200	28,231	Running
12	25	33	Kevin Harvick	RoadLoans.com Chevrolet	200	24,725	Running
13	35	47	Jon Wood	Armor All Ford	200	24,106	Running
14	38	18	Aric Almirola	Joe Gibbs Driven/Hunts Chevrolet	200	19,250	Running
15	13	26	Todd Kluever	Dish Network Ford	200	22,781	Running
16	20	22	David Stremme	Supercuts Dodge	200	17,025	Running
17	10	60	Carl Edwards	Scotts/Ortho Home Defense Ford	199	21,975	Running
18	15	37	Jamie McMurray	Troybilt Ford	199	16,325	Running
19	40	27	Ward Burton	Kleenex/Cottonelle Ford	199	21,706	Running
20	17	59	Marcos Ambrose	Kingsford Ford	199	23,956	Running
21	3	16	Greg Biffle	3M/Coast Guard Ford	199	21,625	Running
22	33	77	Bobby Labonte	Dollar General Chevrolet	199	15,925	Running
23	26	7	Mike Wallace	Geico Chevrolet	199	22,106	Running
24	23	88	Shane Huffman	U.S. Navy Chevrolet	199	21,391	Running
25	7	6	David Ragan	Discount Tire Ford	199	16,000	Running
26	29	1	J.J. Yeley	Micosukee Resorts Chevrolet	199	15,765	Running
27	14	25	David Gilliland	freecreditreport.com Ford	199	15,730	Running
28	43	91	David Green	YRT2.net Toyota	199	17,695	Running
29	19	30	Stanton Barrett	4CARING.org Chevrolet	198	17,650	Running
30	31	66	Steve Wallace	HomeLife Communities Dodge	198	20,231	Running
31	28	38	Jason Leffler	Great Clips Toyota	198	20,146	Running
32	18	55	Robby Gordon	Verizon Wireless Ford	198	15,525	Running
33	39	35	Bobby Hamilton, Jr.	McDonald's Ford	197	19,871	Running
34	11	20	Denny Hamlin	Rockwell Automation Chevrolet	197	20,965	Running
35	42	36	Brent Sherman	Big Lots Chevrolet	196	19,821	Running
36	41	28	Johnny Sauter	U.S. Border Patrol Chevrolet	196	15,425	Running
37	34	23	Brad Keselowski	MACTac Chevrolet	189	17,400	Running
38	36	14	Kyle Krisloff	Clabber Girl Ford	180	19,756	Accident
39	21	44	Mike Bliss	Family Dollar Dodge	153	19,736	Overheating
40	37	42	Juan Pablo Montoya	Texaco/Havoline Dodge	148	20,815	Accident
41	5	12	Kurt Busch	Penske Truck Rental Dodge	148	15,365	Accident
42	30	41	Reed Sorenson	Wrigley's Juicy Fruit Dodge	53	15,265	Accident
43	24	99	David Reutimann	Aaron's Dream Machine Toyota	4	19,581	Engine

RACE STATISTICS

Race time: 2 hours, 16 minutes, 7 seconds
Average speed: 132.24 mph
Victory margin: 2.448 seconds
Caution flags: Seven for 28 laps
Lead changes: 14 among 10 drivers
Lap leaders: Matt Kenseth, 1-28; Kurt Busch, 29-32;

Kenseth, 33-42; Kurt Busch, 43-53; Kenseth, 54; Kurt Busch, 55-91; Kasey Kahne, 92; Carl Edwards, 93-94; Scott Wimmer, 95-97; J.J. Yeley, 98; Jimmie Johnson, 99-114; Kyle Busch, 115-118; Jeff Burton, 119-144; Greg Biffle, 145-158; Kahne, 159-200.

TALK OF TIME TRIALS

Matt Kenseth completed a fast lap of 179.46 miles per hour to capture the pole for the Carquest Auto Parts 300. Scott Wimmer, Greg Biffle, Jeff Burton and Kurt Busch rounded out the top-five qualifiers.

STANDINGS

FIRST



Carl Edwards

SECOND



Kevin Harvick

THIRD



Dave Blaney

Top 10

1. Carl Edwards	2,075	6. Regan Smith	1,393
2. Kevin Harvick	1,652	7. David Ragan	1,358
3. Dave Blaney	1,483	8. Clint Bowyer	1,349
4. Matt Kenseth	1,431	9. Jeff Burton	1,340
5. David Reutimann	1,393	10. Greg Biffle	1,320

Kasey Comes Through

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — If Kasey Kahne's hard-luck season takes a turn for the better, the driver may be able to point back to Saturday night's victory in the NASCAR Busch Series Carquest Auto Parts 300 Saturday night at Lowe's Motor Speedway.

Kahne captured his first victory — in either the Busch Series or Nextel Cup — since winning the Nextel Cup 500-mile race here this past October.

"We finally broke through," Kahne radioed back to his crew after jumping to a comfortable lead over second-place finisher Casey Mears on a restart with 11 laps to go.

But getting there in the No. 9 Evernham Motorsports Dodge was far from easy.

Kahne started 32nd and patiently worked his way to the front in the 200-lap race, taking the lead for good with 41 laps remaining. Kahne was one of 10 race leaders.

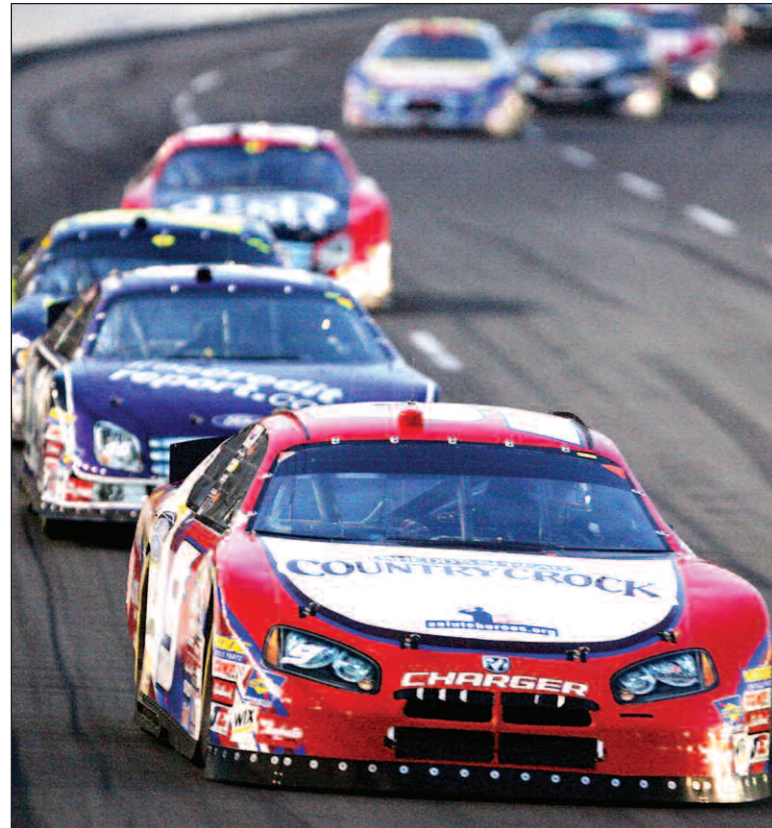
"It feels good to win a race, to get back up front and lead laps," said Kahne. "It builds confidence for the driver and for the team... You feel better when you wake up in the morning and you've won a race."

Kahne won both Nextel Cup races at the track last year — two of six races he won in 2006 — but has been shut out of victory lane ever since.

It has been trying, but Evernham Motorsports owner Ray Evernham said he has watched Kahne develop and mature during this victory drought.

"Kasey has stepped up as a leader. He's done a tremendous job," Evernham said. "He's working hard because he knows he truly is the leader of the team. I think he's done a good job keeping a good attitude. Nobody likes not to run well — everybody's competitive, and they're upset when they're not running well."

Kahne ran as well as anyone, overcoming a slow pit stop and minor mechanical issues early in the race as



STREETEER LECKA/GETTY IMAGES

CHARGER: Kasey Kahne leads Saturday's Carquest Auto Parts 300 at Lowe's Motor Speedway. The victory was Kahne's first since October.

he continued his charge toward the front.

By the midway point of the race, Kahne had moved into the top five, charging forward along with Mears, who started 22nd and found himself in the top 10 with 80 laps to go.

Like Kahne, Mears has his own tales of tough luck to tell this season since moving to Hendrick Motorsports.

"A TV show should follow us around and show all the heck that's happened to us this year," Mears said. "Any time you have a good run, it's good, and you can learn something from it. We really needed it."

Mears finished ahead of Clint Bowyer in third, Jeff Burton in fourth and Regan Smith in fifth.

Kurt Busch led the most laps with 52, dominating the first part of the race, but as the track cooled under the lights, his Penske South Dodge became too tough to handle. After several close calls, Busch finally spun and hit the wall, causing one of seven caution periods that lasted for a total of 28 laps.

Point-leader Carl Edwards finished in 17th place but still has a comfortable 423-point margin over Kevin Harvick, who finished 12th.

Wimmer Gets Career-Best Starting Spot

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — **Scott Wimmer** was in unfamiliar territory at the start of Saturday night's Carquest Auto Parts 300 at Lowe's Motor Speedway.

Wimmer qualified second and sat on the outside pole beside Matt Kenseth with a speed of 179.289 miles per hour. It was Wimmer's first start better than 14th in seven Busch races this season. It was also the first time he had started better than 14th in nine races at Lowe's Motor Speedway.

■ Former NASCAR champion and Nextel Cup commentator **Ned Jarrett** returned to the broadcast booth for Saturday night's NASCAR Busch race, teaming with son **Dale Jarrett**,

Jerry Punch and **Andy Petree** on ESPN2.

Ned Jarrett was formerly with CBS as a full-time color analyst and was in the booth when Dale Jarrett won the Daytona 500. The Jarretts are the only father and son to both win championships in NASCAR's top series.

■ **Kurt Busch** led a race-high 52 laps before he spun and crashed on lap 150 of Saturday night's race.

Busch fell a lap down due to a penalty after a missed lug nut during a pit stop. He drove what had been a brand new Penske South Dodge straight to the garage and retired from the race.

■ New Zealander **Marcos Ambrose** finished 20th in the Carquest Auto Parts 300 in the No. 59 Kingsford Ford, taking Rookie of the Race honors.

It was the third such award of the season for Ambrose. He is 13th in the Busch Series standings, second among rookies. Fellow-rookie **David Ragan**, who is also driving a full-time Nextel Cup schedule in the No. 6 Ford of Roush Fenway Racing, is seventh.

■ **Kasey Kahne** was celebrating a victory even before he got to victory lane Saturday night. Kasey Kahne Racing USAC Midget driver **Kevin Swindell** was the winner of the "Night Before the 500" at O'Reilly's Raceway Park at Indianapolis.

Kahne was a back-to-back winner of that race, as was **Jeff Gordon** before him as the two climbed the ranks to the Nextel Cup Series.

"It's a tough race. Fifty laps at (ORP) is a tough race, a fun race," Kahne said.

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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Goeden Does Quite Good; It's All Meyer In Minnesota

Friday

SUPERIOR, Wis. — Donny Goeden captured his second-straight victory during the IRA Outlaw Sprints visit to Superior Speedway on Friday.

It was also Goeden's second-consecutive Memorial Day weekend victory at the track.

Goeden took advantage of early attrition due to crashes that took out top competitors, including Dustin Lindquist and Tim Vandever. He then outran Scott Biertzer for the victory.

The finish:
Donny Goeden, Scott Biertzer, Travis Whitney, John Haeni, Scotty Nietzel, Steve Meyer, Kim Mock, Billy Haffeman, Mike Reinke, Bill Wirth, Joe Symoens, Ty Bartz, Andy Hunt, Ryan Irwin, John Semett, Dustin Lindquist, Dave Uttech, Billy Balog, Tim Vandever.

Saturday

BRAINERD, Minn. — Steve Meyer continued his strong season by recording a victory at the IRA Outlaw Sprint's inaugural visit to North Central Speedway. Meyer led the entire 25-lap distance, holding off constant pressure from Billy Balog and winning on a green-white-checked finish.

Donny Goeden, who won the IRA's previous two events, crashed during his heat race and did not compete in the feature. Meyer moved into the point lead and collected \$2,500 for the victory.

The finish:
Steve Meyer, Billy Balog, Travis Whitney, Mike Reinke, Scott Biertzer, Scotty Nietzel, Bill Wirth, Scott Uttech, Billy Haffeman, Leigh Thomas, Kim Mock, Tony Norem, Ty Bartz, Andy Hunt, Ryan Irwin, John Semett, Dustin Lindquist, Dave Uttech, Billy Balog, Tim Vandever.



DOUG ALLEN PHOTO

MAKE ROOM: Blake Miller (red) battles Danny Sheridan for position Thursday night in Perris, Calif.

Miller Hits Marks

BY ROBERT MAYSON

PERRIS, Calif. — Twenty-year-old Blake Miller won Saturday's 40-lap Salute to Indy feature at Perris Auto Speedway, marking the first Lucas Oil USAC-CRA Sprint Car Series victory of his career.

Two weeks ago at PAS, Miller was engaged in a fierce battle for the lead with point-leader Tony Jones when his hopes for his first victory ended after hitting the turn-one concrete. Making just his third start in Jeff Gardner's Roy Miller Freightlines No. 93 Sled, Miller became the 12th-different winner in 14 races this season.

"Tony's been the guy to beat here at Perris, so to be able to race with him like we did two weeks ago was an honor," Miller said. "To get my first win in one of the most prestigious races we run right before the Indy 500 is unbelievable. I got to drink the milk and wear the wreath with all the flowers, and I just couldn't ask for anything better."

Miller took the lead for the first time on lap 15 and traded the spot several times with Danny Sheridan before taking control for good with 11 laps remaining. David Cardey came on strong, romping from 12th to finish second, with Rickie Gaunt, Sheridan and Jones rounding out the top five.

The summary:
Qualifications: 1. Garrett Hansen, Hansen 70, 16.723; 2. Mike Spencer, Chaffin 50, 16.861; 3. Tony Jones, Alexander 4, 16.877; 4. Rickie Gaunt, Gardner 94, 16.982; 5. Blake Miller, Gardner 93, 17.041; 6. Danny Sheridan, Kittle 18, 17.079; 7. Scotty Weir, Crosso 38, 17.112; 8. Josh Ford, Ford 73, 17.144; 9. Troy Rutherford, Priestley 7, 17.148; 10. Alan Ballard, Crosso 97x, 17.207; 11. Cory Kruseman, Kruseman 21k, 17.251; 12. Brian Venard, Blair 12, 17.301; 13. David Cardey, Crosso 83, 17.334; 14. J. Hicks, Miller 66, 17.407; 15. Rodney Argo, Argo 19, 17.433; 16. Jason York, Setlich 92, 17.489; 17. Michael Trimble, Kruseman 21t, 17.491; 18. Rip Williams, Jory 3, 17.517; 19. Brian Camarillo, CamLand 22c, 17.602; 20. Seth Wilson, Wilson 17, 17.743; 21. Jonny Bates, Bates 33, 17.918; 22. Ross Millar, Millar 67, 17.953; 23. Chris Jones, Forstie 72t, 18.318; 24. Billy Blinn, Blinn 26, 18.442; 25. Joe Gunderson, Gunderson 57, 18.455; 26. Brent Camarillo, Camarillo 20c, 18.768; 27. Brian Williams, Gardner 94g, 19.084; 28. Tony Everhart, Everhart 55, no time.
First Heat (10 laps): Miller, Trimble, Rutherford, Bates, Gunderson, Hansen, Cardey.
Second Heat (10 laps): Sheridan, Spencer, R. Williams, Ballard, Hicks, Millar, Brent Camarillo.
Third Heat (10 laps): Argo, Kruseman, T. Jones, Weir, Brian Camarillo, C. Jones, B. Williams.
Fourth Heat (10 laps): York, Wilson, Ford, Gaunt, Venard, Blinn.
Semi (12 laps): Cardey, Venard, Brian Camarillo, Hicks, Millar, Blinn, Gunderson.
Feature (30 laps): Miller, Cardey, Gaunt, Sheridan, Jones, Kruseman, York, Ballard, Rutherford, Trimble, Weir, Ford, J. Hicks, Bates, Blinn, Williams, Millar, Venard, Argo, Camarillo, Wilson, Spencer.

Sunday

TULARE, Calif. — Defending USAC-CRA champion Cory Kruseman drove his Agromin Soil No. 21k Bullet to his second victory of the season Sunday night at Thunderbowl Raceway.

Even though it was the inaugural USAC-CRA event at the third-mile oval, it was Kruseman's fourth 410 sprint-car triumph at the track.

Rickie Gaunt entered the event tied with Kruseman for the most Thunderbowl wins, but his Nadine Gardner/Gardner Pipe & Mechanical No. 94 Chalk had to settle for a runner-up finish. Danny Sheridan flipped his Kittle Plumbing No.18 Stinger in his heat, but returned to win the semi and finish third.

The summary:
Qualifications: 1. Blake Miller, Gardner 93, 15.679; 2. Rickie Gaunt, Gardner 94, 15.737; 3. Danny Sheridan, Kittle 18, 15.746; 4. Josh Ford, Ford 73, 15.821; 5. Johnathon Logan, Logan 32, 15.923; 6. Rodney Argo, Argo 19, 15.941; 7. Mike Spencer, Chaffin 50, 15.996; 8. Danny Faria, Jr., Faria 17v, 16.026; 9. Rip Williams, Argo 3, 16.085; 10. Tony Jones, Alexander 4, 16.096; 11. Michael Trimble, Kruseman 21t, 16.198; 12. Cory Kruseman, Kruseman 21k, 16.225; 13. Charles Davis, Jr., Dorothy 21a, 16.226; 14. J. Hicks, Miller 66, 16.238; 15. Scotty Weir, Crosso 38, 16.239; 16. Alan Ballard, Crosso 97x, 16.362; 17. Jeff Gardner, Revo Inc. 51t, 16.383; 18. Jesse Mack, Mack 71m, 16.390; 19. Blake Robertson, Ford 73x, 16.434; 20. Davey Pombo, Crosso 38s, 16.496; 21. Peter Murphy, Tarlton 21t, 16.571; 22. Alex Schutte, Kruseman 21x, 16.653; 23. Charlie Louden, Louden X, 16.682; 24. Nadine Gardner, Gardner 94g, 16.803; 25. Kevin Barnes, Barnes 36b, 18.033.
First Heat (10 laps): Jones, Spencer, Ballard, Davis, Miller, Ford, Schutte, Barnes, Robertson.
Second Heat (10 laps): Pombo, Hicks, Gaunt, Faria, Logan, J. Gardner, Louden, Trimble.
Third Heat (10 laps): Kruseman, Murphy, Argo, Weir, Mack, N. Gardner, Williams, Sheridan.
Semi (12 laps): Sheridan, Ford, Barnes, Louden, N. Gardner, J. Gardner, Williams, Robertson, Trimble.
Feature (30 laps): Kruseman, Gaunt, Sheridan, Argo, Miller, Jones, Ford, Davis, Mack, Murphy, Louden, Gardner, Logan, Faria, Ballard, Weir, Pombo, Barnes, Hicks, Spencer.

USCS Speedweek: 3 Nights, 3 Winners

Friday

MALDEN, Mo. — Defending O'Reilly United Sprint Car Series champion Terry Gray won the opening round of USCS Speedweek Friday night at Malden Speedway.

USCS SPRINTS

It was Gray's first win at Malden Speedway since 2001. Gray also has a three-race National victory streak going after winning at Southern Raceway on dirt April 7. He then won last on a paved track event at Senoia Raceway.

Gray started outside of the front row and led all 30 laps of the three-eighths-mile dirt track.

Sixteen-year-old rookie Derek Hagar finished second, with Lee Sowell, Bryce Vowan, who started 12th, and Raymond Stull rounding out the top five.

The finish:
Terry Gray, Derek Hager, Lee Sowell, Bryce Vowan, Raymond Stull, Danny Martin, Jr., Brad Bowden, DeWayne Prince, Dustin Barks, Ryan Myers, Michael Craddock, Chris Williams, Ronnie Howard, Don Young, Kenny Coke, Marshall Skinner, Trey Robb, R.J. Johnson, Wade Oliver, Dylan DeJournett, Doc Sloan, Donnie Howard, David DeJournett, Phillip Faulkner.

Saturday

WEST MEMPHIS, Ark. — A blast from the past, veteran sprint-car ace Jeff Swindell, won the 30-lap second round of the USCS Speedweek Saturday night at Riverside Int'l Speedway. Swindell blasted from third position around Derek Hagar and Danny Martin, Jr. to lead the first lap. From there, Swindell checked

out on the field, leading the remainder of the distance. Swindell drove the No. 12 owned by Kevin Davis, who bought the car from veteran racer Eddie Gallagher.

"The car was perfect tonight," Swindell said. "That is a real nice race car and I bet that Eddie wished he had this car back."

Martin pressured Swindell several times in lapped traffic but came up short. Marshall Skinner, Terry Gray and A.G. Rains rounded out the top five.

The finish:
Jeff Swindell, Danny Martin, Jr., Marshall Skinner, Terry Gray, A.G. Rains, Don Young, Derek Hagar, Brad Bowden, Ernie Ainsworth, Lee Sowell, Raymond Stull, DeWayne Prince, Henry Gustavus, Wade Oliver, Buster Dickerson, Jeff Leach, R.J. Johnson, Eddie Gallagher, Ryan Myers, Kenny Coke, Bryce Vowan, Michael Craddock.

Sunday

GLENCOE, Ala. — Last year's National Sprint Car Hall of Fame 360 Sprint Car Driver of the Year, Jason Johnson, was victorious in the 30-lap USCS Sunday Night Shootout at Green Valley Speedway.

Johnson, who led the nation last season in winged 360 wins with 24, picked up his sixth on the 2007 season by chasing down early race-leader Don Young on lap 14 and making what proved to be the winning move off turn four.

Young finished second and was followed by Travis Rilat in third.

The finish:
Jason Johnson, Don Young, Travis Rilat, Terry Gray, Danny Martin, Jr., Marshall Skinner, Lee Sowell, Derek Hagar, Raymond Stull, R.J. Johnson, Matt Linder, Chris Hill, Shane Nelson, Ryan Myers, Michael Craddock, Nick DeFoe.

Wimmer, Wiesz Win Civil War

Saturday

MARYSVILLE, Calif. — Brandon Wimmer is no stranger to bullring-style race tracks, and the 20 year old has admitted he loves smaller dirt tracks.

Wimmer added another California track to his list of favorites, winning Friday night at Marysville Raceway Park. It was his second

CIVIL WAR SPRINTS

Civil War 360 sprint-car victory of the season.

"This was a lot of fun running here tonight. It was pretty tough earlier in the night, but by the time we got out here for the feature, this track was pretty fast. I love these little tracks," Wimmer said. "After one of the caution flags came out, I was able to move up closer and use lapped traffic."

The finish:
Brandon Wimmer, Mike Henry, Andy Forsberg, Colby Wiesz, Stephen Allard, Brett Rollag, Greg DeCaires, Shain Matthews, Mason Moore, Dean Freitas, Mike Monahan, Mark Tabor, Sr., Mark Hall, Carl Droivold, Courtney Dozier, Matt Petty, Brad Bumgardner, Kyle Larson, Andy Gregg, Corey Lovell, Jeremy Burt, Jeff Delte.

Sunday

CHICO, Calif. — Colby Wiesz nabbed his first Civil War sprint-car feature Sunday night, beating defending series champion Andy Forsberg at Silver Dollar Speedway.

Wiesz lined up outside of Forsberg in the second row behind polesitter Kevin Sharrah, falling into third place before getting past Forsberg for second on lap 12.

Wiesz began closing in on Sharrah, seizing the top spot on lap 20 when Sharrah climbed the infield berm and broke the front of his machine, drawing a yellow flag.

On the restart, Wiesz took command over Forsberg and led the remaining laps for his first victory. Greg DeCaires, Dan Menne and Brett Rollag rounded out the top five.

The finish:
Colby Wiesz, Andy Forsberg, Greg DeCaires, Dan Menne, Brett Rollag, Mark Hall, Mike Henry, Richard Bailey, Bradley Terrell, Mason Moore, Shane Golobic, Kyle Larson, Ricky Wadsworth, Mark Tabor, Jr., Adam Main, Kevin Sharrah, Billy Wallace, Corey Lovell, Doug Machado, Andy Gregg, Dean Freitas.

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"Tell me why soccer is the biggest sport in the rest of the world, and at best sixth or seventh in the U.S., even though more kids play soccer than anything," asked J.B. Niday, managing director of the sanctioning body Rally America. He had his own answer ready: "We are a different market than the rest of the world. There's not a culture (here) of going out into the woods and waiting for the cars to go by."

But to put it in the lexicon of younger fans, rally is beginning to be seen as an extreme sport — enough so that it was included in last year's X Games for the first time. And not surprisingly, the X Games rally gold medal went to an X Games superstar, Travis Pastrana, best-

known to the young audience for his daring feats on motorcycles. Just a couple of days earlier he won X Games gold by landing the first motorcycle double backflip done in competition.

Pastrana, in his factory-backed Subaru Impreza WRX STI, won Rally America's championship last year — exactly the driver the sport needs as it grows in fan awareness.

"For the American audience, the sport moves to the next level when there are stars they want to follow," said Niday.

Two organizations primarily conduct rally racing in the United States: Rally America and the United States Rally Championship. They sanction a year-long schedule of events from Rally America's Sno*Drift in January, on snow-packed roads in the northern reaches of Michigan's Lower Peninsula, to U.S. Rally's Laughlin International in November, over desert tracks of southern Nevada more familiar to off-road racers. In between lie forest paths, mountain trails and an intimate relationship with rural America.

Here's one distinctive aspect about rallying: You could literally go to any auto dealership, buy a car right off the showroom floor and take it directly to the start of a rally with only a brief side trip to a prep shop to get a rollcage and safety gear installed.

"The old cliché of real cars on real roads going real fast is pretty much the sport," said driver Matt Iorio, who runs an unsponsored 1995 Impreza out of his Paladin Rally shop in Westmoreland, N.H. "One of the awesome things about the sport is anybody in a busted VW Golf can race on the exact same roads the top drivers do. You could go out, buy a car and be racing on the same roads that I am."

Just try taking that new Impala or Fusion from showroom to NASCAR. You couldn't even get it past tech. But Niday points out that rally today emulates much of the lore on which NASCAR was built.

"Driving rally cars on stages is closer to running 'shine than NASCAR's ever done," he said, conjuring images of bashing through back roads at night, lights blazing, engine roaring, but lacking the Mason jars of corn squeezin's in the trunk (racing gas in the fuel tank?) or the sheriff in hot pursuit (the next rally car behind?).

"It's racing your street car on your home road," Iorio said. "You take public roads, close them, then race street-legal cars on them. It's not a race course, so you don't have all the precautions, tire barriers, gravel pits — you've got trees and rocks and cliffs, so it makes for a lot of incentive not to go explore the edges of the route."

"A rally is not a continuous race," Niday

explains. "It is a bunch of segments called stages and transits that get you from one stage to the next but are not part of the race."

Because the transits are among the regular traffic on open roads at legal speeds, every rally car is a licensed street-legal vehicle. The stages are closed to civilian traffic. The lowest total time on the stages wins.

Iorio also illustrates that it is not really necessary to have the latest car, although he admits, "This 12-year-old chassis has some of the newest-fangled stuff in the interior."

Unlike other forms of motorsport, rally requires teamwork in the car at speed. In circuit racing, the team is the pit crew valued for the speed of its pit stops, but once back on the track it's all the driver's show. In a rally, the driver may literally not even know where he's going. Without a savvy co-driver — who doesn't drive at all but sits in the right seat reading pace notes — the rally driver would be clueless. His partner not only tells him which way, but how tight the turn is coming up and how hard he can drive it.

"The drivers and co-drivers are going down a gravel road as quickly as they can go, having never seen the road before," explained Lance Smith, owner of Vermont SportsCar, which prepares the Subaru for Pastrana and his teammate, Ken Block. "You're going off what the co-driver describes of the road in front of you."

It is said a difference between rally and racing is that the racer sees the same corner 1,000 times, the rallyist sees 1,000 corners once. To know what's coming, each rally team is given a copy of the official pace notes — Jemba notes, from the Swedish company that wrote the computer program.

"They describe every twist of the road in very specific terms, degrees of difficulty from six

"One of the awesome things about the sport is anybody in a busted VW Golf can race on the exact same roads the top drivers do. You could go out, buy a car and be racing on the same roads that I am."

MATT IORIO, RALLY DRIVER

(easy bend) to one (hairpin), from short to long to very long," said Niday. "Now the co-driver is reading constantly. They are anywhere from one to three corners in front of you. It is a continuous stream of information. It is so accurate we estimate they can drive 15-percent faster than before."

Before Jemba notes became common, there was only a route book giving directions but not describing the turns.

Typical pace notes might look like: R6 150 R5/cr L4-2 n.c.

The co-driver reads: "Right six, one-fifty, right five over crest, left four into two no-cut."

What he means: "Flat-out bend to the right, 150 yards to an easy right over a crest, then a medium left decreasing to a tight turn, and leave some room at the inside apex because there's probably a rock or ditch there."

"Compared to other forms of motorsport, it's a little farther out on the edge," Smith said. "Weather plays a bigger factor, it's more remote, (among fans) it appeals greatly

to the mountain bike and Gore-Tex crowd, who gets to use other activities to go to it — traveling and hiking.

"To the drivers and co-drivers, there is a whole bunch of body language they have to do to get these cars around a corner as quickly as possible. The feeling can be shared with skiing and snowboarding."

Being a spectator at a rally can take some commitment to roughing it, but it is mostly free. Go to the Web sites at www.rally-america.com or www.unitedstatesrallychampionship.com, find the link to the specific event Web site, drive up to the town that is the event host and get a spectator guide which reveals where the stages are and how to reach them. Be sure to follow the rules printed there for safe spectating.



LIFTOFF: Marcus Gronholm and co-driver Timo Rautiainen of Finland shake down their Ford Focus RS WRC for the 2007 Rally Mexico in March.



FROM THE SHOWROOM: The Ford Focus RS WRC. Unlike other forms of motorsports, you could take a vehicle from your local showroom and — with a few slight adjustments — take it right to the beginning of a rally race.

RACE REWIND

Race 5 of 17: Indianapolis 500, Sunday, May 27
Indianapolis Motor Speedway, Speedway, Ind.

FINAL RESULTS



Dario Franchitti **Scott Dixon** **Helio Castroneves**

Fin.	St.	Car	Driver	Car	Laps	Money	Status
1	3	27	Dario Franchitti	Canadian Club AGR Dallara-Honda	166	\$1,645,233	Running
2	4	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	166	719,067	Running
3	1	3	Helio Castroneves	Team Penske Dallara-Honda	166	646,303	Running
4	5	6	Sam Hornish, Jr.	Team Penske Dallara-Honda	166	360,389	Running
5	7	12	Ryan Briscoe	Symantec Dallara-Honda	166	302,305	Running
6	12	8	Scott Sharp	Patron Dallara-Honda	166	368,305	Running
7	10	2	Tomas Scheckter	Vision Racing Dallara-Honda	166	304,105	Running
8	8	7	Danica Patrick	Motorola Dallara-Honda	166	298,005	Running
9	20	02	Davey Hamilton	HP Vision Racing Dallara-Honda	166	268,905	Running
10	19	4	Vitor Meira	Delphi Dallara-Honda	166	280,305	Running
11	13	17	Jeff Simmons	Team Ethanol Dallara-Honda	166	278,347	Running
12	2	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	166	414,319	Running
13	11	39	Michael Andretti	Motorola/Jim Beam Dallara-Honda	166	238,247	Running
14	18	22	A.J. Foyt IV	Vision Racing Dallara-Honda	165	252,305	Running
15	26	98	Alex Barron	Lenovo/CURB Records Dallara-Honda	165	249,305	Running
16	17	55	Kosuke Matsuura	Panasonic Dallara-Honda	165	245,305	Running
17	14	20	Ed Carpenter	Hitachi Power Tools Dallara-Honda	164	246,305	Accident
18	21	5	Sarah Fisher	AAMCO Dallara-Honda	164	238,305	Running
19	22	99	Buddy Lazier	Sam Schmidt Motorsports Dallara-Honda	164	216,805	Running
20	15	14	Darren Manning	ABC Supply Co. Dallara-Honda	164	232,305	Running
21	23	24	Roger Yasukawa	Wellman Corbier Dallara-Honda	164	234,305	Running
22	6	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	163	231,805	Accident
23	32	91	Richie Hearn	Hemelgam Dallara-Honda	163	224,305	Running
24	9	26	Marco Andretti	NYSE Group AGR Dallara-Honda	162	229,351	Accident
25	16	15	Buddy Rice	A1TeamUSA/DRR Dallara-Honda	162	222,805	Accident
26	25	50	Al Unser, Jr.	A.J. Foyt Racing Dallara-Honda	161	205,805	Running
27	28	21	Jaques Lazier	Indiana Ice Panoz-Honda	155	207,389	Accident
28	30	25	Marty Roth	Roth Racing Dallara-Honda	148	216,305	Accident
29	33	31	Phil Giebler	Ethos Fuel Reformulator Panoz-Honda	106	230,305	Accident
30	24	33	John Andretti	Camping World Dallara-Honda	95	204,305	Accident
31	29	23	Milka Duno	CITGO Racing Dallara-Honda	65	213,555	Accident
32	27	19	Jon Herb	AERCON Dallara-Honda	51	193,305	Accident
33	31	77	Roberto Moreno	Z-Line Designs Panoz-Honda	36	224,805	Accident

RACE STATISTICS

Race time: 2:44.03
Average speed: 151.774 mph
Victory margin: Under caution
Caution flags: 11 for 55 laps
Lap leaders: Tony Kanaan 1-2, Helio Castroneves 3, Kanaan 4-13, Castroneves 14-17, Kanaan 18-26, Castroneves 27-40, Marco Andretti 41-46, Scott Dixon 47-53, Kanaan 54-68, Dixon 69-71, Sam Hornish, Jr. 146-154, Dario Franchitti 155-166.
Lead changes: 23 among nine drivers



AL MUNGER/ACM PHOTO

TALK OF TIME TRIALS

It appeared that Tony Kanaan would sit on the pole, but two-time Indy 500 winner Helio Castroneves turned in a late run on Pole Day to secure the pole and move Kanaan to the middle of row one and Dario Franchitti, this year's rain-soaked winner, to the outside of the first row.

STANDINGS



Scott Dixon **Dan Wheldon** **Dario Franchitti**

Top 10

1. Scott Dixon	184	6. Sam Hornish, Jr.	151
2. Dan Wheldon	183	7. Tomas Scheckter	130
3. Dario Franchitti	181	8. Scott Sharp	110
4. Helio Castroneves	171	9. Danica Patrick	109
5. Tony Kanaan	151	10. Vitor Meira	103

FRANCHITTI: Scotsman Wins One For Jimmy Clark

CONTINUED FROM PAGE 3

Marco Andretti.
Franchitti was the leader when the race restarted on lap 162 before the worst crash of the race took place on the backstretch involving the 20-year-old Andretti.

As the field charged through the backstretch, Andretti's car touched wheels with Dan Wheldon, sending Andretti airborne before landing hard upside-down.

Andretti climbed from the wreckage with a little help from the safety crew. "I'm going to be bruised, but to come out of that bruised, I'm going to be happy," Andretti said. "I'm very lucky for sure. I was upside-down for a long time. I'm so lucky. My mirror was broke, so I had no idea who was outside me, whoever it was (Wheldon). I apologize for that.

"I'm so happy for Dario. I'm so thankful Andretti Green came out on top."

As the wreckage from the crash was being cleared, the skies opened, drenching the Indianapolis Motor Speedway and ending the race — the third time a race has been stopped twice in the same day by rain. The other two were in 1926 and 2004.

Franchitti became the first Scotsman to win the Indianapolis 500 since Jim Clark in 1965.

"That was one of the reasons I was so (ticked) I didn't win in '05," Franchitti said. "I was so upset because it was 40 years since Jimmy Clark had won it. Jackie Stewart came over, watched the race. It was looking good for a while but didn't turn out."

Clark was such a hero to Franchitti he has named one of the bedrooms in his restored house in Nashville, Tenn., "The Jim Clark Room."

"I think he's a hero for any Scottish driver and really one of the best drivers in the world ever," Franchitti said. "It's the only time I ever went and picked out tile. I had to get the tile to match the color of his helmet."

Two of the first to greet Franchitti in victory lane were Andretti Green Racing teammates Tony Kanaan and Danica Patrick, both playing major

ANDRETTI: Marco, In Contention, Takes A Wicked Tumble

CONTINUED FROM PAGE 3

what should be his last 500 behind the wheel. "That's why we have five cars out there. Hopefully, one of them is going to be in the right position, and that's what happened.

"At the first part of the race, we had three in a good position. In the end, we had one. Lucky that it was Dario. I'm so happy for him personally. He deserves it."

What didn't happen was Andretti winning the Indy 500 in his final attempt and then retiring in victory



RUSS LABOUNTY PHOTO

ON THE DEFENSIVE: Dario Franchitti leads Sam Hornish, Jr. during the 91st running of Sunday's Indianapolis 500.

roles in this Indy drama.

Franchitti pitted for the final time on lap 143. He had been put out of pit sequence when he cut a tire after a crash earlier in the race before the race was stopped on lap 113.

After the lengthy red flag, the field started from pit lane and Franchitti pitted immediately to change the cut tire.

The team's engineer, John Anderson, decided to fill Franchitti's car with fuel, which put him out of pit sequence with the rest of the field.

"We cut a tire on some debris and had to make a pit stop," Franchitti said. "I was trying to save fuel.

"The one comment that sticks in my mind was John Anderson (Franchitti's team strategist) saying on the radio, 'The rain is eight blocks away.' I'm like, 'C'mon.' It was going to come down to a dogfight. I was hoping for the rain."

Two-time Indy 500 winner Helio Castroneves, who started on the pole, finished third, followed by Team Penske teammate and defending Indy winner Sam Hornish, Jr. Ryan Briscoe rounded out the top five.

There were 23 lead changes among nine drivers — the greatest number of lap leaders for an Indy 500 that went

less than the full distance.

Kanaan led eight times for 83 laps. Franchitti led three times for 34 laps.

Kanaan, one of the race favorites, crashed on the restart on lap 157 after the right-rear tire went flat.

"If I could pick anybody besides me and Michael (Andretti), it would be Dario," Kanaan said, fighting off his disappointment. "We're so close. Dario is one of the biggest reasons why I signed with this team. It's a good day for him, and let's move on.

"One of my best friends won, and if it couldn't be me, I'm glad it was him."

The first 113 laps of the race featured some incredible racing. But the three-hour rain break gave the estimated crowd of 350,000 fans a chance to catch their collective breath before the restart shortly after 6 p.m.

That was before a series of crashes, and rain, gave the fans a winner that few had talked about entering the race.

"For most of the month, (Dixon) and I were the invisible men," Franchitti said.

He took the checkered flag in plain sight of the racing universe on Sunday at the world's biggest theater of human drama.

lane as Sam Hanks did in 1957.

While part of Andretti could feel a sense of pride for the impressive five-car operation that he brought to the Indy 500, there is still part of him that aches as he feels a void in his career that will never be filled.

"I was disappointed with today," Andretti said. "I really thought there was going to be a lot more out of today. It was just a day that nothing worked. I think we had an OK car. It's just I got mixed up in the back, and I could never get it to the front. Every time we tried a different strategy, something else would go wrong.

"It was just one of those days."

Entering the race, if any of Andretti's drivers were going to be favored to win, it was Tony Kanaan, who led eight times for 83 laps before he was involved in a crash with

Jaques Lazier in the fourth turn on lap 157.

Andretti's 20-year-old son, Marco, led three times for 13 laps and appeared ready to break the Andretti jinx with a win on Sunday. But his race ended in near disaster when he hooked wheels with Wheldon on the backstretch, flipping his car upside down before landing on its top and then flipping right-side up.

"I didn't know he went upside-down. I just knew he was involved in an accident," Andretti said. "Right away, Barry (Green) was on the radio telling me, 'Marco is fine. Marco is fine. He's talking on the radio. Everything is cool.'

"Once I got the good news, then it was all hoping and looking at the skies and hoping that it rained soon so we get the win with Dario."



RUSS LABOUNTY PHOTO

HUNGRY PACK: New Zealand's Scott Dixon leads a train of traffic around Indianapolis Motor Speedway during Sunday's running of the 91st Indianapolis 500. Dixon finished second.

Dixon: It's Like We Never Raced

Duno Gets A Hard Taste Of The Fast Pace At Indianapolis

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — **Scott Dixon** came home second Sunday for his career-best Indianapolis 500 finish.

"What a day," Dixon said. "Everybody is the same. We sat around, and the rains come like three times and then finally at the end of the race. Just frustrating. No flow to the race. A lot of back markers causing a lot of crashes, restart after restart. It's one of those

days where you feel you haven't even raced, sort of like being on the freeway and watching people smash into each other."

Dixon talked about flying under the radar screen before being a threat on race day.

"We were quick I think most of the day," Dixon said. "We were sort of — everybody was chasing strategies and knowing where to place yourself. **Dario (Franchitti)** was really lucky finding that cut tire on that (lap) 113 and then the restart there. Because otherwise he wouldn't have pitted, and he would have been in the same situation as everybody else, which would have been good for us in hindsight."

■ Pole-winner **Helio Castroneves** overcame a fueling problem on his first pit stop that dropped him to 29th after he led three times for 19 laps. He finished third.

"I have to say that third is a fantastic result," Castroneves said. "No question, I never lost faith in my team. They never lost the faith in me, and we always believe it. It's just

a shame that especially toward the end after we made some changes, I knew what we could have done, and that showed when we made some incredible restarts, and that was awesome."

■ **Milka Duno** attracted a tremendous amount of attention leading up to Sunday's 91st Indianapolis 500, but the rookie driver from Venezuela quickly discovered the dangers of Indy when she crashed in the first-turn wall on lap 66.

She lost control when she pinched the apex of the first turn before the car spun and hit the wall hard. Duno was uninjured and finished 31st.

"After I was passing in turn one, one car passed on the inside and another car was in the middle," she explained. "When I was coming, they slowed down too much, and my car lost all the aerodynamic charge in front, and there was no way to control the car."

■ **Phil Giebler** was honored by the American Dairy Ass'n of Indiana with the 33rd fastest rookie award.

■ U.S. Senator **Richard Lugar** (R-Indiana) named Indianapolis Motor Speedway CEO **Tony George** as the May 2007 Lugar Energy Patriot for his role in the IndyCar Series's decision to fuel its cars this season with 100-percent fuel-grade Ethanol.

■ For the second-straight year, Honda Performance Development had no engine failures for the entire month of May.

"You can't say enough about Honda and the job that HPD and Ilmor do," said IRL president of competition **Brian Barnhart**. "It's just phenomenal to see these things run like clockwork. It's not just the engines, it's the chassis and the tires and the gearboxes. You run almost 50,000 flawless

miles around here, and the car's reliability from nose to tail is at a stage that is unprecedented in terms of performance for Indy cars."

■ According to Barnhart, the spectacular racing in the first 113 laps of the Indy 500 before it was stopped by the red flag created an interesting situation at the IMS ticket office.

"During our rain delay, we had people go to the ticket office and buy tickets to come in and watch the second half," Barnhart said. "We've never had that happen before. Our ticket office was telling them there was no guarantee the race would be re-started and there was no refund, but people still came in and bought tickets and came in."

"That says something right there."

■ **Dennis LaCava**, chief mechanic for the No. 91 Hemelgarn/Racing Professionals car driven by **Richie Hearn**, was named the winner of the 2007 C&R Racing/NeoSynthetics True Grit Award. **Chris Paulsen**, owner of C&R Racing, announced LaCava as the 10th winner of the award and its \$10,000 check to LaCava.

■ **John Jones**, chief mechanic for Chastain Motorsports, was named the winner of the 21st **Clint Brawner** Mechanical Excellence Award, which is presented annually since 1987 by the Clint Brawner Foundation and underwritten by Firestone Racing. It rewards a chief mechanic at Indy each May who "exemplifies the mechanical and scientific creativity, ingenuity, perseverance, dedication, enthusiasm and expertise" of Brawner."

■ **Richard Petty**, the seven-time NASCAR Cup champion and seven-time Daytona 500 winner, attended the start of Sunday's Indy 500 for the first time.

Judd Sings In The Rain With Her Husband

INDIANAPOLIS

Famed actress **Ashley Judd** could hear the refrain go through her head as she watched her husband, **Dario Franchitti**, score the biggest achievement of his career.

"I just kept focusing on that wonderful refrain, 'Dario Franchitti wins the 91st Indianapolis 500,'" Judd said as she stood in the trackside interview room at Indianapolis Motor Speedway.

"It was a refrain that played in my head all week. It was feeling very auspicious."

That refrain played in her head as Sunday's Indy 500 delivered some outstanding racing, only to be interrupted twice by rain.

The last time came on lap 165 when the skies opened, drenching the track and forcing race officials to wave the checkered flag on lap 166, with Franchitti scoring the biggest victory of his racing career.

Judd was ecstatic as she jumped onto pit lane to celebrate the victory that her husband had waited so long to achieve. She was rain-soaked but elated.

She kicked off her shoes and ran barefoot down pit lane to greet her husband in victory lane, which had to be moved indoors to the "Green Room" of the Pagoda — the master control tower at the Speedway.

"My shoes were dangerous," Judd said. "They were soaking wet. I didn't want to blow out a knee."

There were signs that seemed like premonitions throughout the week. Franchitti's father scored a hole in one at the Brickyard Crossing — the golf course at Indianapolis Motor Speedway — earlier last week. Franchitti drives car No. 27, and Sunday's race was held on May 27.

"We parked our car earlier this week, and we got valet check No. 27," Judd recalled.

The numbers added up for Franchitti and Judd with the No. 1 moment of his racing career.

Judd, who graduated from the University of Kentucky in 1990 with a degree in French, is a devoted Kentucky Wildcats basketball fan.

She was asked if her husband's win

LAST WORD



BRUCE MARTIN

in the Indy 500 was bigger than the University of Kentucky winning an NCAA basketball championship. She delivered a key punch line.

"With the possibility of alienating my fellow Kentucky fans whose esteem I enjoy ... maybe," Judd said.

When Judd was growing up in her old Kentucky home, the Indianapolis 500 was something her family looked forward to each year.

This event means as much to the state of Indiana as the Kentucky Derby means to those in the Bluegrass State.

"My papa Judd owned the Ashland filling station, and his favorite driver was Al Unser," Judd said.

On Sunday, her husband joined Unser, a four-time winner of the Indy 500, in an exclusive club of Indy winners.

This was a day when Franchitti was the star of the show, and Judd was happy to play the supporting role.

"It's been a wonderful day," Judd said. "He is a strong competitor. He is committed. He doesn't get the credit he deserves."

"This day has been a long time coming. I'm really comfortable with that. It was a great moment."

Judd has starred in many movies, so she knows what it's like to perform in dramatic, suspenseful roles.

Indianapolis Motor Speedway is the world's largest theater of human drama, and the Indianapolis 500 is its biggest show.

But like any true performer, Judd's focus was on her husband and his brilliant drive to victory.

"I noticed the crowd only late in the race," Judd said. "It's a small, insulated world we live in, where we go from the bus to the garage to the track. But late in the race I noticed the crowd as they were cheering for Dario."

"It was beautiful watching all those dots of color of the spectators in the crowd."

UP NEXT

The Milwaukee Mile

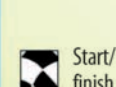
West Allis, Wis.

Track specs

Length: 1 mile
Frontstretch: 1,265 feet
Backstretch: 1,265 feet
Banking
Turns 1-4: 9.25 degrees
Frontstretch: 2.5 degrees
Backstretch: 2.5 degrees

IRL Race

ABC Supply Co./A.J. Foyt 225,
4 p.m. Sunday, ABC
Tickets: (414) 453-8277



Start/
finish

1

Pit
road

Address:

7722 W. Greenfield
Ave., West Allis, WI 53214

Web site: milwaukeeile.com

Hamilton Returns, In Ninth

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — There are always great stories that come out of the Indianapolis 500. This year, Davey Hamilton's was one of the best.

Hamilton, who nearly had his legs amputated in a brutal crash at Texas Motor Speedway in 2001, drove in his first IndyCar race since that fateful day six years ago.

Just making the race was one thing for the driver from Boise, Idaho, but the fact that he finished in the top 10 of Sunday's 91st Indy 500 made it remarkable.

"Man, I'll tell you what, these guys did a great job with this car," Hamilton said after his ninth-place finish. "It was all strategy, really. Our car was OK. That last restart, I actually had a good one, but the two Penske guys got by me because I got hung up a little bit.

"But, man, it was a great day." Hamilton's story was documented earlier this month when he was named to a ride by Vision Racing, a team owned by Indianapolis Motor Speedway owner and IRL founder Tony George. Hamilton's feet and legs were severely injured when his car ran through oil from Jeret Schroeder's car, sending Hamilton into a hard crash in the second turn. The car went airborne, and the fence and posts at Texas Motor Speedway were like a cheese grater to Hamilton's legs.

With three full-time drivers, Vision made the decision to add a fourth car brought additional help, and Hamilton picked former IndyCar



CHRIS JONES/IRL INDYCAR PHOTO

BACK AGAIN: Davey Hamilton posted an impressive ninth-place finish in Sunday's Indy 500.

owner Rick Galles to run his operation.

Hamilton stayed out of trouble during the first portion of the race, and when the red flag stopped the race for about three hours for rain after the 113th lap, the car wasn't quite the same.

"After the restart, my car wasn't quite as good in traffic," Hamilton said. "It was better by myself. But Rick Galles knew that and he had a hell of a strategy.

"These guys figured out what we needed to do and did one hell of a job to get us up where we were."

That strategy allowed Hamilton to be in the top 10 by the time heavy rain returned on lap 165.

"We wanted to make sure they took advantage of every yellow and continued to position themselves for the fact that when we went back to green, all of us in the back of our mind felt like it wasn't going to make it to 500 miles," Curry said. "We needed to position ourselves for the fact that we knew the rain was coming."

Helio's Crew Shows Its Speed On Pit Road Before Indy 500

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Helio Castroneves had already won the Indianapolis 500 pole. On Friday, he added his third Checkers/Rally Indianapolis 500 Pit Stop Contest to his collection.

PIT STOP CONTEST

"These guys are just incredible," Castroneves said of his team. "It was a great team effort. This is the third competition. I was worried I would screw up. Thank God I didn't."

It was an all-Team Penske final as Castroneves's team defeated Sam Hornish, Jr.'s squad. Castroneves's pit stop was in 8.335 seconds compared to Hornish's 8.888.

The team won \$50,000 as the Pit Stop champions, and Castroneves surprised his crew members by giving them a Ritmo watch worth \$1,000.

Rick Rinaman, Castroneves's chief

mechanic, is a longtime crew member at Team Penske, which won the Indy 500 Pit Crew Contest for a record 10th time.

"You know we come here with three races in mind," Rinaman said. "The first is the run for the pole. The Pit Stop Contest is just as high up there for everybody as the pole run. And then we've got the race.

"We've got one more race to win on Sunday, and that's the Indianapolis 500. This puts us in the race with a lot of confidence in ourselves and not just ourselves, but the No. 6 (Hornish) guys.

"To make it to the finals is a pretty challenging thing. We've accomplished two things, and now it is time to set our sights on the race."

Team Penske won the Pit Stop Contest for the first time in 1981 with Bobby Unser's crew.

The other victories included 1982-83 (Rick Mears), 1985-86, 1988 (Danny Sullivan), 2002, 2006 (Castroneves) and 2005 (Hornish).

DARIO'S DAY

Franchitti Recollects 'Moments' On Way To Sipping Milk

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — It was the morning after the 91st Indianapolis 500, and Dario Franchitti of Scotland was back on the track, posing with the Borg-Warner Trophy and his race car at the famous "Yard of Bricks."

Franchitti studied the trophy. "When you look at the trophy and see the names on it, it's amazing to see that I'm going to be on it," Franchitti said.

When told his face will be on that trophy long after he is gone, the immensity of his accomplishment hit him.

"I've never thought about that," Franchitti said. "That's just awesome. This is slowly sinking in. It's going to take awhile."

On Monday morning, Franchitti was in the passenger seat of a van and talked about key moments of his victory.

"The start of the race, the most important thing is not to stall when you are leaving because that's pretty embarrassing," Franchitti said. "The last thing I remember before I got into race mode, I was staring at the front of my car and Chuck Yeager (the test pilot who was the first man to break the speed of sound) was standing there in front of me.

"That was pretty cool."

Going into the first turn at the start of the race, Franchitti was on the outside of the front row with Andrea Green teammate Tony Kanaan to his immediate left and Helio Castroneves starting on the pole.

"Going into turn one, it was all about being nice and clean going through there and staying out of trouble. The loosest part of the track was right here," Franchitti said, pointing to the grim tire marks from crashes into the first-turn wall. "The car was really balanced. You'd get a little wiggle through here where the car would wiggle around a bit."

Franchitti had one of those "moments" early in the race when he entered the first turn.

"On one restart, everybody tried to break a lot going into turn one," he recalled. "I almost hit the guy in front of me. I don't know who it was, but that was the only real 'moment' for



DAVID E. HEITHAUS PHOTO

GREAT SCOT: Dario Franchitti, whose car was strong all day, was out front when it counted most — when the rain came.

me. I had a big understeer going into turn two through the first two stints, but after that, the car was really good through here."

After driving through turn two and under the black-flag board, where a car's number is posted when race officials order a driver to the pits to serve a penalty, the van entered the long backstretch, which separates the Brickyard Crossing golf course, where four of the 18 holes are actually in the IMS infield.

"When you are in the lead of the race, it gives you a little time to think, but when you are in traffic, you are trying to set the guy up in front of you," Franchitti said. "With these car regulations, you have to set the guy up a lap or two in advance."

The backstretch was also a point where some of the most aggressive moves of the race were made, with drivers going three and sometimes four wide at more than 220 miles per hour.

"I went three wide through here where Sam Hornish and I split Roger Yasukawa," Franchitti recalled. "We

were almost running side by side through turn three. It was pretty early in the race, so I backed out of it rather than be too brave and end up in the wall."

Through turn three, Franchitti said the track was in excellent condition. But after Marco Andretti's spectacular crash at the end of the race, where his car flipped upside down, it gave Franchitti pause for concern.

"I was driving by and seeing his car sitting there and worrying that he was OK," Franchitti said.

Coming off turn four is another long straightaway with massive grandstands on both sides of the track.

"It was raining like crazy, and I had to open my visor and I could see the fans were still in the grandstands," Franchitti said. "It was really special savoring that moment. The first thing was getting to the checkered flag because the car was hydroplaning on the racing slicks. It was so wet. I just wanted to get there.

"Then, it was a relief seeing all the team members up on the wall. It was just a great feeling."

Kanaan Gives Field Something To Fret About On Carb Day

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Tony Kanaan said he always feels confident he can win the Indianapolis 500 when he arrives every May.

His confidence level went up even further after he was the fastest driver on Friday's Carb Day, the final practice session before Sunday's 91st Indianapolis 500.

Kanaan was the fastest of all 33 drivers that took to Indianapolis Motor Speedway with a fast lap at 225.467

miles per hour.

"I was confident already before; I just wanted to make sure my car was working properly and the speed said yes," Kanaan said. "Now it's just relax and enjoy and wait for Showtime."

"I didn't worry about my lap time at all; I was worried about my balance. I got a good lap in. This is a good place to be, but it really doesn't matter."

Kanaan was just a tick faster than Andretti Green Racing teammates Dario Franchitti's 223.807 mph and Michael Andretti's 223.875 mph.

"For us, it was a very uneventful

Carb Day," Franchitti said. "We'll have a good day for most of the month, and Carb Day will throw us a curveball and we'll have to start changing the car. But not this year. It was a very good Carb Day. The car feels good and runs quick, so I'm very happy with that.

"If I can do my job on Sunday, I'll be quite happy."

All 33 cars that will start in Sunday's Indy 500 were on the track for the final one-hour practice session, turning a combined 917 laps. Rookie Phil Giebler ran the most laps at 46.

Pontiac Claims Monday Money

Reese & Lewis Top Confusing GT Class Struggle

LIME ROCK, Conn. — In a two-and-a-half-hour event marked by accidents, penalties and occasional confusion on the part of race officials Monday at Lime Rock Park, Leighton

Reese and Tim Lewis gave Pontiac its first Rolex Series GT victory of 2007 in their Banner Racing GXP-R.

Almost the entire day the Pontiacs seemed to have the measure of their opposition in the GT class affair, Lewis and Reese coming across the line some seven seconds ahead of the Farnbacher-Loles Porsche 911 GT3 driven Dirk Werner and Bryce Miller; the performance putting Werner in a tie with Mazda RX8 drivers Nick Ham

and Sylvain Tremblay for the championship point lead after they finished out of the top five.

Werner had taken over third from polesitter Wolf Henzler in the final minutes of the event as Henzler, sharing his Tafel Racing GT3 Porsche with Erik Lux, had to slow with worn rear tires.

Indeed, tire issues plagued the Porsche camp throughout the afternoon, causing the German teams to

lose their edge over the Pontiacs.

Indeed, at the finish Paul Edwards, partnered by Kelly Collins in the second Banner Racing GXP-R, who had come back from a stop-and-go penalty for his part in one of the four accident-related full-course cautions, was within seconds of taking over the last podium position.

In fact, it was Collins who first pushed his Pontiac into the lead during the early going as tire-wear prob-

lems began to crop up among the contending Porsches.

Later, Edwards had to barge his own way through the field after he fell off the lead lap on the tight 1.5-mile Lime Rock circuit, the drive clearly displaying the advantage the GM cars had on Monday.

Backing up the truth of that statement was the fifth-place run by Drew Staveley and Mark Pavan in their Racers Edge GXP.

Cady Takes Leisurely Drive Around LMS

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — No Jimmie Johnson, no problem.

At least not for Team Cadillac Thursday night, as Andy Pilgrim and Lawson Aschenbach drove their CTS-Vs to a 1-2 finish in the fourth round of the SCCA Speed World Challenge

SPEED GT

GT on the modified oval of Lowe's Motor Speedway.

Helped by the "Wheel of Inversion," Pilgrim moved past Kapax Motorsports Porsche driver Randy Pobst after the 10-minute pit break at the midway point.

The fading brakes of the Cadillacs proved to be the lesser evil as the rear tires on Pobst's Porsche quickly went away over the final laps of the race, allowing Pilgrim to pull away and Aschenbach to move past Pobst on the 42nd lap of the 45-lap race.

"The car was phenomenal...We knew brake fade would be our only issue," Pilgrim said after recording his sixth World Challenge GT victory and his first of the season. "Some days it's your day and some days it isn't, and today was ours. A top five was what we were hoping for, and it turns out that we get a 1-2."

Johnson was originally supposed to be in the No. 1 Cadillac, in which Aschenbach charged from his 13th-starting position to second place at the checkered flag, but Johnson stepped aside when Aschenbach's

entry succumbed to mechanical problems during practice.

"For us to go from 13th to second and get a 1-2 finish for Cadillac is something special," said Aschenbach. "There's nothing better than a great result for Team Cadillac in front of all these NASCAR fans."

"I can't thank Jimmie enough for letting me borrow his car."

Pilgrim started third and moved to first after the halftime pit stop, thanks to the "Wheel of Inversion," which landed on the No. 2, causing race leader Pobst and Pilgrim to be flip-flopped on the restart.

But that bit of bad luck was the least of Pobst's worries.

"It's a challenge running on the oval here because these are road-course cars," said Pobst, referring to the oval's banking that helped wear his right-rear tire. "The Porsche's setup was really fast...I was feeling great until we got to the pit stop and the tire change — my right rear was toast."

"About two-thirds of the way through, I started feeling vibrations and smelling something."

With Pobst struggling and Aschenbach charging through the field, Pilgrim was able to extend his margin to 11.558 seconds, despite encountering lapped traffic along the speedway's contrived road course.

The finish:

Andy Pilgrim, Lawson Aschenbach, Randy Pobst, Rob Foster, Jeff Courtney, Kasey Kahne, Tony Gajles, Sonny Whelen, Jeffrey Robbins, Robb Holland, Tommy Archer, Ed Braswell, Doug Peterson, Michael Galati, Dane Moxlow, Lou Giogliotti, Brian Kubinski, James Sofronas, Eric Curran, Michael McCann, Jason Daskalos.



MARK WEBER/SCCA PHOTO

IT'S ALL OVER: Road-racing ace Andy Pilgrim piloted a Cadillac CTS-V to victory in Thursday night's Speed GT event in Concord, N.C.



CHRIS JONES/IRL INDY PRO PHOTO

LLOYD THE LEADER: Alex Lloyd celebrates his victory in the Freedom 100 at Indianapolis Motor Speedway. Lloyd led all 40 laps in dominating fashion and now owns victories on the Indy oval and road course.

Lloyd Breaks Free On Indy Oval

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Alex Lloyd continued his Indy Pro Series dominance, winning Friday's Freedom 100 at the Indianapolis 500.

The final three laps of the race were run under the yellow flag when light rain began to fall at Indianapolis Motor Speedway. Lloyd led all 40 laps to take his fourth-straight victory of the season. He defeated Chris Festa under the yellow flag.

"Best feeling I've ever had," Lloyd said. "I've won some races before, and I've won some important awards. I've won here before at the F-1 race, but I've never experienced anything like that."

"It is like crossing the line here at Indianapolis on the oval of Carb Day. It's something I've dreamed about

since I came here for the first time last year. I can't tell you how much it means. There are not that many chances you get to win at Indianapolis on the oval. To be the first driver to win on the oval and road course is something very special."

It was Lloyd's second-straight Pro Series victory at Indianapolis. He won the Liberty Challenge on the IMS road course before last July's Formula One race.

Jaime Camara was third, followed by Andrew Prendeville and Hideki Mutoh.

When Joey Scarello crashed with nine laps to go, it looked like the race would end in a shootout. The green flag waved with four to go and Lloyd leading Festa into the first turn as the contenders stacked up behind them. Sean Guthrie, who was three laps down, slowed the leaders on the restart but was able to move out of

the way.

But after just one lap of green-flag racing, the yellow flag waved for rain.

"I was a bit nervous when the yellow came out because I thought all of that hard work had gone away," Lloyd said.

There was just enough moisture to keep the race from returning to green-flag conditions.

Lloyd tied Thiago Medeiros's 2004 series record of four-consecutive victories, but he is the first driver to win the first four races of the season.

"It was a tactical race. It really went better than I imagined," said Lloyd, a racer from Isle of Man in England. "We got a gap on the field, and the car was unbelievably quick. There were no handling difficulties."

The finish:

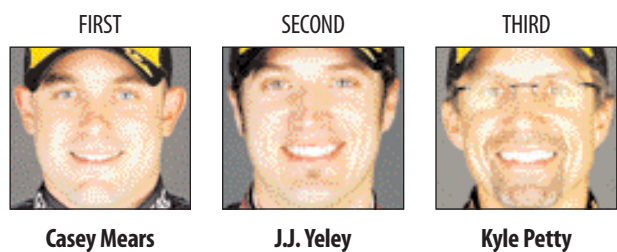
Alex Lloyd, Chris Festa, Jaime Camara, Andrew Prendeville, Hideki Mutoh, Mike Potekhen, Matt Jaskol, Al Unser III, Jon Brownson, Jonathan Klein, Robbie Pecorari, Logan Gomez, Ryan Justice, Stephen Simpson, Micky Gilbert, Tom Wieringa, Marc Williams, Shane Jantzi, Sean Guthrie, Joey Scarlolo, Brad Jaeger, Bobby Wilson, Wade Cunningham, Ken Losch.

RACE REWIND

NASCAR NEXTEL CUP

Race 12 of 36: Coca-Cola 600, Sunday, May 27
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	16	25	Casey Mears	National Guard/GMAC Chevrolet	400	367,425	Running
2	12	18	J.J. Yeley	Interstate Batteries Chevrolet	400	264,733	Running
3	36	45	Kyle Petty	Coke Zero Dodge	400	208,983	Running
4	34	41	Reed Sorenson	Target Dodge	400	177,783	Running
5	26	83	Brian Vickers	Red Bull Toyota	400	148,525	Running
6	14	20	Tony Stewart	Home Depot Chevrolet	400	179,661	Running
7	7	88	Ricky Rudd	Snickers Dark Ford	400	149,933	Running
8	4	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	400	168,058	Running
9	6	11	Denny Hamlin	FedEx Freight/Marines Chevrolet	400	136,550	Running
10	21	48	Jimmie Johnson	Lowe's/Power of Pride Chevrolet	400	176,811	Running
11	11	01	Mark Martin	U.S. Army Chevrolet	400	128,463	Running
12	5	17	Matt Kenseth	R&L Carriers/DeWalt Ford	400	156,241	Running
13	9	43	Bobby Labonte	Cheerios/Chocolate Chex Dodge	399	139,936	Running
14	37	96	Tony Raines	DLP HDTV Chevrolet	399	111,300	Running
15	39	99	Carl Edwards	Office Depot Ford	399	109,950	Running
16	31	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	399	125,195	Running
17	10	40	David Stremme	Coors Light Dodge	397	97,935	Running
18	8	22	Dave Blaney	Caterpillar Toyota	397	116,583	Running
19	28	26	Jamie McMurray	IRWIN Industrial Tools Ford	395	103,750	Running
20	15	10	Scott Riggs	Valvoline/Stanley Tools Dodge	394	104,525	Running
21	27	29	Kevin Harvick	Shell/Pennzoil Chevrolet	394	139,286	Running
22	35	7	Robby Gordon	Jim Beam Black Ford	393	92,375	Running
23	18	9	Kasey Kahne	Dodge Dealers/UAW Dodge	390	136,491	Running
24	25	31	Jeff Burton	AT&T Mobility Chevrolet	385	127,566	Running
25	24	36	Jeremy Mayfield	360 OTC Toyota	382	87,375	Engine
26	33	13	Joe Nemechek	Haier Chevrolet	377	86,175	Running
27	40	70	Johnny Sauter	Radio Active Energy Drink Chevrolet	376	85,650	Running
28	20	42	Juan Pablo Montoya	Texaco/Havoline Dodge	369	124,300	Running
29	41	07	Clint Bowyer	Jack Daniel's Chevrolet	367	96,000	Running
30	17	5	Kyle Busch	Carquest/Kellogg's Chevrolet	357	103,375	Running
31	29	84	A.J. Allmendinger	Red Bull Toyota	310	84,725	Running
32	2	2	Kurt Busch	Miller Lite Dodge	296	126,758	Accident
33	30	14	Sterling Marlin	PEPBOYS Auto Chevrolet	293	97,472	Running
34	43	78	Kenny Wallace	Furniture Row Chevrolet	289	84,350	Engine
35	19	38	David Gilliland	M & M's Ford	265	111,414	Running
36	3	19	Elliott Sadler	Dodge Dealers/UAW Dodge	261	112,020	Running
37	13	6	David Ragan	AAA Ford	219	120,025	Accident
38	22	21	Bill Elliott	Air Force Ford	218	103,249	Accident
39	1	12	Ryan Newman	alltel Dodge	172	156,100	Engine
40	23	44	Dale Jarrett	UPS Toyota	82	83,515	Engine
41	32	24	Jeff Gordon	DuPont Chevrolet	61	130,341	Accident
42	42	66	Jeff Green	Best Buy Chevrolet	52	91,325	Accident
43	38	16	Greg Biffle	Dish Network Ford	45	101,490	Accident

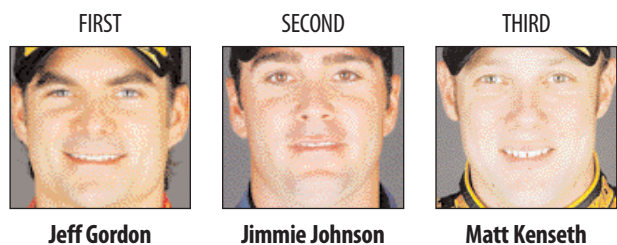
RACE STATISTICS

Race time: 4 hours, 36 minutes, 27 seconds
Average speed: 130.222 mph
Victory margin: 9.561 seconds
Caution flags: 13 for 62 laps
Lead changes: 29 among 15 drivers
Lap leaders: Ryan Newman, 1-10; Kurt Busch, 11-112; Brian Vickers, 113-125; Kyle Busch, 126-129; Jimmie Johnson, 130; Tony Stewart, 131; J.J. Yeley, 132; Carl Edwards, 133; Bill Elliott, 134; Vickers, 135-174; Kurt Busch, 175-179; Vickers, 180-183; Johnson, 184-204; Vickers, 205-223; Johnson, 224-226; Matt Kenseth, 227-243; Johnson, 244-252; Jeremy Mayfield, 253-255; Kenseth, 256-267; Johnson, 268-274; Kenseth, 275-281; Johnson 282-291; Ricky Rudd, 292; Johnson, 293-296; Kenseth, 297-310; Johnson, 311-338; Stewart, 339-392; Dale Earnhardt, Jr., 393; Denny Hamlin, 394; Casey Mears, 395-400.

TALK OF TIME TRIALS

Ryan Newman won the pole with a speed of 185.312 miles per hour and was joined on the front row by Penske South teammate Kurt Busch. It was Newman's sixth pole at Lowe's Motor Speedway.

STANDINGS



Top 10			
1. Jeff Gordon	1,921	6. Tony Stewart	1,530
2. Jimmie Johnson	1,789	7. Kevin Harvick	1,415
3. Matt Kenseth	1,714	8. Carl Edwards	1,414
4. Denny Hamlin	1,682	9. Kurt Busch	1,402
5. Jeff Burton	1,577	10. Clint Bowyer	1,378



FLYING HIGH: Jeff Gordon (24) goes airborne briefly after a lap-62 incident on the frontstretch during Sunday's Coca-Cola 600 at Lowe's Motor Speedway.

CASEY: HMS Gets Another Victory, But This Time With Mears

CONTINUED FROM PAGE 2

have got her a win tonight because it would have been nice to give her that big trophy, but this is OK."

Even though a Hendrick car still won — that makes nine in 12 races this season — the rest of the powerhouse team faltered down the stretch. Both Kyle Busch and Jeff Gordon

crashed out, with Gordon's car briefly getting airborne after impact with A.J. Allmendinger on lap 62. Busch crashed more than once, the final time resulting in a loss of 43 laps. Gordon was 41st at the finish, and Busch was 30th.

Jimmie Johnson was in position to be a factor at the end, but a lug nut hung up in the wheel on the final pit stop on lap 338. He came in with the lead and left 10th. He was the first of the leaders to hit pit road on lap 390 for a splash of gas, and he wound up 10th at the finish.

Joe Gibbs Racing had a good night, placing all three of its cars in the top

10. Yeley led the way in second, followed by Stewart in sixth and Denny Hamlin in ninth.

Stewart led 54 of the final 60 laps but had to get fuel late. He made up three spots in the final six laps.

"I didn't feel we could make it," said Stewart's crew chief, Greg Zipadelli. "We were two and a half laps short on fuel. That's just part of racing. That's kind of the way our season has been."

Stewart led the second 10, followed by Rudd, Dale Earnhardt, Jr., Hamlin and Johnson.

Gordon held onto the point lead despite his crash, though Johnson cut it to just 132 points.

CoT: Pemberton: New Car Is Ready For All Events In 2008

CONTINUED FROM PAGE 2

to be safer and by 2010 potentially save each team \$1 million per car annually. We will get away from dependence on aerodynamics and extremely soft setups. NASCAR's inspection process will also be much faster and simpler."

Team owner and driver Kyle Petty believes the Car of Tomorrow should be mandated sooner, rather than later. "I think we should run the CoT the second half of 2007," Petty said. "These are smart people in the NASCAR garage. There are smart crew members, smart crew chiefs and smart drivers. They can handle the CoT. They can make this work. It's a great move by NASCAR. I think we've gotten into some headaches with it in the races that we have run, but we need to race it more and more. We need to learn it and get into a rhythm. This will obviously do that in 2008. You have to applaud NASCAR for making this move. I'm all for running this car as soon as possible every week."



CAR OF '08: Denny Hamlin leads Ryan Newman May 13 in the Dodge Avenger 500 at Darlington Raceway.

Team owner Jack Roush, whose Roush Fenway Racing team has struggled to get a handle on the CoT, explained his position on running the CoT in all 2008 races.

"The '08 decision is something that I'd say I'm not a proponent of, but I'm not in opposition for either way," Roush said. "There were trade-offs there that work out just about even. We've got cars of today that are useful for 2008, which they were scheduled for, that are now useless.

We've got to take the write-off for those cars now, so there's a cost there that was unplanned for. I won't say it was unanticipated, but certainly from

a financial business planning point of view, it wasn't in the schedule and wasn't in the budget, so we're gonna have to take the write-off for those cars.

"But the saving that will occur the other way is that we were gonna have to have two efforts being made in the body shops and in the chassis shops to work with two different kinds of cars," he continued. "Now that we're able to focus on the Car of Tomorrow, we will have a savings there. Whether it's a wash or whether it would have been better the other way or better this way, it's so close that it really doesn't matter to me."



AUTOSTOCK IMAGES

SMOOTH MOVES: Kyle Petty scored his first top-five finish since Sept. 21, 1997, with a third-place run Sunday at Lowe's Motor Speedway.

Petty Scores Top-Three Finish

Martin Could Drive No. 24 When Gordon's Child Is Born

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — Kyle Petty ran in the top 10 most of the night, and when many of his competitors pitted for fuel during the closing laps of the Coca-Cola 600, finished third.

It was the first top-five finish for the 46-year-old third-generation driver since Sept. 21, 1997.

NASCAR NOTES “We just kind of hung in there all day,” Petty said.

“We had some really good pit stops. The pit crew has been down the past five or six weeks. We've really struggled with our pit crew, and they stepped up huge today. They're the ones that put us in position to have the Lucky Dog. They're the ones that put us in position to have a good run there at the end. I can't say enough about that. The fuel mileage was good.”

■ As happy as Petty may have been at the end of the race, Tony Stewart was not. Stewart dominated the closing stages of the race, but a late pit stop for gas relegated him to a sixth-place finish.

“We just had to pit for gas and ended up outside the top five,” Stewart said.

Still, led by J.J. Yeley in second, all three Joe Gibbs Racing cars finished in the top 10.

■ Crew chiefs were a hot topic in the garage area at Lowe's Motor Speedway this weekend after the surprise announcement that long-time Roush Fenway Racing crew chief Pat Tryson had been released from the team's No. 16 car and replaced by Greg Erwin.

Biffle was among those surprised by the move. “It's pretty difficult for me. I didn't have a real problem,” Biffle said. “Yeah, the performance was not where it needs to be, but I think the moral of the story here is that the team wasn't being operated the way that Jack wanted it operated, meaning when we were faltering a little bit on pit stops and weren't fast enough, he wanted us to make the change and do something about us.”

Erwin was most recently the crew chief at Robby Gordon Motorsports for the No. 7 Nextel Cup entry, but he was replaced by Gene Nead a week earlier. Erwin officially begins his position next week and Chris Andrews served as Biffle's interim crew chief this weekend.

Tryson said he had already received several offers and expected to be back at the track within a couple of weeks in a new capacity.

Meanwhile, Matt Borland, formerly of Michael Waltrip Racing and Penske Racing, joined Haas CNC Racing as the company's director of competition.

■ Johnny Sauter's Haas CNC Racing team carried sponsorship from Radioactive Energy Drinks here this weekend.

■ Team-owner Jack Roush discussed how his partnership with Boston Red Sox owner John Henry and the Fenway Sports Group has helped his team.

“It's broadened the base and certainly without thinking about it gave me the courage to go back and say, ‘Alright guys, go hire eight more people and get another tractor-trailer dedicated and go find some other tire companies that will sell us tires to go test and get caught up with where the other people are in testing,’” Roush said. “I think I might have been more hesitant and less

bullish about that if I was standing there by myself.”

■ Jeff Burton has not yet signed a contract extension with Richard Childress Racing, but with AT&T winning a recent court battle to sponsor the No. 31, it appears to only be a matter of time. “Richard (Childress) and I have a plan, and we're working on that plan and executing it,” he said. “Certainly getting this behind us is really important, but it would take some very, very strange circumstances for me not to be at RCR.”

■ Should something happen that point-leader Jeff Gordon needs to miss a Nextel Cup Series race in June when his wife, Ingrid, gives birth to the couple's first child, Mark Martin will be standing by to drive the DuPont Chevrolet.

“There is not any major planning right now,” Martin said. “I expect things to work out perfectly for Jeff. I am really proud of Jeff to make his number-one priority being there for the birth of his daughter. I really respect him for that. He is in a position to do that, and it is an honor for him to ask me to help out if need be.”

“We're just trying to make the best plans that we possibly can — not knowing when the baby may be born,” Gordon explained. “We wanted to have a backup plan. The first person that we thought of was Mark Martin.”

■ Richard Childress Racing driver Clint Bowyer acknowledged he's often forgotten on a team with outspoken drivers Kevin Harvick and Jeff Burton.

“I think they're both outspoken but they go about it two different ways,” Bowyer said. “Don't get me wrong, Kevin (Harvick) speaks his mind no matter if it's right or wrong, and Jeff (Burton) usually speaks the right thing (laughs). Then I'm in between.”

Coca-Cola 600 Offered Answers To Many Questions

CONCORD, N.C.

Unlike the past few Coca-Cola 600 weekends, there were no questions about the track surface, strange races or “levigating.”

As a matter of fact, there were a lot more questions answered than there were asked, and that is a rarity in the world of NASCAR.

One question that was answered emphatically was whether Casey Mears could ever reach victory lane, saddled as he was with the “voodoo curse” of the No. 25 Hendrick Motorsports Chevrolet. Former teammate Brian Vickers dubbed the troubles of that storied machine such last year at Pocono, when he announced he was leaving at the end of the season.

He did, and on Memorial Day weekend to boot. You might remember his uncle, Rick, was quite the stud on Memorial Day in Indianapolis, winning four Indy 500s. And, he did it in National Guard colors — on Memorial Day.

Another question that was answered was whether or not Toyota's five cars could mount any kind of challenge in NASCAR's longest event. Brian Vickers led 76 laps and logged Toyota's first top five, and Jeremy Mayfield stayed close to the top 10 all day long before a spin and crash cost him a bunch of laps.

A revamped Toyota engine made its debut at Lowe's, and it showed.

“It made all the difference in the world,” Mayfield said. “We still need just a little bit more, but I could definitely tell the difference.”

Another question was if Kyle Petty could still mount a serious challenge in a Petty Enterprises Dodge. Another emphatic yes to that one, as Petty pulled out a third-place run, albeit on fuel mileage.

“For us, this is like I'm 21 again and driving for Felix Sabates in the Mello Yello car,” Petty said after the race. “We didn't change the world tonight. It feels good to come back and race with these guys. I would have taken that and gone to the house tonight. Third place was just the cherry on top of the sundae.”

For Petty, the result tied his best career finish in a Petty Enterprises

WIDE OPEN



RON LEMASTERS, JR.

car, and it was his first top five in God knows how long.

But what might have been the best words of the night came from Petty, too. “I couldn't be more excited for Casey Mears if he was Adam Petty,” he said, referring to his late son who won his last race (an ARCA event) at Lowe's Motor Speedway.

J.J. Yeley answered a lot of questions with a second-place finish... a whole lot of them, in fact.

It might have been a job-saver, according to reports. Joe Gibbs Racing, through team president J.D. Gibbs and Joe Gibbs himself, told Yeley that he controlled his own destiny in terms of keeping his ride.

“I do my best every time we go out on the race track,” Yeley said, a touch crossly. “We've run fast pretty much every race this year. We just don't have the finishes. We've had a lot of bad pit stops — not all the time, we just have them at the wrong time. It seems like it really costs us a lot of track position that we can never really make back up.”

“As far as being on the hot seat, if I get fired, I get fired. There are a couple of other places I can go. I'm not worried about not having a ride. If I couldn't find anything in Nextel Cup, I'll go back to racing sprint cars. That's all I know how to do.”

Yeley wasn't finished. “This is the first time in my two years of Cup racing that I didn't catch the bad break,” he said. “I always wait until five laps to go for a caution to come out or for me to run out of fuel. I've always run into bad luck. I can't blame it on anything else other than just going out and trying to do my best. So, maybe this will cut me a little slack from you media people for at least a couple of weeks.”

It seems to have worked, at least in the interim. “I'm really happy for Interstate Batteries and J.J.,” Joe Gibbs said after the race. “You look at something like that where they just fought and fought and fought... I think that jumped them up to 15th in points.”

UP NEXT

Dover Int'l Speedway

Dover, Del.

Track specs

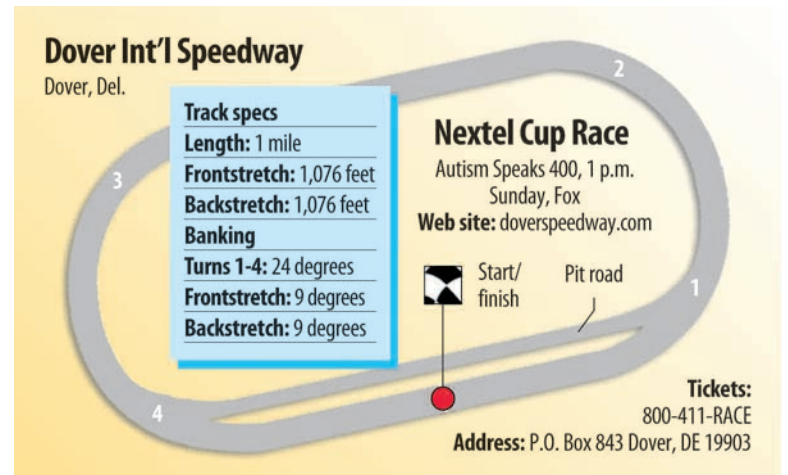
Length: 1 mile
Frontstretch: 1,076 feet
Backstretch: 1,076 feet
Banking
Turns 1-4: 24 degrees
Frontstretch: 9 degrees
Backstretch: 9 degrees

Nextel Cup Race

Autism Speaks 400, 1 p.m.
Sunday, Fox
Web site: doverspeedway.com

Start/finish Pit road

Tickets:
800-411-RACE
Address: P.O. Box 843 Dover, DE 19903



RACE REWIND

FORMULA ONE

Race 5 of 17: Monaco Grand Prix, Sunday, May 27
Circuit de Monaco, Monaco

FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Lewis Hamilton

THIRD



Felipe Massa

Fin.	St.	Driver	Country	Team	Laps
1	1	Fernando Alonso	Spain	McLaren-Mercedes	78
2	2	Lewis Hamilton	Great Britain	McLaren-Mercedes	78
3	3	Felipe Massa	Brazil	Ferrari	78
4	4	Giancarlo Fisichella	Italy	ING Renault	77
5	8	Robert Kubica	Poland	BMW Sauber	77
6	7	Nick Heidfeld	Germany	BMW Sauber	77
7	11	Alexander Wurz	Austria	Williams Toyota	77
8	16	Kimi Raikkonen	Finland	Ferrari	77
9	18	Scott Speed	USA	Scuderia Toro Rosso	77
10	9	Rubens Barrichello	Brazil	Honda	77
11	10	Jenson Button	Great Britain	Honda	77
12	5	Nico Rosberg	Germany	Williams Toyota	77
13	15	Heikki Kovalainen	Finland	ING Renault	76
14	13	David Coulthard	Great Britain	Red Bull Racing	76
15	14	Jarno Trulli	Italy	Toyota	76
16	20	Ralf Schumacher	Germany	Toyota	76
17	21	Takuma Sato	Japan	Super Aguri-Honda	76
18	17	Anthony Davidson	Great Britain	Super Aguri-Honda	76
19	22	Christijan Albers	The Netherlands	Spyker-Ferrari	70
20	19	Adrian Sutil	Germany	Spyker-Ferrari	53
21	6	Mark Webber	Australia	Red Bull Racing	17
22	12	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	1



STEVE ETHERINGTON PHOTO

ON THE CURB: Fernando Alonso (1) moves to the inside of Christijan Albers.

RACE STATISTICS

Race time: 1 hour, 40 minutes, 29 seconds
Average speed: 155.551 kph

Victory margin: 4.095 seconds

TALK OF TIME TRIALS

Fernando Alonso won his 16th-career pole and the first of the season for McLaren. Lewis Hamilton, Felipe Massa, Giancarlo Fisichella, Nico Rosberg and Mark Webber completed the top-five qualifiers.

STANDINGS

FIRST



Fernando Alonso

SECOND



Lewis Hamilton

THIRD



Felipe Massa

Top 10

1. Fernando Alonso	38	6. Giancarlo Fisichella	13
2. Lewis Hamilton	38	7. Robert Kubica	12
3. Felipe Massa	33	8. Nico Rosberg	5
4. Kimi Raikkonen	23	9. David Coulthard	4
5. Nick Heidfeld	18	10. Jarno Trulli	4

McLaren Masters Monaco

By DAN KNUTSON
NSSN CORRESPONDENT

MONACO — There was little doubt that, barring some sort of unexpected trouble, Vodafone McLaren Mercedes would win the Monaco Grand Prix. The team was streets ahead of its rivals (sorry!), including Ferrari, which couldn't repeat its performance displayed with Felipe Massa's victories in the previous two races this season.

The question was, which McLaren would win? In the end, the victory went to Fernando Alonso, while a somewhat unhappy Lewis Hamilton had to settle for second.

It all came down to McLaren's strategy.

"There are many things that are unique about Monte Carlo," McLaren's Ron Dennis said after the race. "A single-stop strategy is a critical factor if the safety car is deployed, which it has been four times in the previous five years. And if the safety car is not deployed, then the fastest way is a two-stop strategy."

McLaren put both its drivers on a two-stop strategy, but Hamilton had enough extra fuel to run five or six laps faster than Alonso.

Alonso started from the pole and took the lead while Hamilton slotted in behind him. Alonso pitted at the end of lap 26, and McLaren called Hamilton in just three laps later. Had he had five or six laps of quick running, Hamilton might have been able to pull out enough of an advantage to take the lead. He was surprised to be called in early, but it turns out that Alonso had managed to conserve some fuel and run three laps longer.

"I've got number two on my car," Hamilton said. "I am the number-two driver."

But had the safety car come out, McLaren would have switched Hamilton to a one-stop strategy and Alonso to a three stopper. And in that case, Hamilton would have won.

After that first stop, Dennis told the drivers to ease off. He didn't want



STEVE ETHERINGTON PHOTO

ONE-TWO FINISH: Vodafone McLaren Mercedes teammates Fernando Alonso and Lewis Hamilton lead Sunday's Monaco Grand Prix.

them racing each other and clobbering a wall.

"I don't like to slow drivers down," Dennis said. "I don't like them to be frustrated. I don't like to see these things happen because I am an absolute racer."

"It's just the way you have to win the Monaco Grand Prix, which is what we've done."

Such was the speed of the McLarens that they lapped all but Felipe Massa, who finished nearly a lap down in his Ferrari.

The top four started and finished in the same order: Alonso, Hamilton,

Massa and Giancarlo Fisichella. The latter was pleased with the improved performance of the ING Renault.

BMW Sauber teammates Robert Kubica and Nick Heidfeld took fifth and sixth ahead of Alexander Wurz's AT&T Williams Toyota and Kimi Raikkonen's Ferrari.

Scott Speed went from 18th to ninth and thus the American just missed scoring a point in his Toro Rosso Ferrari.

Normally, this race has a high rate of attrition and incidents, but it was remarkably free of both. Only four of the 22 starters retired.

FIA, Teams Clash Over Future Engine Pact

By DAN KNUTSON
NSSN CORRESPONDENT

MONACO — While the engine manufacturers support the FIA's plans to make Formula One a platform for energy-efficient technologies, at least one team boss is concerned about the manufacturers's long-term support for the sport.

Max Mosley wants the 2011 rules to incorporate 2.2-liter turbo V-6 engines that run on bio fuel and use energy storage devices.

Mario Theissen said that BMW agrees with the FIA's general philosophy.

"We support this and we are a technology-driven company and we are in F-1 to demonstrate our competence in this area," he said. "So, it is from our

perspective good to take the lead and use F-1 as a tool to pioneer future technology for road cars."

Honda's Nick Fry said the changes are essential for F-1's survival.

"Trying to improve the efficiency of the powertrains that we use through the addition of energy-efficient technologies...is in our view...completely mandatory...There is unlikely to be an F-1 in the future without steps in that direction," he said.

Fry said the car manufacturers are not going to continue to invest heavily in F-1 unless it benefits road-car technology.

McLaren's Ron Dennis isn't against the proposals, but he has other concerns.

"There are two categories of Grand Prix organizations: those

that have equity control from a manufacturer and those teams whose core business is F-1," he said. "I don't feel comfortable with regulations designed to favor manufacturers who at any time can stop because it is not their core business. History shows they do choose to stop at short notice for different reasons."

Mercedes-Benz owns 40 percent of McLaren. Dennis, Theissen and Ferrari's Jean Todt all said that making such drastic rules changes would be very expensive for the teams. Mosley, however, said that before the engine-spec freeze rule came in effect this year the teams were spending hundreds of millions of dollars a year on engine development.



STEVE ETHERINGTON PHOTO

BY LAND AND BY SEA: Spectators take in the Monaco Grand Prix from the stands and from yachts Sunday in Monaco.

Schumacher Move Still Smarts

American Speed Scores Ninth-Place Finish For Scuderia Toro Rosso

BY DAN KNUTSON
NSSN CORRESPONDENT

MONACO — Time heals all wounds, and a year later Michael Schumacher's dastardly deed of deliberately blocking the track at the end of qualifying to try to hold on to the pole position does not seem to be quite a reprehensible as it was then.

But the fact remains that he was guilty of as crass act of unsporting behavior that set off a storm of universal [except from the Ferrari camp] condemnation.

At least one fan hadn't forgotten the incident. As Schumacher walked from the paddock to the pits and right past the spot he had stopped the Ferrari a year ago, the individual used a loud hailer to say: "Mr. Schumacher, your car is illegally parked. Move it!"

Ironically, Kimi Raikkonen briefly stopped at the same spot in second qualifying after hitting the wall and breaking the Ferrari's suspension several corners earlier. Then Felipe Massa arrived on the scene, and for a moment there were two Ferraris parked there!

■ Kimi Raikkonen had two large yachts in the harbor. One is called "One More Toy," but he was making some money off his toys as people paid to stay on the boats and watch the race from the decks. The deal included a meet-and-greet time with Kimi.

■ Californian Scott Speed drove what Scuderia Toro Rosso team principal Franz Tost called his best F-1 race yet as he started 18th and finished ninth in Monaco.

"I got a good launch off the grid,

and as everyone bottled up going into turn one, I made an aggressive move round the outside, and it paid off as I got around David (Coulthard) and we battled hard," Speed said. "Then I think we had a reasonably good pace in the race. In terms of the strategy, maybe I should have pitted a bit earlier, but Kimi (Raikkonen) was out of reach anyway. I enjoyed myself, but every time for the last 15 laps I was hoping someone would drop out and that I'd see my pit board go from P9 to P8 to get that point, but it never happened."

■ Lewis Hamilton made his first big mistake of the season when he crashed in practice on Thursday. He wasn't alone. Giancarlo Fisichella, Ralf Schumacher, Anthony Davidson, Mark Webber, David Coulthard and Adrian Sutil also shunted that day. Despite the rain, nobody crashed in Saturday morning's practice in which, impressively, Sutil went quickest in his Spyker.

■ Mika Hakkinen drove a London taxicab through the Monaco streets to promote Johnny Walker's drink responsibly campaign. The two-time World Champion, who has a home in Monaco, says he doesn't miss the hectic F-1 lifestyle.

■ F-1 races at night aren't a reality just yet.

"The thing is we've not actually had any application yet to run a night race," FIA President Max Mosley said. "There are no [existing] criteria. If and when we get an application to run a night race, that will have to go to the circuit commission, and that will go to the safety commission, and eventually the world council.

"And there will be criteria: there will be criteria for armco, safety barriers, runoff areas. There would have to be criteria for the lighting, and all this would be looked at. We

obviously would not approve a night race unless we were satisfied with the safety levels."

Mosley said that the FIA would want a trial race to be run under the lights before a Grand Prix was staged.

■ Four-time World Champion and four-time Monaco winner Alain Prost visited the paddock. Giancarlo Fisichella, Mike Gascoyne, Eddie Jordan and Eddie Irvine had their yachts moored in the harbor.

■ Pastor Maldonado won Saturday's GP2 race ahead of Giorgio Pantano and Timo Glock.

■ Yu Zhifei, who was the boss of the Shanghai F-1 circuit, has been fired for misusing city pension funds. Reports in Chinese newspapers say he may be prosecuted.

■ Ron Dennis really dislikes *The Red Bulletin*, the irreverent newspapers distributed daily in the F-1 paddock, and won't allow it in the McLaren hospitality area. "It's a piece of rubbish," he said. "I don't like what it stands for; I don't like the quality of it, and I don't like the way it tries to make fun out of individuals from every team and their efforts to try and do a good job."

■ Jenson Button has no intention of leaving the struggling Honda team. "I'm not going anywhere," he told reporters. "I'm staying here."

■ Lewis Hamilton said that Mark Webber cost him the pole position. "I was three-and-a-half tenths up by turn four [Casino], and then I caught Mark Webber," Hamilton said. "I lost half a second behind him. I don't know whether he didn't see me or what. In the drivers's briefing he was saying that they need to be hard on us for holding people up, and then he came out and held me up."

Newest Englishman Making Noise At Monaco

MONACO

Seventy-eight years ago, when the first Monaco Grand Prix was staged in 1929, a mysterious Englishman, whose name on the entry list was simply "W. Williams," won driving a Bugatti.

In fact, it was a man by the name of William Grover who went on to lead a dangerous, exciting and ultimately fatal life as a secret agent.

A new book called "The Grand Prix Saboteurs

("\$24.99/www.morienval.com) follows the lives of three top Grand Prix drivers — Grover, Roger Benoist and Jean-Pierre Wimille — all of whom worked as secret agents for the British Special Operations Executive behind enemy lines in German-occupied France during World War II.

If there had been an official World Championship in 1927, Benoist would have taken the title, as he won every major Grand Prix that year. Wimille won the Le Mans 24 Hours

twice, as well as a number of Grand Prix races before and after the war.

Grover and Benoist met gruesome fates at the hands of the Gestapo and the SS, while Wimille survived the war.

Respected F-1 journalist Joe Seward spent 18 years researching the book that intertwines racing and the war. He talked to many of the survivors from the French underground resistance. And he delved into many World War II secret documents, some of which were only declassified in 2003.

As for the latest F-1 driver from England — Lewis Hamilton — he continues to impress. The legendary Stirling Moss, who raced against the likes of Juan Manuel Fangio and Alberto Ascari, told me that he believes that Hamilton is one of the best drivers he has ever seen in the past 60 years.

Here in Monaco, Hamilton was asked if he was prepared to do any-

ACROSS THE POND



DAN KNUTSON

thing in order to win. The answer was no. Lewis is not the kind of guy who will push somebody off the track at 180 miles per hour; nor would he park his car on the track to try and keep the pole position.

"I don't know if I particularly believe that 'win at all costs' is the way forward," he said. "For sure, we are here to win, so you prepare yourself and you work as hard as you can, but I don't particularly agree with win at all costs."

Former team owner Eddie Jordan says that Hamilton lacks the ruthless streak needed to be a successful F-1 driver.

Ron Dennis was not amused, and when I asked him about Hamilton during an official FIA press conference, he used the forum to vent his feelings.

"There seems to be a rash of so-called experts, some people who have never really run a competitive Grand Prix team, who suddenly profess to be so knowledgeable about what is and isn't right for Lewis, what is and isn't his character strengths and his weaknesses," he said.

"I think they should just be quiet, concentrate on their own business, which I'm sure would be better for them.

"I don't want to be too aggressive to those people, but they know who they are. They're failures in many of the things they've done, and this is a success story, and their opinions are obviously sought by those members of the media that suffer or struggle with our own position."

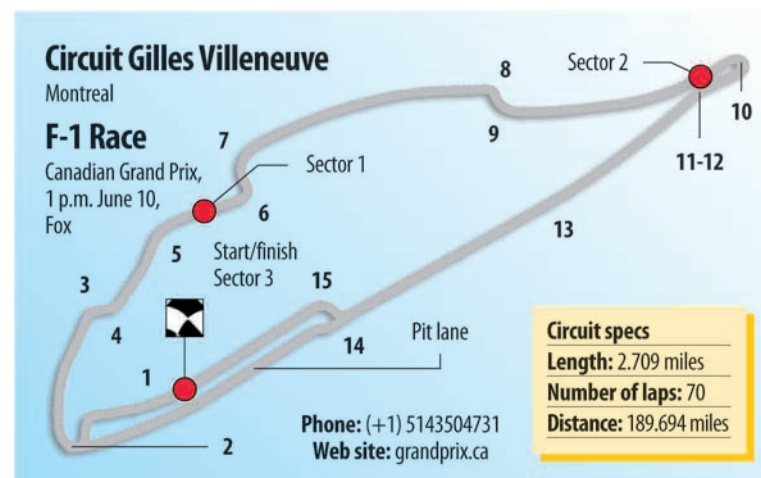
Dennis also denied rumors of tension between Hamilton and Fernando Alonso. There is growing tension, however, between the Vodafone McLaren Mercedes team and the media, especially the British press, over access to Hamilton.

The press thinks that McLaren is being far too restrictive and protective of the rookie. McLaren, naturally, believes otherwise and isn't going to yield.



Lewis Hamilton

UP NEXT





A weekly report of action from across America

- #### Late Model
- Lorin Arthofer II
 - Todd Stehle
 - Rick Wallace
- #### Street Stock
- Jay Llewellyn
 - Todd Ahner
 - Mike Garris
- #### Pro-4 Late Model
- Mike Stringer
 - Kevin Rex, Jr.
 - Jeremy Miller
- #### Pro-4 Late Model
- Kevin Rex, Jr.
 - Jeremy Miller
 - Barry Christman, Jr.
- #### Factory Stock
- Justin Serfass
 - Justin Steigerwalt
 - Duane Eidem
- #### 4-Cylinder Stock
- Jon Smith
 - Dave Freundt
 - Scotter Graver

- Brandon Hinson
 - Jason Leftwich
- #### Super Truck
- Craig Firman
 - Tommy Nixon
 - Evan VanLeeuwen
- #### Woff Truck
- Jeff Sampson
 - Randy Bradsher
 - Michael Farmer
- #### Pro-Winged Champ Kart
- Danny Wyatt
 - David Phelps
 - Ryan Hudgens

- ### Virginia Motor Speedway
- Jamaica, Va.
May 26, 2007
- #### Sportsman
- Robert Kramer
 - Walker Arthur
 - Doug Johnson

- ### Susquehanna Speedway Park
- Newberrytown, Pa.
May 24, 2007
- #### Stock Car
- Donnie Broderick
 - Ray Broderick
 - Mike Goodwin
- #### Limited Late Model Modified
- Shawn Claar
 - Tim Smith, Jr.
 - Bob Dunn
- #### Street Stock
- Donald Wykes
 - Mike Stiffler
 - Greg Imler
- #### Hobby Stock
- Derrick Hinish
 - Chuck Weyant
 - Tyler Ritchey

- ### Old Dominion Speedway
- Manassas, Va.
May 26, 2007
- #### Late-Model Stock Car
- Michael Hardin
 - Dave Carter
 - Les Miranda
- #### Grand Stock
- Robert Bruce
 - Thomas Van Dyke
 - Adam Brenner
- #### UCAR
- Scott Gore
 - Rich Marouse
 - Kevin Hall
- #### Mini Modified
- Bobby Able
 - Ken Datesman

- ### Lernerville Speedway
- Sarver, Pa.
May 25, 2007
- #### Sprint Car
- Ed Lynch, Jr.
 - Kevin Schaeffer
 - Rod George
- #### Late Model Modified
- Alex Ferree
 - Ken Schaltenbrand
 - Jared Miley
- #### Pure Stock
- Brian Swartzlander
 - Kevin Bolland
 - Jeremiah Shingledecker
- #### Mini Stock
- Paul Schreckengost
 - Jason Fosnaught
 - Bob Egly

- ### The Fairgrounds at Kutztown
- Kutztown, Pa.
May 23, 2007
- #### 600cc Micro-Sprint
- Brett Smith
 - Lex Burritt
 - Jason Van Doren
- #### 270cc Micro-Sprint
- Tim Buckwalter
 - Ross Perchak
 - Sean Stolz
- #### Slingshot
- Ryan Smith
 - T.J. Mayberry
 - Kenny Schnatter

- ### Dog Hollow Speedway
- Strongtown, Pa.
- #### Late Model
- Danny Edwards
 - Paul DeBolt
 - Jeff Shifflett
- #### Grand Stock
- David Gray

- May 25, 2007
- #### Late Model
- Bill Krause
 - Al Zuccolotto
 - Chris Rhodes
- #### Chariot Late Model
- Dave Pedula
 - Paul Michny
 - Chris Knuth
- #### Street Stock
- John Kinsey
 - Ray E. Charles
 - Jeff Sweeney
- #### Pure Stock
- Rick Powell
 - Tim Laughard
 - Scott Lorenzo
- #### 4-Cylinder
- Jesse Laughard
 - Randy Hysinger
 - Dan Adams
- Jonathan Forshey

- ### Grandview Speedway
- Bechtelsville, Pa.
May 27, 2007
- #### Modified
- Duane Howard
 - Randy Bailey
 - Ray Swinehart
- #### Late Model
- Chuck Schutz
 - Dean Stoudt
 - Kyle Merkel



- ### Carolina Speedway
- Gastonia, N.C.
May 25, 2007
- #### Late Model
- Tim Allen
 - Dane Burns
 - Pat Lindsay
- #### Pure Stock
- Brian Stang
 - Randy Powell
 - Keith Lear
- #### Renegade
- Shorly Lacy
 - Robbie Richardson
 - Luke Fox
- #### Stock-4
- Evan Benton
 - Jamie Renegar
 - Chad Witman
- #### Street Stock
- Jeff Graves
 - Mike Messer
 - Derrick Cook

- ### Cleveland Speedway
- Cleveland, Tenn.
May 26, 2007
- #### Late Model
- Paul Timms
 - Riley Hickman
 - Shorty Frazier
- #### Crate Late Model
- Brian Pritchard
 - Chris Beavers
 - Craig Burrows
- #### Hobby Stock
- Todd Hernandez
 - Tanner Weeks
 - Richard Dixon
- #### B-Hobby
- Chad Collins
 - Randy Hysinger
 - Duke Rodabaugh
- #### Pony Stock
- Jimmy Brown
 - Greg Henderson
 - Stephen Campbell
- #### Front-Runner
- Kenny Kizzar
 - Todd Hamilton
 - Joseph Cross

- ### Wartburg Speedway
- Wartburg, Tenn.
May 25, 2007
- #### Super Late Model
- Anthony White
 - Curt Williams
 - Steve Smith
- #### Sportsman
- Josh Collins
 - Darrick York
 - Melvin Burns
- #### Pure Street
- Raymond Shepard
 - Michael Millsap
 - Jason Capps
- #### Pure Mini
- Jason Manley
 - Tom Vann
 - Rocky McNabb
- #### Front-Wheel Drive
- Chris Powers
 - Chris Morrison
 - Justin Scott

- ### New Smyrna Speedway
- New Smyrna Beach, Fla.
May 26, 2007
- #### Late Model
- A.J. Curreli
 - Chuck Burkhalter
 - Jason Boyd
- #### Modified
- Gary Fountain
 - Mark Vandevender
 - Russell Antonucci
- #### Sportsman
- Mike Pletka
 - Dale Clouser
 - Donny Williams
- #### Trucks
- George Gorham, Jr.
 - Jessica Murphy
 - Blake Koch
- #### Super Stock
- Jeff Colburn
 - James Frisbie
 - Bobby Holley
- #### Strictly
- Eddie Rush
 - Doug Wolf
 - Brent Bruner

- ### Orlando Speedworld
- Orlando, Fla.
May 25, 2007
- #### Super Stock
- Ron McCreary
 - Bob Campbell
 - Bobby Riley
- #### Super Late Model
- David Pollen, Jr.
 - Patrick Conrad
 - Jared Allison
- #### Modified
- Gary Fountain, Sr.
 - Shain Held
 - Bobby Joe Woodley
- #### Sportsman
- Andy Nicholls
 - Henry Shepherd
 - Brett Woodley
- #### Mini Stock
- Pedie Allison
 - Kenny Padgett
 - R.J. Amone
- #### Mini Cup
- Devin McLeod
 - Brady Marshall

- ### Crossville Raceway
- Crossville, Tenn.
May 26, 2007
- #### Modified
- Billy Palmer
 - Steve Mullinax
 - Michael Asberry
- #### Mini Stock
- Derrick Hutchings
 - Randy Goolsby
 - Dustin Stephens
- #### Front-Wheel Drive
- Jordan Butch
 - Ricky Tinch
 - Rusty Mellette
- #### Street Stock
- Ron Dodson
 - Danny Clouse
 - Miguel Barrenchea
- #### Cruiser
- Tony Duncan/Stacy Griffith
 - Jesse Peters/Josh Bryant
 - Sam Proffitt/Hannah Proffitt

- ### Harris Speedway
- Rutherfordton, N.C.
May 27, 2007
- #### Crate Late Model
- Wally Fowler
 - David Smith
 - Buddy Smith
- #### Limited Sportsman
- David Ayers
 - Josh Hoots
 - Chris Jackson
- #### Street Stock
- Scott Smith
 - Nick Walker
 - Wayne Laws
- #### Renegade
- Lloyd Dean Burgess
 - Terry Saunders
 - Jason Edmonds
- #### Super Stock
- Greg Barker
 - Steven McFadden
 - Stacy Brock
- #### Stock-8
- Travis Robbins
 - Chris Lytle
 - Kelly Carson
- #### Young Guns
- Cody Ussery
 - Mackenzie Norris
 - Justin Barber
- #### Pure Stock
- Steve Penson
 - Mike Jackson
 - Mitchell Coggins

- ### East Lincoln Speedway
- Stanley, N.C.
May 26, 2007
- #### Modified Sportsman
- Ronnie White
 - Jeff Mundwiler
 - Johnny Toney
- #### Modified
- Matt Emmerling
 - Jamie Kuntz
 - Greg Brown
- #### Stock-4
- Randy Powell
 - Tony Palladino
 - Jamie Major
- #### Micro-Sprint Car
- Terry Peters
 - Brian Roseman
 - Jonathan Hager
- #### Rookie-4
- Riley Dunford
 - Jack Anderson
 - Leonard Johnson
- #### Renegade
- Chris Stowe
 - Mickey Anderson
 - Chad Donahue
- #### Stars Of Tomorrow
- Timothy Carroll
 - Brett Myers
 - Charles Toler

- ### Desoto Super Speedway
- Bradenton, Fla.
May 26, 2007
- #### Late Model
- Doug Moff
 - Joe Winchell
 - Justin Larson

- ### Bowman Gray Stadium
- Winston-Salem, N.C.
May 26, 2007
- #### Modified
- Burt Myers
 - Randy Butner
 - Bobby Hutchens
- #### Sportsman
- Shawn Heman
 - John Williams
 - Dustin Hyde
- #### Southern Stock
- B.J. Moore
 - Billy Taylor
 - Derrick Grigsby
- #### SportMod
- Jason Armstrong
 - Travis Evans
 - Tim Eaves
- #### Factory Stock
- Shawn Graham
 - Michael Lynch
 - Mike Wells

- ### Volunteer Speedway
- Bulls Gap, Tenn.
May 26, 2007
- #### Super Late Model
- Vic Hill
 - Mike Smith
 - Kerry Jones
- #### Super Late Model Survivor Challenge
- Jeff Maupin
 - Michael Jackson
 - Mike Smith
- #### Crate Late Model
- Bobby Mays
 - Jensen Ford
 - Brad Kenyon
- #### Hobby Stock
- Jesse Helton
 - Mike Mays
 - Chuck Johnson
- #### Mini Stock
- Kevin Atwell
 - Randy Lane
 - Brent Hensley

- ### Caraway Speedway
- Asheboro, N.C.
May 26, 2007
- #### Late Model
- Maxx Sumner
 - Lee Ball
- #### Sportsman
- Rich Hunter
 - Ryan Wilson
 - Nelson Ingram
- #### Mini Stock
- Mike Lowery
 - Paul Wark
 - John Davis
- #### U-Car
- Greg Cook
 - Eric Hockett
 - Allen Cowart
- Johnathan Turner

- ### Irwindale Speedway
- Irwindale, Calif.
May 26, 2007
- #### Super Late Model
- Anthony Roeder

- ### Birmingham Int'l Raceway
- Birmingham, Ala.
May 26, 2007
- #### Late Model
- Jeff Letson
 - Chris Serio
 - Roger Cain
- #### Super Modified
- Billy Melvin
 - Dustin Knowles
 - Greg Powers
- #### Sportsman
- Jimmy Roberts
 - Bobby Peebles
 - Shawn Kyzer
- #### Street Stock
- Josh Belter
 - Whit Goode
 - Dennis Freeman
- #### Mini Modified
- Rickey Holland
 - Ryan Price
 - Scott Rice
- #### Renegade
- Daniel Hubbard
 - Jerry Bartlett
 - Phillip Shelby
- #### BUZZ
- Tony Gairan
 - Tim McLaughlin

- ### Marysville Raceway Park
- Marysville, Calif.
May 27, 2007
- #### Mini Stock
- Jamie Ollar
 - James Foster
- #### Street Stock
- Jeff Olshchovka
 - Jerry Bartlett
 - Phillip Shelby
- #### Sprint Car
- Tony Gairan
 - Tim McLaughlin

- ### The Bullring @ Las Vegas Motor Speedway
- Las Vegas, Nev.
May 26, 2007
- #### Super Late Model
- Steve Anderson
 - Taylor Barton
 - Dave Quintero
- #### Late Model
- Douy Hamm
 - Derek Frolich
 - Chris Bray
- #### Charger
- Mike Heck
 - Steve Dessormeau
- #### Modified
- Wayne Morris, Jr.
 - Charlie Wahl
 - Dennis Lovelady
- #### Legends
- Scott Anderson
 - Bear Rzesnowiecky
 - Tom Lovelady
- #### Thunder Roadster
- Charlie Wahl
 - Ed Hohman
 - Johan Timmer
- #### Bandolero
- Cheyenne Schindler
 - Damon Blakeman
 - Briana-Marie Sloan

- ### Ark-La-Tex Speedway
- Vivian, La.
May 26, 2007
- #### Modified
- Chris Henigan
 - John Williams
 - Dustin Hyde
- #### Southern Stock
- B.J. Moore
 - Billy Taylor
 - Derrick Grigsby
- #### SportMod
- Jason Armstrong
 - Travis Evans
 - Tim Eaves
- #### Factory Stock
- Shawn Graham
 - Michael Lynch
 - Mike Wells

- ### Altamont Motorsports Park
- Tracy, Calif.
May 26, 2007
- #### Western Late Model
- Ryan Philippott
 - Doff Cooksey
 - Rod Winfree
- #### Stock Car
- Chad Holman
 - Jim Earl
 - Zachary Huffman
- #### Modified
- Thomas Leiby
 - Todd Lewis
 - Jamie Jackson
- #### Pro Truck
- Nathan McNeil
 - John Cummings
 - Walt Breuggger
- #### Formula-4
- Debbie Foreman
 - Anthony Roeder

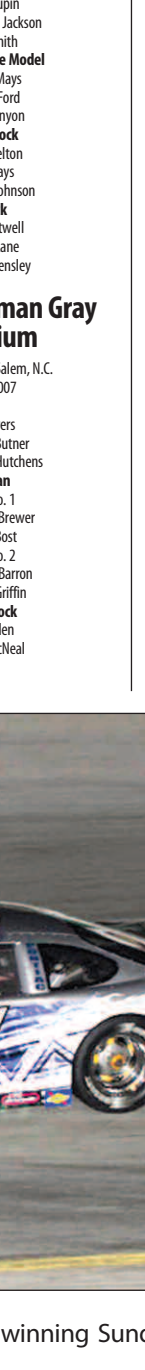
- ### East Bay Raceway Park
- Tampa, Fla.
May 26, 2007
- #### Outlaw-4
- Zach Amundsen
 - Cecil Martin
 - Chad Rose
- #### Limited Late Model
- Tim Gay
 - J.R. Prather
 - Forrest Gough
- #### Limited Sprint Car
- Paulie Milum
 - Clint Reynolds
 - Tim George
- #### Late Model
- Jackie Nosbisch, Jr.
 - Marshall Austin
 - David Schmauss
- #### Street Stock
- Buck Skinner
 - Donnie Reed
 - Buckshot Meixner

- ### Skagit Speedway
- Alger, Wash.
May 26, 2007
- #### 410 Sprint Car
- Brock Lemley
 - Danny Bullock
 - Jared Ridge
- #### 360 Sprint Car
- Travis Jacobson
 - Jason Bloodgood
 - Steeve Kilcup
- #### Sportsman Sprint Car
- Kelleigh Johnson
 - Devon Madonia
 - Matt Vandersys
- #### Outlaw Homet
- Chris Erickson
 - Rod Helmuth
 - Wendy Johnson

- ### Altamont Motorsports Park
- Tracy, Calif.
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- #### Western Late Model
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 - Rod Winfree
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 - Jim Earl
 - Zachary Huffman
- #### Modified
- Thomas Leiby
 - Todd Lewis
 - Jamie Jackson
- #### Pro Truck
- Nathan McNeil
 - John Cummings
 - Walt Breuggger
- #### Formula-4
- Debbie Foreman
 - Anthony Roeder

- ### Irwindale Speedway
- Irwindale, Calif.
May 26, 2007
- #### Super Late Model
- Anthony Roeder

- ### High-Bank Action
- David Prunty (1) battles past Mike Strupp en route to winning Sunday night's late-model feature at Wisconsin's Slinger Superspeedway.



AL GRAF PHOTO



- ### West
- Arizona
California
Nevada
New Mexico
Oregon
Washington

- ### West
- Arizona
California
Nevada
New Mexico
Oregon
Washington

- ### West
- Arizona
California
Nevada
New Mexico
Oregon
Washington

Barnes Scores Big In Enduro

SPARTA, Ky. — Veteran driver Chuck Barnes, Sr. pocketed \$10,000 for winning the inaugural 150-mile Frank Kimmel Enduro Nationals Saturday night at Kentucky Speedway.

"It's pretty great to run at track like this at a facility like this. It has grip all around you, and you can drive anywhere you want to. We're used to running on smaller, half-mile tracks, so this is unreal," said Barnes.

Joe Williamson placed second, followed by Beau Hendrich in third, Tony Conway in fourth and Brian McDonald in fifth.

Barnes worked his way from the 41st-starting position to the race lead by lap 18.

Smith Gets By Boen

DONIPHAN, Neb. — Delbert Smith and Kelly Boen thrilled the crowd Friday night at Mid-Nebraska Speedway as the two battled for the top spot in the O'Reilly NCRA Late Model Series season opener.

Smith used the high line and Boen raced down low as the two ran side by side swapping the lead.

Boen came up short and finished in second, while John Anderson, Corey Zeiter and Mike Stadel rounded out the top five.

The finish: Delbert Smith, Kelly Boen, John Anderson, Corey Zeiter, Mike Stadel, Kyle Berck, Bo Egge, Bill Leighton, Scott Daly, Jimmy Seagraves, Mike Wiarda, L. Siebert, Brian Kenkel, Rick Lieser, Tony Gregg, Eddie Kirchoff, David Turner, Steve Kempt, Craig Preble, Ben Shaller, Joe Kosiski, Ted Martin.

Massey Makes Pass Stand Up

ENID, Okla. — Jeremy Massey caught leader Brian Franz with one lap to go to win the O'Reilly National Championship Racing Ass'n modified feature Saturday night at Enid Speedway Park.

Franz ended the night in second, with Marc Hurd, Mike Jarvis and Jason Teague completing the top five.

The finish: Jeremy Massey, Brian Franz, Marc Hurd, Mike Jarvis, Jason Teague, Brian Powers, Jason Friesen, Greg Stephens, Troy Gemmill, Casey McClaskey, Scott Green, Brian McGowan, Rodney Dodds, Scott Miller, Craig Miller, Jim Johnson, Brian Casey, Grant Junghans, Brandon Gemmill, Greg Burt.



SUE STEVENSON PHOTO

A CROWD? Jeremy Miller (24), Jack Pencil (14) and Jackie Boggs (4b) race three wide on the opening lap of MACS action Saturday at Portsmouth (Ohio) Raceway Park.

Boggs, McGuire Pay Visits To Victory Lane

Friday

STEWART, Ohio — Josh McGuire captured his first Mid-Atlantic Championship Series (MACS) victory in the inaugural

Stars and Stripes 50 Friday night at Skyline Speedway.

After working his way to the lead, McGuire fought with Rick Aukland, who passed McGuire with 14 laps to go.

McGuire stayed close and retook the lead on turn 4 of the penultimate lap and held on to take the \$5,000 winner's share.

Dave Hess, Jr. was third, Robbie Blair, fourth and Rod Conley, fifth.

The finish: Josh McGuire, Rick Aukland, Dave Hess, Jr., Robbie Blair, Rod Conley, Jason Covert, Delmas Conley, Bart Hartman, Donnie Moran, Tim Dohm, Mike Balzano, Matt Lux, Doug Brown, Freddie Carpenter, Eddie Carrier, Jr., Jim Bernheisel, Jeremy Miller, Mike Benedum, Jarod Hawkins, Jack Pencil, Todd Smith, Steve Shaver, Larry Bond, Jason Montgomery.

Saturday

PORTSMOUTH, Ohio — Jackie Boggs roared to a \$5,000

victory Saturday night, holding off Rod Conley to win the Mid Atlantic Championship Series 50-lap main event at Portsmouth Raceway Park.

2002 MACS Champion Jack Pencil and Jeremy Miller brought the 24-car field to the green, with Boggs slotted in third. Boggs darted to the inside of the lead pair, grabbing the top spot coming out of turn three.

With Pencil and Miller battling for the second position, Rod Conley and 2002 MACS champ Jason Covert finessed their way into the top three with Conley vaulting to within four car lengths of the race leader with five laps to go, but came up short as Boggs held on for the victory. Covert barely nipped R.J. Conley at the line to take third, while Pencil finished in the fifth position.

The finish:

Jackie Boggs, Rod Conley, Jason Covert, R.J. Conley, Jack Pencil, Robbie Blair, Eddie Carrier, Jr., Josh McGuire, Mike Marlar, Jim Bernheisel, Chuck Harper, Dan Stone, Matt Lux, Kevin Wagner, Jason Mason, Mike Balzano, Doug Drown, Ben Adkins, Jeremy Miller, Audie Swartz, Jason Montgomery, Steve Casebolt.

Opportunistic Lavigneur Outlasts Competition

ST. EUSTACHE, Quebec — Normand Lavigneur turned a strong lead-pack performance

into a surprise victory in Saturday night's Series ACT Castrol 100-lap feature at Autodrome St. Eustache.

Starting from the fourth position, Lavigneur was among the top-five drivers throughout the race until a lap-88 tangle between the first- and second-place cars handed the lead to Lavigneur.

Over the final 10 laps, Lavigneur proceeded to pull away until Alexandre Gingras

barrel-rolled down the frontstretch after contact with Steven Boissonneault while battling for second.

Boissonneault was able to continue and pursued Lavigneur to the finish, but was unable to pull off a pass in the closing laps.

Jean-Francois Dery came home third, followed by Martin Lacombe and Andre Coursol.

The finish:

Normand Lavigneur, Steven Boissonneault, Jean-Francois Dery, Martin Lacombe, Andre Coursol, Yvon Bedard, Mike Lavoie, Patrick Leperle, Sylvain Lacombe, Simon Roussin, Jacques Poulin, Stephan Legault, Karl Allard, Kevin Roberge, Claude Lederer, Marc-Andre Cliche, Eric St. Gelais, Jonathan Desbiens, Stephane Durand, Alexandre Gingras, Daniel Bergeron, Benoit Beauchamp, Dany Ouellet, Mathieu Francoeur, Jacques Laperle.

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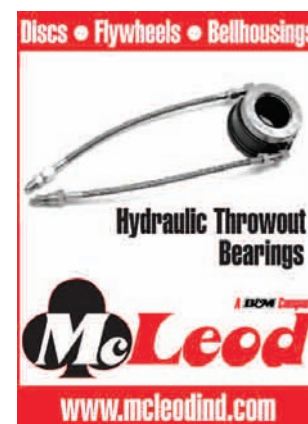
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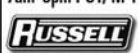
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Crockett & Menne Ace NSCS Sprints

Friday

LEBANON, Ore. — Roger Crockett became the first repeat winner in the short history of the NSCS SPRINTS

Northwest Sprint Challenge Series when he took the checkered flag Friday night at Willamette Speedway.

Crockett, who won the inaugural NSCS event April 28 at Washington's Grays Harbor Raceway, led all 30 laps aboard the Henderson Motorsports No. 7n Eagle.

"The car was nice all night," Crockett said. "The yellows fell pretty good for us. We were doing good in traffic, but it was only a matter of time before something happens. The yellows didn't bother me."

Mitch Olson finished second, with Tyler Spath, Dale Smith and Kyle Hirst filling the top five.

The finish: Roger Crockett, Mitch Olson, Tyler Spath, Dale Smith, Kyle Hirst, Randy Pierce, Seth Bergman, Billy Nutter, Derek Ingalls, Josh DeWitt, Shane Forte, Rob Held, Travis Rutz, J.J.

Hickle, Jay Cole, Jayme Barnes, Danielle Huson, J.J. Dishneau, Brendan Boyce, Shawn Smith.

Saturday

WHITE CITY, Ore. — It was a win that was a long time coming for Dan Menne.

Menne worked through traffic and held off point-leader Roger Crockett to take the victory in Saturday's Northwest Sprint Challenge Series event at Southern Oregon Speedway, becoming the fourth different winner in the inaugural NSCS season.

It was Menne's first touring victory since Aug. 4, 2000.

"I definitely felt Roger back there a few times," said Menne. "Roger's been really good, and thankfully traffic didn't cause us too much trouble and it all worked out."

Crockett came home second, ahead of Marc Mackay, Mitch Olson and Seth Bergman.

The finish: Dan Menne, Roger Crockett, Marc Mackay, Mitch Olson, Seth Bergman, Robbie Vaughn, Tyler Spath, Dale Smith, Todd Zeitler, Jimmy Trull, Billy Nutter, Jayme Barnes, J.J. Dishneau, Derek Ingalls, Braeden Etchison, Evan Funk, Randy Pierce, Josh DeWitt, Travis Rutz, Kyle Miller.

Perley Bursts From 11th In Waterford Super Run

WATERFORD, Conn. — Chris Perley, the 2006 International SuperModified Ass'n champion, worked his way up from an 11th-starting position to capture the ISMA 100-lap event Saturday night at Waterford Speedbowl.

"I just stayed at it," Perley remarked. "I raced as hard as I could, and the car stayed with me. The tires didn't get blown off it."

"And I just ended up with a couple lucky moves here and there."

Nokie Fornoro used the last-lap restart to grab second out of the 26-car field.

Joe Petro, Jr. ended the day in third, while Rob Summers and Mike Ordway, Jr. rounded out the top five.

The finish: Chris Perley, Nokie Fornoro, Joe Petro, Jr., Rob Summers, Mike Ordway, Jr., Mike Lichty, John Torrese, Scott Martel, Mark Sammut, Justin Belfiore, Russ Wood, Larry Lehnert, Dave McKnight, Bobby Haynes, Jr., Vern Romanoski, Jeff Holbrook, Bob Timmons, Bobby Magner, Ray Graham, Jr., Mike Badessa, Eric Torrese, Kelly Miller, Jamie Timmons, Dave Sanborn, Kyle Carpenter, Eric Emhoff.

Brittain Conquers RoC Modifieds At Oswego

OSWEGO, N.Y. — Pete Brittain led virtually all the way from the pole to win Saturday night's Memorial 100 Race of Champions

Series modified race at Oswego Speedway, but a string of challengers made him work hard to keep the lead on every lap.

At the checkered flag, Brittain was less than a car length in front of Jan Leaty,

who took the runner-up spot from Tony Hirschman with two laps to go.

Podium finishers Brittain, Leaty and Hirschman went the distance non-stop, but fourth place Lee Sherwood pitted early in the race for a right-rear tire and fifth-place Bill Hebing played the late-race pit-stop game, taking on rubber with less than 20 laps to go.

The finish: Pete Brittain, Jan Leaty, Tony Hirschman, Lee Sherwood, Bill Hebing, Erick Rudolph, Matt Hirschman, John Markovic, Chris Finocchiaro, Phil Slater, Mike Leaty, Doug Reaume, Andy Szapacs, Eric Beers, Daren Scherer, Billy Putney, Bobby Holmes, Larry Jackson, Vern LaFave, Ken Canestrani, Tommy Kinsella, Matt Clemens, Alex Hoag, Mark Tynchowitz.

Dyer & Abold Are In Focus

Northeast

EPPING, N.H. — Second-generation driver Jeff Abold won Saturday night's USAC Northeast Ford Focus Midget Car Series race

at Star Speedway. Abold took the lead from P.J. Stergios on lap 26 and led the final five circuits of the quarter-mile asphalt oval. Stergios finished second, with Jon Seaman third.

The finish: Jeff Abold, P.J. Stergios, Jon Seaman, Jesse State, Sean Carman, Shaun Gosselin, Ryan Osborne, Nick Ribbe, Matt Bettencourt, Steven Intraraia, Aaron Wall, Dan Moore,

California

ROSEVILLE, Calif. — Tom Dyer posted his first USAC California Ford Focus Pavement Series victory of the season Saturday at All American Speedway.

Dyer took the lead from Daniel Adler on the 19th tour and paced the remainder of the 35-lap event. Adler finished second, with Mike Atkinson third.

The finish: Tom Dyer, Daniel Adler, Mike Atkinson, Tim Skoglund, Caitlin Shaw, Ian Miille, Beau DeBard, Garrett Peterson, Justin Hommel, Robby Josett, J.R. Williams, Mike Maier, Nic Faas.

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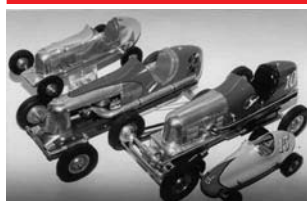
Safety Equipment 19

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Collectibles 20

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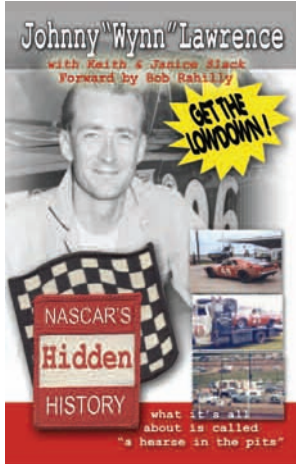
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Books/Magazines 22

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Videos/Photos 23



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Tickets 24

KINGS-ROYAL - 7/13 & 7/14. Two great gen. admission & res. seat tickets; covered G/S; Section B-5 seats 1 & 2. Great seats - \$150. (908) 526-3759.

LOUDON, JULY 1 Nextel Cup tickets. Concord grandstand (turn 1), four tickets. Section K, row 2. Face value \$150. Call John Neveu (518) 834-7201, fax (518) 834-7352, email joneveu@westelcom.com.

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Positions Wanted 26

TURN KEY PROMOTER with twelve years oval/drag experience seeks new opportunity. Strong sales and advertising skills. Resume and references available at: sarab@nationalspeedsportnews.com.

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Rides Available 27

STANBROUGH-HOYER RACING. Jon Stanbrough and Chris Hoyer have 35+ years experience at Midwest dirt tracks. Let SHR Tutor and develop your driver or give a veteran a solid chance at victory. Contact Jon or Chris at (317) 852-4964 shop or (765) 242-4219 cell. \$1,800 per night local show- \$25,000 for nine nights of Indiana Sprint Week.

Auctions 31

Phillip Walker Auctions
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Ads not received in time will run in the following issue.

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If you do not choose a category, your ad will be classified "miscellaneous."

- | | | | | |
|-----------------------|--------------------------|----------------------|-------------------------|----------------------------|
| 1. Indy Cars | 8. Stock Cars | 15. Parts/Engines | 22. Books/Magazines | 29. Services |
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| 3. Sprint Cars | 10. Sports Cars | 17. Trucks/Haulers | 24. Tickets | 31. Auctions |
| 4. Mini/Micro Sprints | 11. Dragsters | 18. RVs/Campers | 25. Positions Available | 32. Real Estate |
| 5. Midgets | 12. Go-Karts | 19. Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
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STEP 2 - WRITE your ad below. **ADD** the number of words. TYPE OR PRINT CLEARLY.
NSSN is not responsible for errors caused by illegible copy or uncategorized items.

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Color photo	\$15 per week	<input type="checkbox"/> Row of Stars	\$5 per week
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BORDERS - to be placed around the ad.		<input type="checkbox"/> No Ad Enhancements	
Shadow Box - <input type="checkbox"/>	\$7 per week	<input type="checkbox"/>	
Plain Box - <input type="checkbox"/>	\$6 per week	<input type="checkbox"/>	
		Ad Enhancements total:	\$ _____

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Real Estate 32



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Real Estate 32

12 ACRES west of Indy just off of I-74 in Pittsboro, minutes from ORP and Speedway. Ideal for new home and race shop. All work has been done to satisfy building permits. (317) 892-2750.

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HOUSE FOR sale, one mile from the Speedway 500, three bedroom, 1-1/2 bath, fenced yard, great starter home. (317) 407-3403. 1138 N Alton, Indianapolis, IN 46222.

HOUSE IN Pittsboro, Indiana for sale. 2-1/2 car garage, three bedrooms, two bath, large yard with picket fence, new roof. \$125,900. Call (317) 892-3965. 10643 N CR 400 East, Pittsboro, IN 46167.

INDIANAPOLIS/BROWNSBURG: 2,500 sq.ft. race shop with charming 1890s farmhouse FOR SALE in Brownsburg. RV/trailer hookup and dump. In-ground pool, 5.5 acres, nicely landscaped. Close to I-65, I-74 and I-465 on northwest side of Indianapolis. Call or email for brochure. Chris or Debbie (317) 293-4100 or email debbie@cracing.com.

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Kuhn Holds Off Stratton For Second-Straight Score

By **BRYAN GAPINSKI**

SUN PRAIRIE, Wis. — Brad Kuhn scored his second-straight Badger Midget Series victory, taking the 50-lap feature by a single car length over Danny Stratton Sunday night at Angell Park Speedway.

BADGER MIDGETS

Early race leader Mike Hess hit the wall on the frontstretch to bring out a caution on lap 33.

On the restart, Kuhn easily pulled away from a pack that included Stratton and Jerry Coons, Jr. Hess flipped his car, but was unhurt in the accident.

Stratton challenged Kuhn once more on the final lap but came up just short as Kuhn took the checkers.

The finish: Brad Kuhn, Danny Stratton, Jerry Coons, Jr., Aaron Fiscus, Doug Schenck, Joe Wipperfurth, David Gough, Rob Keelan, Buddy Luebke, Brian Ramstack, Robbie Ray, Dan Mecum, Bryon Walters, Kurt Mayhew, Mike Hess, Jason Dull, Brandon Waelti, Tim Nobel, Nick Lundgreen, Harley Sloten, Davey Ray, A.J. Fike.

Barger Scores

UTICA, N.Y. — Justin Barger charged to victory in Sunday night's season opener for the Empire Super Sprints at Utica-Rome Speedway.

ESS

Mike Stelter led the opening two tours of the half-mile dirt track, but Barger jumped to the front on lap three and led the remainder of the 25-lap event.

Jason Barney finished second, with Jeff VanDusen, Steve Poirier and Jared Zimbardi following.

The finish: Justin Barger, Jason Barney, Jeff VanDusen, Steve Poirier, Jared Zimbardi, John Karklin, Jr., Lance Yonge, Mike Stelter, Jeff Cook, Doug Norrie, Michael Parent, Bobby Kerrick, Tim Kelly, Anthony Cain, Don Sharp, Jr., Tommy Wickham, Cory Sparks, Nick Fratto, Jessica Zemken, Russ Bennett, Alain Bergeron, Dan Kaszubinski, Chuck Hebing, Normand Beaudreault.

Brown Tops 24 Raceway

MOBERLY, Mo. — Brian Brown recorded career victory No. 26 with the Winged Outlaw Warriors, winning the eighth annual Gary Scott Memorial at 24 Raceway Saturday night.

WOW

Brown arrived at 24 Raceway after rain forced the cancellation of races at Knoxville (Iowa). He led from the pole early but had to counter challenges from second-place Randy Martin and Josh Fisher, who finished third, to get the victory.

Jesse Hockett and Tim Newman rounded out the top five.

The finish: Brian Brown, Randy Martin, Josh Fisher, Jesse Hockett, Tim Newman, Curtis Boyer, Rusty Potter, Gabe Maycock, Terry Hinck, Frank Brown, Jesse Giannetto, Rob Hartman, Eric Jobe, Brad Graham, Faron Crank, David Brown, Matt Fox, Mallory Armfield, Lanny Carpenter, Tyler Bland.

Harris, Norfleet Take VSS Pair

BASSETT, Va. — Tony Harris and Billy Norfleet were victorious Saturday night in the twin 20-lap Virginia Sprint Series feature races at Fork Mountain Raceway.

VSS

Tony Harris passed his brother, Jerald Harris, with six laps remaining to win the first feature.

In the second feature, Norfleet edged French Grimes by half a car length at the finish line.

Feature One: Tony Harris, Jerald Harris, Tom Humphries, Charlie Ware, Pete Kingrea, French Grimes, Dick Talley, Donnie Rodeffer, Billy Norfleet, Bill Rice, Glenn Worrell, Eric Keck, Anthony Linkenhoker, Mike Marr, Chris Ware, Paul White, Scott Vasbinder, Danny Miller and Brian Lawson.
Feature Two: Billy Norfleet, French Grimes, Jerald Harris, Eric Keck, Tony Harris, Charlie Ware, Pete Kingrea, Mike Marr, Glenn Worrell, Donnie Rodeffer, Anthony Linkenhoker, Dick Talley, Paul White, Scott Vasbinder, Chris Ware, Danny Miller, Bill Rice, Tom Humphries, Brian Lawson.

Clayton Nabs No. 1

HAUBSTADT, Ind. — Daron Clayton drove from deep in the pack to notch his first series victory in the 30-lap Memorial Weekend Hoosier Tire

MSCS

Midwest Sprint Car Series event at Tri-State Speedway Sunday night.

Clayton, who pocketed \$3,000 for the win, needed 18 laps to work his way to the front, passing polesitter Shane Hollingsworth to finally take the lead.

Chris Malone finished second, and Mat Neely took third.

The finish: Daron Clayton, Chris Malone, Mat Neely, Chad Boat, Mitch Wissmiller, Shane Hollingsworth, Brady Short, Chris Windom, Alex Shanks, Kyle Cummins, Danny Holtsdow, Bobby Stines, Kevin Briscoe, Jeff Bland, Jr., Hunter Schuereberg, John Memmer, Jon Scisco, Jonathan Vennard, Kevin Thomas, Kyle Wissmiller.



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SATURDAY - JUNE 2
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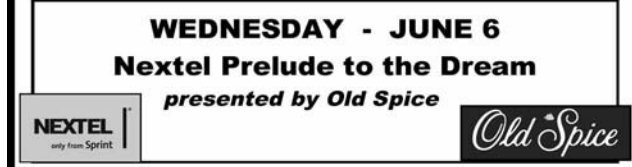
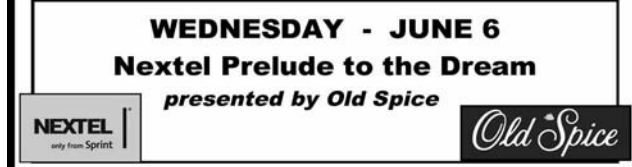


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Sprints Trade Blows For K-Cup

Thursday

MINERSVILLE, Pa. — The Central Pennsylvania sprint cars made their first Big Diamond Raceway appearance

in nearly two years. Lucas Wolfe led all 30 laps en route to a \$5,000 victory in race two of the Keystone Cup Series.

Wolfe, a second-generation racer, posted his first victory of the season in the Allebach Racing No. 5w. He started on the outside of the front row and led from the start, while Fred Rahmer raced from fourth to second.

The finish:

Lucas Wolfe, Fred Rahmer, Todd Shaffer, Mark Smith, Stevie Smith, Mike Erdley, Lance Dewease, T.J. Stutts, Doug Esh, Brian Leppo, Greg Hodnett, Craig Keel, Kevin Nouse, Alan Cole, Nate Snyder, Blane Heimbach, Keith Kauffman, Cliff Brian, Scott Lutz, Doug Dodson, Jonathan Erikson, Neil Petock, Bill Schoffstall, Mark Whitebread, Bob Bennett.

Friday

MECHANICSBURG, Pa. — The Rim Rider was back at Williams Grove Speedway, as Mark Smith won the third leg of the Keystone Cup.

Polesitter Greg Hodnett set the pace early, while Smith drove forward from sixth. Smith took second from Brian Leppo and began chasing Hodnett on lap nine.

With Hodnett working well on the inside and Smith glued to the outside curb, they raced side by side through the corners lap after lap. At times they slid through the turns so closely that contact seemed inevitable, but it never happened. Smith led at the line on lap 14, but Hodnett was back in front briefly through the first corner. Smith then shot off the second corner and into the lead at the halfway point of the 30-lap race.

The finish:

Mark Smith, Greg Hodnett, Fred Rahmer, Jeff Shepard, Brian Leppo, Kevin Nouse, Lucas Wolfe, Stevie Smith, Mike Erdley, Ryan Bohlike, Jim Siegel, Todd Shaffer, Brian Montieth, Cody Darrah, Keith Kauffman, Josh Wells, Bob Bennett, Steve Clabaugh, Lance Dewease, Steve Buckwalter, T. J. Stutts, Don Kreitz, Jr., Chris Meleason, Doug Esh.

Saturday

ABBOTTSTOWN, Pa. — Night four of the inaugural Keystone Cup Series belonged to Lucas Wolfe.

The Mechanicsburg youngster showed a packed house that he's becoming a veteran in scoring his first victory at the third-mile oval and earning \$5,500 in the process.

Wolfe, who started on the pole, lost the lead to Doug Esh on lap three. But as Esh rode the cushion, Wolfe patiently waited on the bottom groove to come in and when it did, he

took the lead on lap 16.

The finish:

Lucas Wolfe, Lance Dewease, Doug Esh, Greg Hodnett, Fred Rahmer, Keith Kauffman, Cory Haas, Niki Young, Mark Smith, Brian Leppo, Steve Buckwalter, Todd Shaffer, T.J. Stutts, Kevin Nouse, Mike Erdley, Chris Knopp, Nick Schlauck, Jr., Stevie Smith, Brian Montieth, Alan Cole, Bobby Weaver, Cody Darrah, Jeff Busby.

Sunday

By AL ROBINSON

SELINGSGROVE, Pa. — Greg Hodnett came alive in the closing laps to pass leader Brian Leppo and win round five of the Keystone Cup at Selingsgrove Speedway.

Running fourth most of the way after starting third in a 30-lap race that reached half distance before the first caution was shown, Hodnett inherited third when Mark Smith dropped out. Hodnett passed Jeff Shepard for second with five laps remaining.

Then he slashed past Leppo with four to go and pulled away for his 10th-career Selingsgrove victory.

Leppo lost second to Shepard but reclaimed it when Shepard retired with one lap to go.

The finish:

Greg Hodnett, Brian Leppo, Fred Rahmer, Todd Shaffer, T.J. Stutts, Chad Layton, Stevie Smith, Lance Dewease, Mike Erdley, Sean Michael, Lucas Wolfe, Cody Darrah, Nate Snyder, Cliff Brian, Craig Keel, Jeff Shepard, Ryan Bohlike, Mark Smith, Kevin Nouse, Blane Heimbach, Steve Buckwalter, Doug Esh, Keith Kauffman, Mike Walter.

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CRAIG MURPHY PHOTO

LEADER OF THE PACK: Scott Dixon (9) leads Marco Andretti (26), Sam Hornish, Jr. (6) and Danica Patrick during Sunday's Indy 500.



PHIL CAVALI PHOTO

FAMILY MAN: J.J. Yeley spends time with his daughter, Faith, prior to Saturday night's Carquest Auto Parts 300 at Low's Motor Speedway.



DAVID ALLIO PHOTO

WHEN SPRINTS COLLIDE: Craig Dollansky (7) and Zach Chappell tangle in Friday night's World of Outlaws event in Concord, N.C.



STEVE ETHERINGTON PHOTO

AROUND THE BEND: Rookie Lewis Hamilton navigates the streets of Monaco in preparation for Sunday's F-1 event.



PHIL CAVALI PHOTO

RACE OF ATTRITION: David Gilliland (38) Sterling Marlin and Elliott Sadler take their damaged cars to the garage after a 13-car melee on lap 53 of Sunday's Coca-Cola 600.

ECONOMAKI: Interesting Information Is Abundant In Indianapolis

CONTINUED FROM PAGE 4

the **Bob Russo** Award, Russo being one of the AARWBA founders. Then, with plaque under arm, it was a rush to the National Ass'n of Auto Racing Fan Club's national convention breakfast, at which the **Arthur E. McHugh** Memorial Award — a two-foot driver statuette — was handed me. If one is to age, the sport in which to do so is auto racing.

Pork was big at the Indianapolis Motor Speedway after “learning the ropes” at stock-car tracks. The “Other White Meat” was prominent at the track thanks to eight giant rotating signs and 15 jumbo TVs. Leading up to race day, Indiana pork producers grilled and distributed 2,000 samples of Hormel pork burgers at a large Marsh store near the track.

At the Indianapolis Motor Speedway one encounters the striking Borg-Warner Trophy everywhere. This magnificent silver work of art was put into play to honor the 1935 — and all prior — Indy 500 winners at a cost of \$10,000. Today, its insured value is \$1.5 million! This eye-catching trophy carries a bust of every 500 winner since 1911. For those two 500s in which a relief driver shared the winning car, there are two busts for each of those years. All spaces were filled when **Bobby Rahal** won the 500 in 1986, and a new base was added for 1987, which filled up when **Gil de Ferran** won in 2003. A new and enlarged base was created for 2004, and it should sustain through the 2034 race. Once the 2007 winner is added, there will be 94 faces on the 52-inch-high trophy, which now weighs 110 pounds. One unique likeness on this famous Borg-Warner Trophy is that of 1983 winner **Tom Sneva**, the only driver wearing spectacles. This was done at Sneva's insistence.

ARGABRIGHT: The Bottom Line Is That Eric Gordon Is A Racer

CONTINUED FROM PAGE 4

paces he simply outran the other 32 guys. When you walk the infield after the event, each racer will tell you what went wrong. That's the nature of the sport; everybody is looking for perfection. Many look over at Gordon's car and shake their head. “Man, I don't know how the guy can be so lucky,” they lament. Their tone is not one of denigration, but sincere amazement. They are quick to praise his preparation, his dedication, his focus and his team's execution. But it is hard to imagine going so many races without somebody else's mistake or misfortune, or simple racing luck, taking you out. For example, brand-new rear-end gears that break on the first night. Cutting a tire at the wrong time. Things you absolutely have no control over, but they just happen. It's a fact that Gordon has been lucky. You've got to have some luck to win any race, especially this one. But you know what? We'll never

Spending a week in Indianapolis between final qualifying day and race day allows repeated encounters of interest. Breakfasting at the Speedway Motel (Oops, Brickyard Crossing Inn) we broke bread one morning with Oswego Speedway regular **Joe Gosek** and his free-spending vegetable broker pal **Johnny Nicotra**, a devout racing fan. Gosek, who is still winning supermodified races at his upstate New York hometown speedway, came to Indy as a driver in 1996 and returned to Oswego with \$169,653 after starting 31st and finishing 22nd. Gosek is still very much a fan of this place.

Another interesting breakfast chat was with 1963 Indy winner **Parnelli Jones**, who spoke of the many million-dollar real-estate deals in which he is now engaged. Surprisingly, Parnelli now has more hair than he had during his active driving days!

Another early morning encounter was with **A.J. Foyt**, who had heard of my knee-replacement difficulty and wound up interviewing me, as he also struggles with a new knee. A.J. made it clear he would not be dancing to the music of **Kenny Brack's** “Legend of the Speedway” tune at his CD party at the Blu Lounge in downtown Indy.

For the first High Definition telecast of the Indy 500, ESPN brought 44 cameras, all but the eight on-board units being HD. It was explained HD cameras are far heavier than their predecessors, too heavy in fact for open-wheel cars.

When it was made known that rocker/businessman and not-so-popular reality-show performer **Gene Simmons** was coming to town for the race, the *Indianapolis Star* said, “The streets are safe until Thursday,” when Simmons was slated to take part in activities as Hollywood's PR rep for the speedway.

Al Unser, Jr., who has gone public with his alcohol problems, putting his name behind “LIVE Outside the Bottle; The Story of Alcoholism in America,” is now counting his sober days, which, at this writing, hit 119

understand the racing gods, the divine powers that decide who is charmed on a particular night and who gets the flat tire. It's the inexplicable force that we've all seen play out, night after night after night.

One of these days Gordon will probably have some bad luck at the Little 500. It happens to everybody. But until then, the guy deserves all the kudos he gets, because he's getting it done, one year after another.

Gordon is a classy champion, and he just smiles when people joke about cheering against him because he's won so many times. Isn't it time to quit and give the other guys a chance? It isn't fair to win it so many times, you know. He just listens and maybe laughs a little and is unfailingly polite.

Does the gentle criticism affect him? Sure it does, but not how you might think. It makes him want to come back next year and win it again, more than ever. Eric Gordon is more than just an eight-time Little 500 champ, after all. He's a racer.

and counting. The 45-year-old two-time 500 winner signed autographs at a LIVE function Friday, where he said coming to terms with his alcohol habit has been one of the most difficult challenges of his life.

Indy 500 regular **Jack Housby**, the Des Moines Mack Truck dealer, couldn't wait to tell one and all that the recent minor-league NASCAR race at the new Iowa Speedway in Newton was only a few seats short of selling out all of its 27,500 seats. **Rusty Wallace**, who designed the nine-tenths-mile oval, was seated near me at the annual Penske Racing dinner and said thousands of new seats will be added in time for the track's June 24th Indy Racing League date, as all existing seats have already been sold. Wallace, when asked, said today's split of Nextel Cup prize money is 50-50 (driver-owner) but only for top-10 drivers, 30-70 for others! He said Team Penske inaugurated a 45-45 split, with a 10-percent season-end bonus for crew members. Penske advised ye ed he paid no attention to a local newspaper story saying marriage slows down racing drivers. His driver, **Sam Hornish, Jr.**, recently married, and **Helio Castroneves** is planning a wedding.

The newly formed Luczo-Dragon IRL Racing team's principal owner, **Steve Luczo**, says all prize money won in the Indy 500 will be donated to charity. What about driver **Ryan Briscoe's** paycheck? Co-owner **Jay Penske** isn't talking.

We caught our old-time St. Louis scrivener **George Peters** playing birthday boy to petite **Jennifer Greenberg**, a skilled midget driver from Albuquerque. This long-haired 85-pound brunette was celebrating her 18th birthday at Mr. and Mrs. Peters's Brickyard Crossing Inn table. She revealed her regular midget ride is powered by an **Ed Pink** Ford engine, which lets one and all know Jennifer can handle horsepower. Pink himself was in town for the goings-on.

Oldest and youngest Indy 500 qualifiers? **Michael Roth**, age 45, and 20-year-old **Marco Andretti**.

FORUM: A Little About Indy, And A Lot About NASCAR

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until he rolled through the infield at Riverside in 1965.

The second story was perhaps my favorite racing memory, other than winning the first stock-car race I ran. It was Indy in 1967. I was technically AWOL from the Army and missed my best friend's wedding to be at Indy. Dad and I were standing in A.J.'s pits talking to Tony, A.J.'s dad, the moment Parnelli broke in the STP turbine. I can still hear the roar of from the crowd. It was like nothing I ever heard before. Then, the big wreck happened right in front of A.J., and we all held our breath until A.J. got through it and took the checkered flag. I'm rooting for A.J. to win again this year. Best of luck.

*Dan Redkey
Tempe, Ariz.*

A.J. And Al, Jr.

Last year, A.J. Foyt refused to sign an old photo that I had of the winning Ford GT40 that he and Dan Gurney co-drove to win at Le Mans in 1967. Needless to say, I was angry and mystified.

This year, though, I must admit that old Foyt has redeemed himself in my eyes. My hat is off to him for giving Al Unser, Jr. a ride at the 500 this year.

To give a guy a break who really needed it more for himself than anything else speaks volumes about A.J. Foyt.

My hat is off to you, Mr. Foyt. Best of luck to the team and especially to you, Al.

*Tom Tamberelli
Williamsport, Pa.*

Hendrick Conspiracy Theory

Whatever Hendrick Racing has on NASCAR must be really fantastic. NASCAR did everything in its power for two years to give Jimmie Johnson a championship. When Jimmie radioed in that he needed tires, a caution was created.

NASCAR fans that I know from the Midwest to Florida are all tired of the Hendrick cautions. This year, Jeff Gordon is getting the favors. It's all in who's pushing the buttons in the timing tower.

Tony said it right. I've been a NASCAR fan since 1969, and I'm also losing interest because of the corrupt rules that get made up. NHRA is putting on an exciting show. The tickets are cheaper, and we don't have to pay to park our car. If I say any more, NASCAR will ban me from buying tickets.

*Jim Andersen
Clearwater, Fla.*

Please, Stop Whining

It sounds like we have another big crybaby like Mark Martin, and he's starting early just like Mark did. Denny Hamlin, why don't you learn to be a race driver and not a crybaby. You will be a lot better off and not be a never-been like Martin.

No one owes you anything until you earn it, so stop crying and race.

*J.D. Shook
Kansas City, Kan.*

Thoughts On May 9 Issue

Thanks for the May 9 issue. First, Dave Argabright smoothly chastised NASCAR by saying all the things I have wanted someone to say for years.

You can count me in as one of the “watch the first and last few laps only” customers. Boring racing, too many commercials, no danger. Oh, sorry, but in my life, danger was part of racing.

I think the “tank of tomorrow” is getting a bad rap. It's only marginally uglier than whatever you call the other cars.

So many of the Public Forum letters in this issue were excellent. Ralph Hagman wrote one that I could have sworn I wrote. I agree with everything he says, especially that “knocking people out of the way” has somehow become OK. That turns my stomach every time it happens.

However, Ralph, I don't look for Tony Stewart to be back in real race cars or away from NASCAR. He has too much to lose. NASCAR is where the money is. It's where the most recognition is, and there is almost no danger. Why risk it now? He'll just have to put up with the phony yellows and getting spun out. It's not that much to put up with for \$20 million a year, your own radio show and all the women you can handle. It's just business. Remember that, business is the key word — not racing.

*Greg Littleton
Columbus, Ind.*

Revisiting Indy '81

After watching the 1981 Indy 500 recently, I would like to say a few things about this action-packed race.

First, should Mario Andretti really have won this race instead of Bobby Unser, who passed many cars under caution in the warm-up lane? This has been and can still make for a great debate.

Second, the “500 fire crew” should have made a better effort during Rick Mears's pit fire. They should have been quicker and more efficient with the fire extinguishers when that invisible flame started burning.

Finally, it is hard to imagine why Danny Ongais, after surviving one of Indy's worst-looking crashes, would even think of racing again, only to hit the wall again the following year.

*Rob Erfmeyer
Hanover Park, Ill.*

Donny Lia Owns Stafford

STAFFORD, Conn. — Donny Lia's success at Stafford Motor Speedway continued Friday night.

Less than a month after winning the Spring Sizzler, Lia picked up his second victory of the season when the NASCAR Whelen Modified Tour returned to the historic half-mile track for the Connecticut Classic 150.

“You can have the fastest car out there,” said Lia, “but if you don't catch any breaks, it doesn't matter.” Lia's biggest break in his seventh-career victory came on lap 113 when leader Eric Beers lost control in front of Lia. Lia managed to dive low and

avoid getting caught up in the wreck. He then led the rest of the way, holding off a late-charging James Civali for the victory.

“I saw him go around,” Lia said. “I whoaed up and cut it to the bottom. I must have missed him by an inch.”

It was Lia's fifth top-three finish in his last seven starts at Stafford.

Eddie Flemke finished third, followed by Zach Sylvester and Todd Szegedy.

The finish: Donny Lia, James Civali, Eddie Flemke, Zach Sylvester, Todd Szegedy, Matt Hirschman, Jamie Tomaino, Dick Houlihan, Richard Savary, Eric Beers, Ryan Preece, Mike Stefanik, Jimmy Blewett, Eric Bemdt, Ron Yuhas, Glen Tyler, Danny Sammons, Jerry Marquis, Bobby Grigas, Billy Pauch, Jr., Ronnie Silk, Wade Cole, Jon McKennedy, Tony Hirschman, Kevin Goodale, Reggie Ruggiero, John Blewett III, Ted Christopher, Frank Ruocco, Rick Fuller, Chuck Hossfeld.

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