AMERICA'S WEEKLY MOTORSPORTS AUTHORITY

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

SINCE 1934

NATIONAL SPEED SPORT NEWS

Versatile Kimmel Visits The Fair

Collects 70th Career Victory On Illinois Clay

ARCA RE/MAX PAGE 8



SUBSCRIBE: Page 35



AUGUST 22, 2007 www.nationalspeedsportnews.com Vol. LXXV, No. 33 $3



AUTOSTOCK PHOTO

ALL SMILES: Denny Hamlin celebrates his second Busch Series victory of the season Saturday at Michigan Int'l Speedway.

Hamlin Tops Michigan

But Rain Pushes Cup Back Until Tuesday

BUSCH SERIES PAGE 30

HULLABALLOO

Ballou Dominates Sprint Bandits' Midwestern Swing

SPRINT BANDITS PAGES 2, 22

IVAN VELDHUIZEN PHOTO

CLASS OF THE FIELD: Robert Ballou (81) moves inside Brady Short at Lakeside Speedway in Kansas City, Kan.

Blewett Dies In Crash At Thompson

WHELEN MODIFIEDS PAGE 3

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IVAN VEIDHUIZEN PHOTO

ON A TEAR: Robert Ballou scored his third consecutive O'Reilly Sprint Bandits Tour 'N Topless event Saturday at Lakeside Speedway.

Dominating Ballou Gets Third Straight

Ballou, Kaeding Tie For Tour 'N Topless Title

KANSAS CITY, Kan. — Robert Ballou put the wraps on the Third Annual O'Reilly Sprint Bandits Tour 'N Topless Midwest Swing by posting a commanding victory in Saturday night's $10,000-to-win 30-lap Ron Shuman Classic at Lakeside Speedway.

SPRINT BANDITS

INSIDE

Windom and Darland take early week victories.

PAGE 22

Ballou wired the field for his third-consecutive TNT victory and earned a share of the Sprint Bandits TNT Midwest Swing championship, as he and Tim Kaeding ended up knotted atop the point charts to become TNT co-champions splitting first and second place money of $2,500 and $1,500 to earn $2,000 apiece.

After winning Friday night's preliminary feature to earn the pole for Saturday's finale, Ballou gunned into the lead at the outset on Saturday night and led throughout to post his fourth series victory.

And he did it without the help of any brakes over the final two-thirds of the race.

"I lost my brakes after that yellow flag nine laps into the race," Ballou explained. "I was lucky we got those cautions when we did, otherwise Tim (Kaeding) probably would have got by me in lapped traffic."

In addition to the $10,000 winner's share, Ballou also earned the coveted pedal car trophy annually awarded to the Lakeside Speedway wingless winner. "That's what I really wanted was that pedal car."

Ballou raced away from the field to secure the win, with Kaeding and Jesse Hockett taking the final podium positions. Hunter Schuerenberg posted his top finish of the week by advancing four positions to claim fourth, with Don Droud, Jr., rolling from 11th to finish fifth.

Sixty-eight drivers competed in at least one event during the week.

The summary:

First Heat (8 laps): Gary Taylor, Neil Shepherd, Chad Boat, Casey Shuman, Chris Parkinson, Mike Boyer, Jesse Mack, Rob Hockett.

Second Heat (8 laps): Cole Whitt, Hunter Schuerenberg, Dustin Morgan, Ricky Williams, Mike Lefholz, Ron Lefholz, Bret Mellenberndt.

Third Heat (8 laps): Chris Windom, Don Droud, Jr., Jim Cameron, Chris Morgan, Mike Leslie, Mike Moore, Tim Newman.

Fourth Heat (8 laps): Damion Gardner, Cory Kruseman, Charles Davis, Jr., R.J. Johnson, Michael Trimble, Tony Everhart.

First Qualifier (8 laps): Davis, Droud, Mack, Parkinson, Moore, Gardner, Windom.

Second Qualifier (8 laps): C. Morgan, Taylor, Darland, Shepherd, Cameron, M. Lefholz, Mellenberndt, Boyer.

Third Qualifier (8 laps): Kruseman, Schuerenberg, Leslie, Boat, R. Lefholz, Newman, Williams.

Fourth Qualifier (8 laps): Shuman, Whitt, Neely, Johnson, D. Morgan, R. Hockett, Everhart, Trimble.

B Main (15 laps): Darland, Leslie, Neely, Williams, Mellenberndt, Moore, Newman, R. Lefholz, R. Hockett, M. Lefholz, Boyer, Parkinson, Everhart, Topper.

Feature (30 laps): Ballou, Kaeding, J. Hockett, Schuerenberg, Droud, Short, Darland, Whitt, Kruseman, Gardner, Windom, Davis, Johnson, Shuman, D. Morgan, Boat, Neely, Williams, Taylor, Jim Cameron, Mack, C. Morgan, Shepherd, Leslie.



AUTOSTOCK PHOTO

CLOSING IN ON 418

Keller Nearing Historic Busch Series Record

CONCORD, N.C. — The inevitability of the record he will soon own is tangible for Jason Keller now.

But this isn't Barry Bonds chasing Henry Aaron or even Jeff Gordon giving chase to championship tallies of Dale Earnhardt and Richard Petty.

By John Clayton
Staff Writer

INSIDE LOOK

This is more like Crash Davis, the sage and recondite catcher in the movie "Bull Durham," and his hunt for the last homer of his career, the one that will give him a minor-league record known to few other than himself.

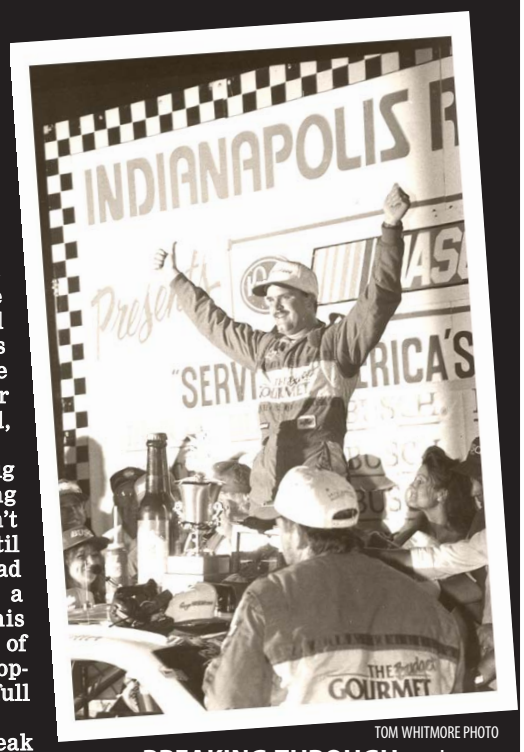
Qualifying on time, Keller, who has spent the better part of 16 seasons in NASCAR's junior circuit Busch Series, reached start No. 412 in the series this past week in the Carfax 250 at Michigan Int'l Speedway. Having already become the first driver to eclipse the $11 million mark in earnings in the series earlier this year at St. Louis, Keller sits just five races away from the series record for career starts held by Tommy Houston at 417.

If all goes according to plan and if Keller, who has 11-career pole awards to his credit, can put the No. 11 CJM Racing Dutch Quality Stone Chevrolet into the show each week, he could break the record when the series makes its fall visit to the Lowe's Motor Speedway in Concord, N.C., in October.

Keller says that's a big "if" for the fledgling CJM team, which didn't even come online until well after the season had started. Plans are for a limited schedule this year — with the hopes of building on a pair of top-15 finishes — and a full slate in 2008.

"I would love to break this record," said Keller, whose career has been a testament to

KELLER: CONTINUED ON PAGE 20



TOM WHITMORE PHOTO

BREAKING THROUGH: Jason Keller celebrates his first career Busch Series victory in 1995 at Indianapolis Raceway Park.

NSSN RACING LINE

The Week In Motorsports For August 22, 2007

Stenhouse Steals USAC Silver Crown Show In Springfield

SPRINGFIELD, Ill. — Ricky Stenhouse, Jr. became the youngest winner of the Tony Bettenhausen 100 for the K&N USAC Silver Crown Series Saturday at the Illinois State Fairgrounds.

USAC Silver Crown
PAGE 8

Stenhouse won the event that was shorted by curfew to just 75 of the 100 scheduled laps of the historic one-mile oval.



MARK FUNDERBURK PHOTO

Schatz Defies Sickness, Nature To Take Victory At Castrol

EDMONTON, Alberta — There are not too many things that have been able to slow Donny Schatz down this season. A severe cold tried to derail him this week, but could not.

WoO Sprints
PAGE 32

Also, Mother Nature tried her best as the finale of the inaugural Oil City Cup for the World of Outlaws at Castrol Raceway was postponed one day due to heavy rain.

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BOB BENKO PHOTO

RAIN DELAY: Jeff Burton (left), Ryan Newman (second from left), Kevin Harvick (center) and Robby Gordon kill time during Sunday's rain delay at Michigan Int'l Speedway.

Rain Delays Cup, NHRA

NEXTEL CUP/ NHRA

HARRISBURG, N.C. — Rain was the story of the weekend for both the NASCAR Nextel Cup Series and the NHRA POWERade Drag Racing Series.

The Nextel Cup event at Michigan Int'l Speedway was rained out Sunday and rescheduled for Monday only to be washed out again. The event was rescheduled for Tuesday (Aug. 21) at 10 a.m.

Meanwhile, rain stopped the NHRA at Maple Grove Raceway in Reading, Pa., on Sunday. Action resumed Monday, but rain swept in again and stopped the event during the third round of competition. Racing was scheduled to resume at 9:30 a.m. Aug. 21.

Complete coverage of both events is available from www.nationalspeedsportnews.com.

For updated Nextel Cup and NHRA results, visit **www.nationalspeedsportnews.com.**

Blewett, 33, Killed In Modified Crash

WHELEN MODIFIEDS

THOMPSON, Conn. — Third-generation modified racer John Blewett III was killed Thursday night in an accident during NASCAR Whelen Modified Tour competition at Thompson Int'l Speedway.

Blewett, 33, died nearly three years to the day after veteran modified racer Tom Baldwin was killed in accident at the five-eighths-mile asphalt oval.

Tragically, the accident happened on lap 107 of the race that was cancelled after the crash, and also involved Blewett's younger brother, Jimmy, who was the first on the scene.

Jimmy Blewett's car crashed into the wall and ended up on top of his brother's machine.

The elder Blewett was taken to Hubbard Regional Hospital in Webster, Mass., where he was pronounced dead.

"Everyone at the Thompson Speedway is deeply saddened by this tragic accident. John Blewett III was a driver who was admired and respected by the racing community and his loss will be felt for a long time to come. It is impossible to express our feelings in words. We do, however, extend our deepest sympathies to John's family, friends and his many fans," said track owner Donald Hoenig.

The Connecticut State Police were called to the scene and the accident is under investigation.

The New England Dodge Dealers 150 was John Blewett's 164th start on the Whelen Modified Tour, where he won 10 times, including events at New Hampshire Int'l Speedway.

Blewett has raced modifieds, late models and supermodifieds across through the Eastern United States. Among his victories are a pair of North-Shootout triumphs at Concord (N.C) Motorsport Park.



John Blewett III

The Blewett brothers were teammates driving cars owned by Eddie and Connie Partridge.

"Our thoughts and our prayers are with the entire Blewett family, John's girlfriend, Crystal, and her entire family," the Partridges said in a statement. "We've considered all of the Blewetts part of our family since Jimmy first drove for us. It's just so surreal that in a blink of an eye how the future of people's lives change and how overwhelming this is to us."

John Blewett III is survived by his son, John IV. Blewett was to be remembered Aug. 21 at McGinley Funeral Home in Wall Township, N.J. In lieu of flowers, contributions can be made to: The John W. Blewett Educational Fund, 246 Herbertsville Rd., Howell, N.J. 07731.

Fla. Transportation Statute Keeping Racers At Bay

"I hate to lose a race track. But unless things change, we're just going to stay out. If they're targeting racers, maybe we shouldn't race in Florida."

KEITH JOHNSON
AMERICAN SPRINT CAR SERIES COASTAL REGION DIRECTOR

By John Clayton
Staff Writer

INDUSTRY

HARRISBURG, N.C. — A change in the way the state of Florida is enforcing federal regulations concerning the towing of vehicles into the state has caused at least two sanctioning bodies to rethink whether they will stage races in the state in the foreseeable future.

"It ruined my races at (Southern Raceway) Milton, Fla.," said Keith Johnson, director of the American Sprint Car Series Coastal Region. "I had to get on the PA at the track and explain to fans why we had so few cars there… I don't know if I can race there. Right now, I can't book a race there."

Nine cars made it to the scheduled ASCS event two weeks ago. A United Sprint Car Series event scheduled for Southern Raceway was cancelled altogether. Another in Volusia is still on the schedule.

"With the problems we had getting to that particular track, I don't think we'll be going back right now," said United Sprint Car Series President Pete Walton, who series also had problems in Florida.

According to Johnson, some racers attempting to tow into Florida from neighboring states were told they would face heavy fines if they continued from the weigh station farther into the state. That was enough to turn several teams around.

Another ASCS official said he felt racers heading into Florida are the victims of "profiling" by the state's Department of Transportation.

Florida is enforcing the statutes of the Federal Motor Carrier Safety Administration, which state that the tow vehicles are commercial vehicles rather than personal vehicles, even if licensures from other states have approved them as personal vehicles.

According to the Federal Motor Carrier Safety Administration statute, persons who use a commercial motor vehicle to transport, even occasionally, "cars, boats, horses, etc. to races, tournaments, shows or similar events" are viewed as operators of a commercial vehicle. There are exemptions, but because most race cars have some sort of corporate sponsorship and prize money is involved, those exemptions do not apply to most race teams.

It is unclear, however, why Florida is

STATUTE: CONTINUED ON PAGE 20

OPINIONS

ECONOMAKI: H.O.F. ceremony full of news, familiar faces. **PAGE 4**
FLOWERS: Champion has gone from the track to the lake. **PAGE 5**
WADE: Beauty and entertainment among driver's talents. **PAGE 29**

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EXCLUSIVE

Eight-Time Champ Shryock Chasing Another USMTS Title

He's been one of the most dominant drivers on dirt in the past decade, with 31 series victories last year alone.

SOLID LIKE SHRYOCK **PAGES 24-25**

His name isn't Steve Kinser. And no, it isn't Scott Bloomquist, either.

Kelly Shryock of Fertile, Iowa won 31 O'Reilly Auto Parts United States Modified Touring Series races last year, racing to his eighth series title.

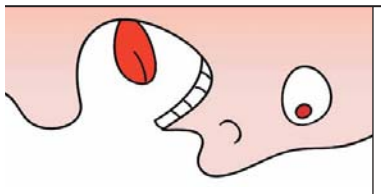
WINNER'S LIST

Series	Winner	Where	Page
Lucas LMs	Earl Pearson, Jr.	Kankakee, Ill.	17
Lucas LMs	Matt Miller	Brownstown, Ind.	17
Busch East	Matt Kobyluck	Lakeville, Conn.	30
ISMA	Chris Perley	Lee, N.H.	31
ISMA	Chris Perley	Oxford, Maine	31
WoO Sprints	Donny Schatz	Edmonton, Alberta	32
WoO Sprints	Daryn Pittman	Milnot, N.D.	33
WoO Sprints	Steve Kinser	Edmonton, Alberta	33

THE FINISH

"If I didn't know what I was doing, then I wouldn't have won the Indy 500, the CART championship and Formula One races."

JUAN PABLO MONTOYA
NEXTEL CUP, PAGES 26-27



PUBLIC FORUM

Let your voice be heard

Drift Away Drifting

Drifting? DRIFTING?!?!?!? What next? Monster truck racing? Please, please, puh-leeze don't inflict any more of this made-for-TV, Generation X, Y or Z trash sport upon your unsuspecting subscribers.

Showing off behind the wheel ain't racin'.

And if this is *NSSN*'s attempt to broaden the demographics base to a new generation of subscribers, forget it. These folks – the extreme sports nuts – don't read.

Rich Henry
Prescot, Ariz.

Something Afoot At DEI?

Dale, Jr. has five DNFs so far this season. Four of those were due to engine failure. I find that strange, compared to Martin Truex, Jr.

I think Dale, Jr. is getting the R&D motors – or last year's junk.

The new golden boy is Truex, and I don't think DEI wants Dale, Jr. in the top 12. I can hear Teresa cackling now.

Gary Hickerson
Cedars, Okla.

Harvick To Blame

The NASCAR cops pick on Robby Gordon, but Kevin Harvick was the bad guy. He was the one who knocked out Scott Pruett and so many others, then went on to win. But the NASCAR cops did not see anything he did.

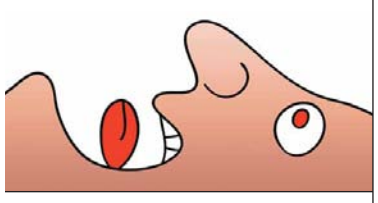
They let it go, just like they did in 1999 at Bristol.

Herb Jenning
Ft. Pierce, Fla.

Taking Wrong Turns

No 500-mile Indy car races at Pocono, Michigan or California – instead, we have more taxi-cab races on road and street

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.



Jammed!

How M.H.O.F.A. Prexy Ron Watson Called This Year's Event

DETROIT

Last Wednesday's 19th annual induction ceremony for the Motorsports Hall of Fame of America was a sellout at the downtown Fillmore Detroit, formerly the State Theater. It was actually jammed with fans and representatives of companies interested in U.S. motorsport. Its date coincided with the preliminaries of the Motor City's biggest annual attraction, the Woodward Dream Cruise, and pre-race activities at Michigan Int'l Speedway, which helped provide a broad base of attendees. The opening reception at the Sheraton-Detroit Hotel in Novi saw inductee **Jim McGee** in a rare business suit, vest included; "Birthday girl" **Linda Vaughan** wearing virginal white and admitting only to 39 summers; **Jennifer Revson**, who lost her brothers **Doug** and **Peter** to racing crashes, now a director of the hosting organization, was a center of attraction with her shoulder-length blond hair and striking clothes. She let it be known a new automobile bearing the Revson name is a possibility; personable **Sybil Scott**, daughter of driver **Wendell Scott**, was busy meeting, greeting and making friends in addition to accepting her late father's award. Some chose to skip the popular museum tour, the widow of late drag racing star **Ronnie Sox** opting for a massage while Indy 500 winner and Florida GM dealer **Jim Rathmann** and his lady **Kay** chose the new downtown casino. Asked how he fared, he replied, "I lost one Cadillac." Questioners kept **Father Phil DeRea**, the popular racing priest who splits his time between a religious center in Aurora, Ill., and the Vatican, busy. IMSA head man **Scott Atherton** couldn't wait to tell one and all that the recent ALMS race at Elkhart Lake drew the Wisconsin track's biggest crowd in years, while Indianapolis Speedway Communications VP **Fred Nation** surprised us in revealing the Speedway's NASCAR Brickyard race has experienced a three-year ticket sale decline, this year's being the largest. Nation also reported ticket sales for the Indy 500 have been up three years running, this year's being the biggest of the three! GM heavyweight **Bob Lutz**, presenter of **John Fitch's** award, looked disappointed when no flash bulbs popped when he was introduced. Former Indy Car team owner **U.E. (Pat) Patrick** made a rare appearance, and **Lyn St. James** was busy-busy pushing her Project Podium effort to further the cause of women racing drivers. Lyn will take your calls at (317) 244-9790. I'm afraid aging engine maven **Bill (Grumpy) Jenkins** may be losing his nickname. Spent 30 minutes alongside him on a bus and he couldn't have been more sociable. Highlight of my Motown visit? A delightful lunch with **Toddy Ruttman** and **Patricia Parsons Vigants**, both daughters of Indy 500 winners.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI



BOB BENKO PHOTO

WALKING IN THE RAIN: A busy weekend in Michigan ended in a rainy Sunday. Here, Jeff Burton walks through the pit area on Sunday afternoon.

Our recent question as to the Dodge car company's future in auto racing now that it is being bought by Cerberus Capital Management, has been answered by **Mike Delehanty**, Senior Mgr. Motorsports for Dodge. He says, "It will be business as usual," adding, "We've got long-term commitments with our NASCAR teams and with the sport as well."

Constant reader **Mike Rudderham** of Griffin, Ga., suspects the recent fall in the stock market might force some sponsors to cut back on their race-team budgets.

The recent order Chinese authorities issued to fire **Chen Liangyu**, the disgraced Communist Party Secretary, for blatant spending, corruption and fraud included a list of his "sins" involving state money. On that list was the $300 million he spent building the fancy Formula One circuit near Shanghai that is home to China's Grand Prix. The straw that broke the camel's back, however, was the $4.5 billion he sought for a maglev (magnetic levitation) elevated rail line linking

ECONOMAKI: CONTINUED ON PAGE 47

Marv Carman Is Keeping History Alive In Union City, Mich.

UNION CITY, MICH.

Times are tough here in Union City, but you wouldn't know it on this warm morning, when the Michigan summer is gentle and soft.

Cars glide past on Adolph Road, crossing the bridge that spans the St. Joseph River. Shopkeepers open their doors and hang signs in the window, inviting you inside to have a look. The Chatter Box café is nearly full, with people having their local news and gossip over coffee with ham and eggs.

Three barefoot boys carrying fishing rods walk down the sidewalk, approaching the bridge. Chattering excitedly, they follow a footpath down toward the river. Watch that can there…look out for that poison ivy…step over that fallen log. Soon they are under the bridge, enveloped in the dark, cool air, where their voices echo off the curved ceiling.

Despite this idyllic scene, Union City is like every small town in America. Young people graduate high school and leave town, lured away by higher wages and the conveniences of the larger cities and suburbs. The declining population means less tax revenue, while the expenses of running and maintaining the town continue to rise.

AMERICAN SCENE



DAVE ARGABRIGHT

The buildings and homes here are pretty, but they can't compete with the fresh new construction circling Grand Rapids and Ann Arbor and Lansing, not to mention Battle Creek or Kalamazoo. So it's easy for folks here to wonder if anything nice ever will ever again be built in a tired old town like Union City.

Marv Carman is out to change that. In his glory days as a racer — through the 1970s and '80s — he just about owned this region, winning race after race and becoming a bona fide legend. He managed to escape the local level to win the Little 500 twice down in Indiana, and won USAC races at the national level and was Rookie of the Year in 1975.

Through it all Carman always came back to Union City. This is home, he figured, and at the end of the day that's where a man goes. So he lived here and married here and put down roots so deep there's just no chance he's going anywhere else.

Some months ago Carman got a serious fever. Not the medical kind of fever, but rather a fever of conscience, of passion.

ARGABRIGHT: CONTINUED ON PAGE 47

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CHRIS ECONOMAKI
Editor and Publisher Emeritus

CORINNE ECONOMAKI
President/Publisher

MIKE KERCHNER
Senior Editor

SHEENA BAKER
Production Editor

JOHN CLAYTON
Staff Writer

DAVE NICHOLS
National Accounts Manager

CHRIS SESSIONS
Account Executive/ In-Market Events Manager

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Track & Series Relations Manager

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The Audit Bureau

Mod Community In Mourning

RACING JOURNAL



GARY LONDON

VALLEY STREAM, N.Y.

In 55 years of watching races, tragedy is something I simply deal with and expect. The good news is that in recent years our sport is safer. The bad news is people will always die racing.

I have never heard of a more sorrowful accident than the one that happened last week at Thompson (Conn.) Speedway. During the running of a 150-lap Whelen Modified Tour race, the absolute worst thing happened.

John Blewett III and his younger brother, Jimmy, had been fighting hard for the win. This was not new for them. They have run 1-2 as many times as most brothers who race.

Early details are sketchy, but apparently on a 105th-lap restart, John III, who was leading, crashed. His brother hit him. It is reported the bumper of the younger Blewett's modified hit the older brother's helmet.

It was an unsurvivable crash.

It was an unsurvivable crash.

This is a double blow to this family, which has been in racing since the 1950s. No one is to blame ... it was a racing accident.

The sad irony of it will hurt this family for a long time. The Blewetts always brought a lot of emotion to the track. Now they have the sad kind to deal with.

My thoughts go to them at this very difficult time.

■ It's a shame no one gave much dap to A.J. Foyt IV on his fine third-place finish at Kentucky.

■ What's with the IRL?

Both Marco Andretti and Dario Franchitti have dumped over twice this season. Trying to emulate Reggie Himes is not a good idea in my book. I remember when Tony Romit dumped his ARDC midget in two-straight shows at Freeport. The next time he showed up at the track office and demanded "appearance money" from promoter Duke Donaldson.

No, he didn't get it.

■ You think maybe NASCAR at least fined Robby Gordon with Canadian money? People keep asking what NASCAR does with this ever-emerging lump of cash. Why not help injured out-of-work drivers such as Steve Park and Jerry Nadeau?

Nadeau had to sell his house to pay his medical bills.

■ I'd love to see the check Toyota is writing to Joe Gibbs for the right to run its nameplate in the future.

Chevrolet has the hot setup right now, so leaving them for a mid-pack name should be costly. If Toyota remains midpack, I imagine a certain driver in an orange car might get "cranky."

■ Uncle Ernie Saxton is wrapping up his 39th year as track announcer at Pennsylvania's Grandview Speedway. Ernie would like to know if anyone is serving longer elsewhere. It proves that Ernie is both dedicated and old.

■ Word is that Mahoning Speedway, a chummy little track in Pennsylvania, will be replaced by a Target store. Orange County is struggling again, and it is the fastest-growing county in New York.

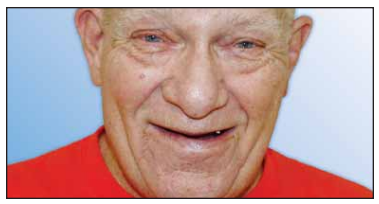
Riverhead, N.Y., at a million bucks an acre, seems doomed, too. The local politicians might get their way like a crooked ex-mayor, who helped the demise of Freeport.

■ See you at the reunion at Riverhead Sunday.

Hiding Ferrari blueprints in my mattress at 25 Emerson Place, Valley Stream, NY 11580. E-mail to racewri771@aol.com.

Champion Of The Lake

SAY IT WITH FLOWERS



JACK FLOWERS

LAKE NORMAN, N.C.

Cliff Champion, who was born and raised in a racing family out of Chesapeake, Va., found out several years ago there was another life besides motorsports.

Champion's uncle was Ricky Rudd, driver of Robert Yates Racing's No. 88 Ford.

His cousin was Bill Champion, who drove the No. 10 in NASCAR's old Grand National (now Nextel Cup) competition as an independent competitor, backed mostly by Rudd's dad, the late A.J. Rudd, who operated an auto salvage yard in the Norfolk, Va., area. Bill Champion was one of NASCAR's top independents in that unsponsored red-and-white car.

Cliff Champion started off helping Ricky Rudd in those early days in the late '70s and '80s as a mechanic.

Rudd's sister, Carolyn Rudd-Ulrich Wax, now residing in New York and Charleston, S.C., was involved in motorsports public relations and put the Tide racing program together, among other projects. One of her two sons, Jeff, is involved in motorsports today in marketing. The other son, Skeet, is an aspiring young actor.

"I can remember when we got one of those six-seat passenger vans, and the seats would lay back so we could relax while we traveled," Champion said. "We thought we were in high cotton when that came along. We'd pick up Ricky and maybe one other crewman and drive all night just to get to Michigan or some place like that by the next day. That was before the day of all these airplanes and motorhomes."

Champion went on to become a darn good crew chief in Cup, working for Rudd and the Tide effort and the late Benny Parsons in Robert Jackson's No. 55, along with many other teams.

There's no telling where Champion could have ended up if he had wanted to stay around.

Instead, Champion loves the water, especially up here in the northwest portion of Mecklenburg County on what they call Lake Norman, where a lot of today's NASCAR people hang out and have fun.

He's now operating Championship Yacht Charters from the Midtown Sundries location in Cornelius, N.C. (www.championshipyatchcharters.com), which includes a 42-foot boat (two to 20 people) and an 80-foot house yacht (two to 120 people). Champion has been in the boat business for about 10-12 years.

"Our business is not where it really needs to be, but we're doing OK," said Champion, who took a group of media folks, courtesy of Lowe's Motor Speedway in Concord, N.C., out for a Lake Norman cruise the afternoon of Aug. 16. Guest of honor was Casey Mears, driver of Hendrick Motorsports' No. 25 Chevrolet, who won the Coca-Cola 600 in May for his first Nextel Cup victory.

H.A. "Humpy" Wheeler presented Mears with the customary ring, honoring the 600 winner.

Then Wheeler and Mears took a few minutes to go fishing in Lake Norman with a professional guide. It was Mears two, Wheeler zero. Mears landed a crappie and a good-sized striper bass.

Champion averages about five-six cruises per week during the summer months on the 80-footer. "You know, I'm just not sure how many people are aware of what we offer and what we're into," Champion said.

"It's kind of rough right now because it's so hot and the lake is down about six feet. And the cost of insurance isn't getting any cheaper, the same way with gas (he uses high-test gas, not diesel).

"But you know what, it sure beats the heck out of being a crewman in racing. I can't imagine going back to that life again."

Grand Am, ALMS Ride All-Things-Being-Equal Approach To Competition

RAMBLING ROAD



BILL OURSLER

CHARLOTTE, N.C.

Since the beginning of motorsports, rulesmakers have fought a constant battle with those who design and build the cars running under those regulations.

As one key management insider once told this columnist, "About all we can do is slow progress, not stop it." Perhaps, but look to Formula One to see what happens when regulators let their zeal for manipulation go too far.

So many new restrictive rules have been introduced in the past few years in F-1 that even the participants need a lawyer at their sides to help figure out what can and cannot be done.

Racing used to be simple: The person getting to the finish line first, or covering the most distance in an event, was the winner. Even the dumbest among us could figure that out. But today the desire to create a "satisfactory" environment where not only does the outcome meet the expectations of the rulesmakers, but also the way that outcome is achieved must meet desired criteria.

In road racing, Grand Am's Rolex Sports Car Series has been tightly controlled from a technical and racing viewpoint to maintain competitive equality and an on-track decorum that would appeal to the late "Dear Abby."

In many ways Grand Am accomplished what it set out to do. However, there are a number of folks who suggest that its inability to appeal to the public in the numbers it would like has its root cause in those very same restrictive rules.

Now, the American Le Mans Series is facing another regulatory challenge: how to bring back equality between the LMP1 Audi turbo diesel R10s and the supposedly lesser performing LMP2 Porsche RS Spyders, which under the guidance of Roger Penske have won every ALMS round outright since the Audis last occupied that position at St. Petersburg in March.

By the time you read this, the ALMS should have already acted — most likely increasing the fuel capacity of the R10s by four to five liters, right around half the amount that was deducted from their tanks at the beginning of 2007.

What was, perhaps, the final consideration in taking this action was the defeat the Audi camp suffered a week and a half ago at Road America. The Penske Porsche of Romain Dumas and Timo Bernhard beat them to the line at a track the R10s were expected to dominate.

The thing is that they weren't beaten to the line by that much, in this case the margin being well under two seconds.

On several other occasions, their failure to come out ahead has been due less to an inferior performance factor than it has the well thought-out strategy of the Penske camp. Moreover, the ALMS's original thinking in placing fuel restrictions on the Audi diesels was to prevent a repeat of the 2006 campaign, in which the R10s simply ran away from the rest of the field.

Indeed, Tim Mayer, the president of the International Motor Sports Ass'n, which is responsible for the rules, has indicated to *NSSN* and others that he would like to see an equalized battle for overall victory between the LMP1 and LMP2 contenders, in effect creating a single prototype contest.

So what happens in 2008 if the Audi engineers revamp their cars to make them more suitable for the race tracks and condition of North America?

Do we return to the "bad old days" of 2006 or do IMSA and the ALMS play a dance with the regulatory throttle in an attempt to key everything in line?

Most pilots will tell you that keeping ahead of the power curve is far more preferable than trying to catch up. The problem is finding the right power setting and maintaining it throughout the flight.

And in racing terms, where ever-advancing technology can change the equation almost instantaneously, it can be the hardest thing to achieve.



Fired From Toro Rosso, Speed Heads To U.S.

Red Bull-Backed Driver Exits F-1 With Eye On Racing In The States

By Dan Knutson
NSSN Correspondent

BLOOMINGTON, Minn. — After living in Austria for five years while he climbed the ladder to Formula One, **Scott Speed** is heading home to America to continue his racing career.

"It's been a great ride, but I'm coming home," he said on his Web site. "F-1 racing has been a great experience for me. It has made me stronger, smarter and a better racer.

"Unfortunately, Toro Rosso's decision to remove me from my racing seat prematurely has left me to consider many other new opportunities in my racing career.

"As I approach the question of 'what's next' I wanted to begin with those who have been the most supportive of my talents and potential.

"As such, Red Bull Austria was the natural choice. I have had a great meeting with **Dietrich Mateschitz**, who became very excited about the possibility of my racing back in the good ol' USA. We will see where it leads."

Speed, who still has Red Bull backing despite being fired by Toro Rosso, could end up in NASCAR.

F-1 NOTES



Scott Speed

■ Team Williams's sponsors are not happy that there will be no United States Grand Prix next year.

"Losing Indy is a great shame for this team because a majority of the sponsors have a strong interest in a presence in North America," **Frank Williams** told *National Speed Sport News*. "Royal Bank of Scotland came into F-1 preeminently (to get exposure) in Great Britain and to gain space and awareness in the U.S. Hopefully, the event is not extinguished for good and is just a one-race hiccup."

■ Hotels charging ridiculously exorbitant prices on the week of a grand prix are a common but unfortunate part of F-1. Now the government in Singapore has come up with a new way to rip off fans and teams by imposing a 20-percent tax on the high prices hotels near the track will charge.

■ **Lewis Hamilton** spent part of F-1's summer break in the Mediterranean on the luxury yacht of longtime McLaren shareholder **Mansour Ojjeh**. Unconfirmed reports had **Fernando Alonso** also coming onboard so that the two drivers could hold peace talks.

■ Aguri Suzuki may sell part of his Super Aguri F-1 Team to **Alejandro Agag**, who owns a majority of **Adrian Campos's** GP2 team. Suzuki is looking for funding after one of his team's sponsors defaulted on payments.

■ Spyker F-1 will compete in all the remaining races of 2007 and plans to be around in 2008 as well, despite the fact that parent company Spyker Cars has said it might have to sell off part of the team.

"The recent press statement issued by Spyker Cars N.V. should not be taken as an indication that the team is in jeopardy of immediate closure," team boss **Colin Kolles** said in a statement. "As part of its own strategic review and refinancing strategy, Spyker Cars N.V. is considering the (partial) sale of the Spyker Formula One Team. This is, however, but one possibility."

Spyker Cars bought the Midland (formerly Jordan) team from Russian-Canadian entrepreneur **Alex Shnaider** in September 2006.

Shnaider told F-1's official Web site that Midland may step back in to help the team out. Spyker still owes Midland a substantial part of the purchase price, but while Midland remains a shareholder, it has no say in the day-to-day running of the team.

■ True to his nature, **Kimi Raikkonen** made no specific plans for F-1's break. "I'll just go with the flow," he said. "I'll play some golf, go to the sea, but mainly I will relax. The summer in Finland is perfect, and it's the right time to enjoy it."

■ The FIA has announced that the International Court of Appeal will meet in Paris on Sept. 19 to hear the appeal lodged by McLaren over the team not being allowed to score any constructors points in the Hungarian Grand Prix. The team lost 15 points after the stewards punished them for Fernando Alonso preventing Lewis Hamilton from making his final qualifying run.

"In the interests of transparency, the hearing will be open to members of the press, and details of the accreditation procedure will be published closer to the time," the FIA said in a statement.

McLaren's other day in court is Sept. 13, when it will again defend itself in the spy scandal. Ferrari instigated the appeal because it was upset that McLaren wasn't punished for illegally receiving confidential Ferrari documents.

■ It's rumored that Spanish telecommunications company Telefonica would help fund Alonso's return to Renault should he decide to leave McLaren.

■ For the past decade Ferrari had no problem figuring out whom to focus its resources on in the championship chase as **Michael Schumacher** always got priority treatment over his teammates. This season, however, **Felipe Massa** and Raikkonen are evenly matched on pace and points. What does Ferrari do now?

"With Michael, it was always agreed that if his teammate was in a stronger position for the championship, then Michael would have accepted that, and he would have put, not more effort, because it is the same effort, but if he had to do some specific strategy or whatever that is to the benefit of the teammate," **Jean Todt** said.

"At the moment it is one point the difference between both (Ferrari) drivers, and I am just happy that both are competitive, both are fitting very well within the team, and there is no way at the moment we will make any kind of strategy with them."

It would be ironic if Ferrari ended up losing the championship by having two equal number-one drivers.



STEVE ETHERINGTON PHOTO

LITTLE R AND R: Ferrari's Kimi Raikkonen admitted he took it easy during Formula One's three-week break. Now it's off to the Istanbul Speedpark for Sunday's Turkish Grand Prix.

Auberlen Charges To Victory In 82-Lap Stint

KONI CHALLENGE GRAND SPORT

TROIS-RIVIERES, Quebec — Bill Auberlen took the lead with 15 minutes remaining in Sunday's two-hour Grand Am KONI Challenge Grand Sport race, and went on to victory along with co-driver Chris Gleason for the second time in three years in their BMW M3 at the Grand Prix of Trois-Rivieres.

Auberlen drove all but the first eight laps of the 90-lap race and took the lead for the second and final time when Scott Maxwell pitted while leading during the last of three cautions on lap 77. On the restart, Andy Lally pressured Auberlen until the finish but was never able to pass.

Auberlen led Lally's Porsche across the finish line by a tight .267-second margin as the pair of Grand Am champions raced each other hard but clean for the final 10 laps.

Gleason, who first raced at Trois-Rivieres in Formula Atlantic competition in 1973, finally scored a win at one of his favorite races. After qualifying an impressive sixth, Gleason exited the BMW on lap eight and was joined by the other top finishers in the early-driver-change strategy. The gamble resulted in the Turner duo's second victory of the year after scoring at Lime Rock on Memorial Day weekend.

Lally and Ted Ballou earned their fifth podium finish of the season as they followed the same strategy of the winners. Like Gleason, Ballou stepped out of his car during the lap-eight caution period and Lally took over to the finish.

Another Grand Am champion, Craig Stanton, joined co-driver Hugh Plumb to finish third.

Wittmer Brothers Too Much For Trois-Rivieres

KONI CHALLENGE SPORT TOURING

TROIS-RIVIERES, Quebec — Nick Wittmer showed his strength on the circuit at Trois-Rivieres in Sport Touring qualifying and was joined by his brother, Kuno Wittmer, to complete a dominating day aboard their Acura TSX at the Grand Prix of Trois-Rivieres with a near flag-to-flag win in Saturday's Grand Am KONI Challenge.

After qualifying on the pole nearly a second faster than the competition, Nick Wittmer set the tone for the team's performance at the green flag. He quickly opened up to a five-second lead in the race's first lap, and both brothers later led by nearly 30 seconds at times throughout the race. They lost the lead only briefly during scheduled pit stops and led all but four of the race's 93 laps.

The winners crossed the finish line 28.446 seconds ahead of the Acura TSX of Billy Johnson and Karl Thomson. Third place went to the BMW 330i of Adam Burrows and Trevor Hopwood.

"Where else is better to be than here at Trois-Rivieres? The crowd is great and so is the track," Kuno Wittmer said. "Hats off to my brother. He led almost an hour and a half and really showed his performance and gave me a great car to bring home for a win."

After qualifying in 13th position, Thomson gained three spots before pitting. The strategy proved successful. Johnson picked off each competitor on his way to the lead and was running in third behind the sister Acura TSX of Benoit Theetge and Beau Buisson late in the race. On lap 78, Buisson lost a wheel at turn eight, ending the day for the No. 75 entry and handing second over to Johnson.

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Kimmel Rules Illinois Dirt For 70th Victory

McDowell, Road Racer By Trade, Runs Second In First Start On Loose Stuff

SPRINGFIELD, Ill. — To be an ARCA RE/MAX Series national champion, it's helpful to be good on clay. Eight-time champion Frank Kimmel proved that again Sunday at the Illinois State Fairgrounds with a convincing victory in the 45th Allen Crowe 100.

ARCA RE/MAX

The victory was Kimmel's 70th overall and sixth on the Springfield mile in his last eight attempts.

"I don't think we've ever had a car better than that," Kimmel said. "What a great field of cars, great competition and Michael (McDowell) did a super job, which I knew he would. We had to be on our game to stay out ahead of them and every restart the car just kept getting better and better.

"We just kept fooling with it and fooling with it in practice. Bill (crew chief/brother) worked on the stagger and trying to get the tires exactly where we wanted it, and it just went great."

Kimmel, who started from the pole after qualifying was rained out, gave up the lead just once when he pitted for fuel only on lap 13. Once he regained the lead from Ron Cox on lap 55, Kimmel drove away from runner-up finisher McDowell, who finished more than six seconds back in his first dirt-track attempt.

"I was working hard," said McDowell, who pitted at the same time as Kimmel. "This is my first-ever dirt race. For us to come run second to Frank on the dirt, that's a win."

Cox, after leading 41 laps, had to settle for a ninth-place finish after the team pitted late, out of sequence with the leaders, which placed him well back in the lineup with 33 laps to go. Cox was the only driver other than Kimmel to lead the race.

Patrick Sheltra, who also pitted when Kimmel did, finished a career-best third. Justin Marks, also making his first start on dirt, turned his season around with a solid fourth-place finish. Dexter Bean was fifth.

Ken Schrader, subbing for the injured Bob Strait in the Hendren Motorsports entry, charged from 37th to eighth in the final running order, earning the Hoosier Tire Hard Charger award for advancing the most positions.

The finish:

Showing driver, car, laps completed: 1. Frank Kimmel, Ford, 100; 2. Michael McDowell, Dodge, 100; 3. Patrick Sheltra, Chevrolet, 100; 4. Justin Marks, Dodge, 100; 5. Dexter Bean, Chevrolet, 100; 6. Kelly Kovski, Chevrolet, 100; 7. James Buescher, Dodge, 100; 8. Ken Schrader, Ford, 100; 9. Ron Cox, Pontiac, 100; 10. Phillip McGilton, Ford, 100; 11. Justin Allgaier, Chevrolet, 100; 12. John Gill, Ford, 100; 13. Dominick Casola, Ford, 100; 14. Dustin Delaney, Dodge, 99; 15. Mark Gibson, Dodge, 99; 16. Todd Bowsher, Ford, 99; 17. Norm Benning, Chevrolet, 99; 18. Gabi DiCarlo, Ford, 98; 19. Bryan Silas, Chevrolet, 98; 20. Darrell Basham, Chevrolet, 98; 21. Brad Smith, Ford, 97; 22. Kenny Adams, Ford, 96; 23. Josh Allison, Dodge, 95; 24. Mike Koch, Chevrolet, 95; 25. Josh Krug, Chevrolet, 92; 26. Billy Tanner, Pontiac, 87; 27. Wes O'Dell, Chevrolet, 70; 28. Mark Littleton, Chevrolet, 59; 29. Joe Cooksey, Chevrolet, 32; 30. Justin South, Dodge, 32; 31. Amber Koch, Pontiac, 28; 32. David Boggs, Chevrolet, 15; 33. Tom Hessert, Ford, 12; 34. Bill Baird, Dodge, 10; 35. A.J. Fike, Ford, 10; 36. Tim Turner, Chevrolet, 3; 37. Wayne Peterson, Chevrolet, 2; 38. Mike Harmon, Chevrolet, 1; 39. Greg Seevers, Chevrolet, 1; 40. Josh Wise, Dodge, 0; 41. Tim Mitchell, Ford, 0.



ROBERT COSTANZO/ARCA PHOTO

DEMON ON DUST: Frank Kimmel leads down the front straightaway in ARCA action at the Illinois State Fairgrounds.

Wilson Works Throttle

SPRINGFIELD Ill. — Frank Wilson, Jr. led flag to flag to win Saturday's ARCA Lincoln Welders Truck Series 30-lap main event at the Illinois State Fairgrounds mile dirt track.

ARCA TRUCKS

Nick Gullatta challenged Wilson, who had set a one-lap track record at 34.778 seconds (103.514 miles per hour) in qualifying, in the closing laps but was unable to get by on a final-lap run and settled for second.

Norm Weaver took third and was followed to the line by Rob Jones and Steve Cronenwett. Frank Wilson, Sr., finished in 12th.

The finish:

Frank Wilson, Jr., Nick Gullatta, Norm Weaver, Rob Jones, Steve Cronentwett, Robbin Slaughter, Tully Esterline, Justin Marks, Duane Bischoff, Bill Withers, Levi Mansfield, Frank Wilson, Sr., Ashley Hawkins, Tim Schafer, Craig Meyers, Paul Vander Hoff, Kurt McLennan, Nathan Trepkowski, Paul Hahn, Allen Bailey, Ron Wells, Mike Young, Steve Christman, Jeff Smith.

Lewis Scores In Canada

VERNON, British Columbia — Washington driver Gary Lewis made a successful trip north of the border, winning the ARCA West Late Model Challenge Can Am 125 in the series's first visit to Sun Valley Speedway.

ARCA WEST

The victory, which came on Lewis's birthday, came after a side-by-side battle with Wes Rhodes over the final two laps. In turn three of the final lap on the half-mile track, Lewis was able to squeeze between two lapped cars and edge Rhodes by .298 second.

Brent Harris survived an early incident to finish third. Jeff Jefferson and Jim Warn completed the top five.

The finish:

Gary Lewis, Wes Rhodes, Brent Harris, Jeff Jefferson, Jim Warn, Erick Hargraves, Ryan Fischer, Tim Elliott, Jared Vorse, Trevor Emond, Scott Davis, Dan Foraie, Rob Angus, Wade Bland, Loran Payne, Randy Kozak, Jason White, Sean Maltman, Paul Buttkus, Dale Biesick, Pete Harding, Scott Morgan, Grant Brown, Garrett Evans, Joe McNeil, Mike Kenyon.



GORDON GILL PHOTO

FAIRGROUNDS FUN: Ricky Stenhouse, Jr. drove the Tony Stewart Racing No. 22 to victory Saturday.

Teen Takes A Classic

Stenhouse, 19, Wins Bettenhausen 100

SPRINGFIELD, Ill. — Ricky Stenhouse, Jr. became the youngest winner of the Tony Bettenhausen 100 for the K&N USAC Silver Crown Series Saturday at the Illinois State Fairgrounds.

USAC SILVER CROWN

Driving Tony Stewart's Chevrolet, Stenhouse won the event that was shorted by curfew to just 75 of the 100 scheduled laps of the historic one-mile oval.

Stenhouse, who turns 20 on Oct. 2, trailed his teammate and pole winner, Levi Jones, for the first 28 laps, then took the lead on a restart and led the rest of the way. Jones pressured Stenhouse until his right rear-tire blew two laps from the checkered flag, relegating him to a 23rd-place finish.

Billy Wease finished second with a late-race charge, followed by point-leader Bud Kaeding, Paul White and Shane Cottle.

Kaeding, the defending series champion, emerged with a 26-point lead over Wayne Reutimann, Jr., who finished 16th.

Saturday's race featured the largest starting field in series history on dirt, as 39 cars faced the green flag after rain washed out qualifications.

Stenhouse, who also won the only previous Silver Crown race on dirt this season at Phoenix, Ariz., in February, earned $11,000.

The summary:

Qualifications: 1. Levi Jones, Stewart 10, 30.316; 2. Mitch Wissmiller, Onken 23, 30.431; 3. Ricky Stenhouse, Jr., Stewart 22, 30.518; 4. Tom Capie, Paternoster 41, 30.627; 5. Jerry Coons, Jr., RW 27, 30.840; 6. Brian Tyler, Team Six-R 21, 30.943; 7. Bud Kaeding, BK 29, 31.015; 8. Shane Cottle, Contos 4, 31.021; 9. Jon Stanbrough, Baldwin 5, 31.057; 10. Paul White, Mucci/Matczak 99, 31.118; 11. Justin Allgaier, Bergfield 86, 31.174; 12. Mat Neely, RW 17, 31.235; 13. John Heydenreich, Bank 90, 31.381; 14. Aaron Pierce, Pierce 26, 31.388; 15. A.J. Fike, Hemelgarn/RFMS 91, 31.399; 16. Dave Darland, Foxco 56, 31.425; 17. Billy Wease, Western Speed 12, 31.479; 18. Johnny Parsons, Nix 43, 31.504; 19. Shane Hollingsworth, Nolen 20, 31.516; 20. Ron Gregory, Irvin/Nolen 48, 31.767; 21. Kevin Huntley, SC 97, 31.804; 22. Roger Rager, Loucks 33, 31.857; 23. Kyle Steffens, Hartenstine 65, 32.133; 24. Donnie Beechler, McQuinn 45, 32.152; 25. Chris Urish, Urish 177, 32.217; 26. Mike Murgoitio, Team Six R 19, 32.286; 27. Russ Gamester, Gamester 51, 32.368; 28. Hud Cone, Galas 112, 32.371; 29. Mike Hess, Hess 151, 32.368; 30. Cameron Dodson, Edwards/RE 199, 32.395; 31. Wayne Reutimann, Jr., Reutimann 00, 32.422; 32. Ray Bull, MEGA 63, 32.439; 33. Dickie Gaines, S & R 59, 32.603; 34. Tim Siner, Siner 62, 32.886; 35. Dereck King, Harris 191, 33.263; 36. Chappy Knaack, Miller 36, 33.619; 37. Tim Barber, Pierson 28, 33.753; 38. Mike Stroehle, Stroehle 83, 33.771; 39. Randy Bateman, Bateman 55, no time.

Feature (75 laps): Stenhouse, Wease, Kaeding, White, Cottle, Parsons, Huntley, Heydenreich, Beechler, Tyler, Wissmiller, Neely, Bull, Hollingsworth, Rager, Reutimann, Barber, Murgoitio, Cone, Siner, Steffens, Knaack, Jones, Dodson, Capie, Allgaier, Darland, Coons, King, Fike, Pierce, Bateman, Stroehle, Gamester, Gregory, Stanbrough, Urish, Hess, Gaines.

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POINTS PAGE



Richard Petty's Curb/STP Pontiac
· Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car

Top 5/Busch Grand National
Championship



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



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



TIM McGRAW



KIMBERLEY LOCKE



HANK WILLIAMS JR.



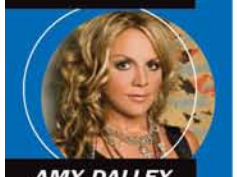
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JO DEE MESSINA



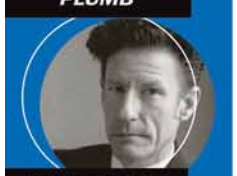
HAL KETCHUM



AMY DALLEY



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



NEMESIS

Nextel Cup

As of Aug. 12

1. Jeff Gordon	3,384
2. Denny Hamlin	3,040
3. Matt Kenseth	2,952
4. Tony Stewart	2,939
5. Carl Edwards	2,824
6. Jeff Burton	2,806
7. Jimmie Johnson	2,789
8. Kyle Busch	2,757
9. Clint Boyer	2,667
10. Kevin Harvick	2,655
11. Martin Truex, Jr.	2,587
12. Kurt Busch	2,529
13. Ryan Newman	2,433
14. Dale Earnhardt, Jr.	2,429
15. Greg Biffle	2,317
16. Casey Mears	2,231
17. Jamie McMurray	2,213
18. Mark Martin	2,183
19. Juan Pablo Montoya	2,178
20. Bobby Labonte	2,126

Busch Series

1. Carl Edwards	3,613
2. Kevin Harvick	2,913
3. David Reutimann	2,883
4. Jason Leffler	2,741
5. David Ragan	2,691
6. Bobby Hamilton, Jr.	2,577
7. Stephen Leicht	2,512
8. Marcos Ambrose	2,501
9. Greg Biffle	2,464
10. Mike Wallace	2,419
11. Matt Kenseth	2,261
12. Dave Blaney	2,252
13. J.J. Yeley	2,193
14. Casey Mears	2,142
15. Clint Bowyer	2,133
16. Jeff Burton	2,080
17. Steve Wallace	2,074
18. Kyle Krisiloff	2,074
19. Denny Hamlin	2,020
20. Scott Wimmer	2,015

Craftsman Truck

1. Mike Skinner	2,521
2. Ron Hornaday, Jr.	2,439
3. Travis Kvapil	2,285
4. Todd Bodine	2,255
5. Rick Crawford	2,041
6. Johnny Benson	1,969
7. Jack Sprague	1,885
8. Ted Musgrave	1,875
9. Matt Crafton	1,822
10. David Starr	1,751
11. Erik Darnell	1,751
12. Dennis Setzer	1,696
13. Terry Cook	1,633
14. Brendan Gaughan	1,619
15. Ken Schrader	1,580
16. Bill Lester	1,550
17. Tim Sauter	1,504
18. Aaron Fike	1,487
19. Willie Allen	1,418
20. Chad McCumbee	1,378

IRL IndyCar

1. Dario Franchitti	518
2. Scott Dixon	510
3. Tony Kanaan	466
4. Dan Wheldon	388
5. Sam Hornish, Jr.	379
6. Helio Castroneves	358
7. Scott Sharp	347
8. Danica Patrick	337
9. Marco Andretti	311
10. Tomas Scheckter	304

IRL Indy Pro

1. Alex Lloyd	548
2. Hideki Mutoh	450
3. Wade Cunningham	377
4. Bobby Wilson	332
5. Jaime Camara	320
6. Mike Potekhen	290
7. Robbie Pecorari	289
8. Chris Festa	274
9. Stephen Simpson	260
10. Logan Gomez	258

Champ Car

1. Sebastien Bourdais	250
2. Robert Doornbos	213
3. Will Power	197
4. Justin Wilson	190
5. Graham Rahal	170
6. Oriol Servia	170
7. Neel Jani	167
8. Simon Pagenaud	164
9. Alex Tagliani	161
10. Bruno Junqueira	138

Champ Car Atlantic

1. Raphael Matos	341
2. Franck Perera	310
3. Robert Wickens	255
4. James Hinchcliffe	224
5. Jonathan Bomarito	207
6. Giacomo Ricci	188
7. J.R. Hildebrand	140
8. Alan Sciuto	140
9. John Edwards	125
10. Carl Skerlong	114

Formula One

1. Lewis Hamilton	80
2. Fernando Alonso	73
3. Kimi Raikkonen	60
4. Felipe Massa	59
5. Nick Heidfeld	42
6. Robert Kubica	28
7. Giancarlo Fisichella	17
8. Heikki Kovalainen	16
9. Alexander Wurz	13
10. Mark Webber	8

NHRA Top Fuel

As of Aug. 12

1. Rod Fuller	1,157
2. Brandon Bernstein	1,064
3. Larry Dixon	1,036
4. Tony Schumacher	1,034
5. J.R. Todd	947
6. Bob Vandergriff	834
7. Whit Bazemore	786
8. Dave Grubnic	734
9. Melanie Troxel	732
10. Cory McClenathan	684

NHRA Funny Car

As of Aug. 12

1. Ron Capps	1,062
2. Robert Hight	987
3. Mike Ashley	874\
4. John Force	861
5. Jack Beckman	854
6. Tony Pedregon	838
7. Gary Scelzi	835
8. Jim Head	771
9. Tommy Johnson, Jr.	688
10. Del Worsham	687

NHRA Pro Stock

As of Aug. 12

1. Greg Anderson	1,346
2. Jeg Coughlin	1,196
3. Dave Connolly	1,135
4. Allen Johnson	962
5. Jason Line	935
6. Kurt Johnson	808
7. Warren Johnson	759
8. Larry Morgan	734
9. V Gaines	679
10. Richie Stevens	678

NHRA Motorcycle

As of Aug. 12

1. Matt Smith	901
2. Andrew Hines	718
3. Angelle Sampey	703
4. Karen Stoffer	576
5. Chip Ellis	576
6. Craig Treble	514
7. Peggy Llewellyn	513
8. Eddie Krawiec	501
9. Steve Johnson	476
10. Chris Rivas	465

WoO Sprints

1. Donny Schatz	7,739
2. Joey Saldana	7,665
3. Danny Lasoski	7,363
4. Steve Kinser	7,295
5. Daryn Pittman	7,270
6. Jason Meyers	7,267
7. Craig Dollansky	7,060
8. Paul McMahan	7,051
9. Jason Solwold	6,934
10. Tim Shaffer	6,845

USAC Silver Crown

1. Bud Kaeding	348
2. Wayne Reutimann	322
3. Tim Barber	305
4. Cameron Dodson	300
5. Paul White	298
6. Pablo Donoso	289
7. Brian Tyler	289
8. A.J. Fike	286
9. Mat Neely	268
10. Aaron Pierce	264

USAC Sprints

1. Levi Jones	1,166
2. Darren Hagen	1,066
3. Dave Darland	1,007
4. Brady Bacon	891
5. Ricky Stenhouse, Jr.	824
6. Kevin Swindell	806
7. Brady Short	780
8. Jesse Hockett	762
9. Jon Stanbrough	672
10. Mat Neely	655

USAC Midgets

1. Jerry Coons, Jr.	878
2. Darren Hagen	811
3. Brad Kuhn	753
4. Ricky Stenhouse, Jr.	747
5. Dave Darland	679
6. Kevin Swindell	677
7. Brady Bacon	618
8. Levi Jones	612
9. Brad Loyet	466
10. Chris Windom	416

Grand Am Rolex Sports Car

Daytona Prototype	
1. Max Angelelli	354
1. Scott Pruett	354
3. Jon Fogarty/Alex Gurney	350
4. Memo Rojas	329
5. Colin Braun	308
6. Darren Law/David Donohue	295
7. Max Papis	288
8. Oswaldo Negri, Jr./Mark Patterson	275
9. Patrick Long	269
10. Ian James	262
GT	
1. Dirk Werner	345
2. R.J. Valentine/Andy Lally	340
3. Bryce Miller	333
4. Paul Edwards/Kelly Collins	330
5. Sylvain Tremblay	314
6. Nick Ham	305
7. Tim Lewis, Jr./Leighton Reese	301
8. J-F Dumoulin/C. de Quesada	264
9. Emil Assentato	247
10. Greg Wilkins	232

American Le Mans

LMP1	
1. Rinaldo Capello/Allan McNish	161
2. Emanuele Pirro/Marco Werner	139
3. Clint Field	95
4. Jon Field	82
5. Michael Lewis/Chris McMurry	62
LMP2	
1. Romain Dumas/Timo Bernhard	150
2. Sascha Maassen/Ryan Briscoe	133
3. David Brabham/Stefan Johansson	90
4. Andy Wallace/Butch Leitzinger	83
5. Chris Dyson/Guy Smith	75
GT1	
1. Oliver Gavin/Olivier Beretta	165
2. Jan Magnussen/J. O'Connell	125
3. Max Papis	26
4. Ron Fellows	22
5. A. Garcia/L. Halliday/D. Turner	19
GT2	
1. Mika Salo/Jaime Melo	127
2. Jorg Bergmeister/J. Van Overbeek	123
3. Wolf Henzler/Robin Liddell	79
4. Tom Milner/Ralf Kelleners	59
5. Darren Law	49

Sprint Bandits TNT Midwest

1. Robert Ballou	726
2. Tim Kaeding	726
3. Jesse Hockett	686
4. Cole Whitt	664
5. Brady Short	662
6. Cory Kruseman	632
7. Casey Shuman	626
8. Neil Shepherd	616
9. Damion Gardner	602
10. Mat Neely	590

ASCS Gulf South

1. Ray Allen Kulhanek	826
2. Gary Watson	812
3. Skip Wilson	810
4. Brandon Berryman	792
5. Jimmy Brooks	786
6. Greg Rilat	774
7. Chris Sweeney	772
8. Tommy Bryant	762
9. Kent Lewis, Jr.	752
10. Johnny Miller	696

ASCS SOD

1. Tim Norman	1,966
2. Brett Mann	1,958
3. Ben Rutan	1,928
4. Gary Fast	1,836
5. Bill Johnson	1,822
6. Ryan Ruhl	1,654
7. Joe Bares	1,650
8. Ryan Grubaugh	1,637
9. Jake Stebner	1,625
10. Kirk Cheney	1,555

ASCS Patriot

1. Chuck Hebing	2,360
2. Jared Zimbardi	2,318
3. Ray Preston	2,182
4. Don Adamczyk	2,130
5. Scott Kreutter	1,936
6. Blake Breen	1,816
7. Bobby Breen	1,644
8. Chris Muhleisen	1,530
9. Dave Wickham	1,448
10. Geoff Quackenbush	1,442

Busch East

1. Joey Logano	1,588
2. Matt Kobyluck	1,496
3. Peyton Sellers	1,418
4. Sean Caisse	1,407
5. Mike Olsen	1,367
6. Jeff Anton	1,324
7. Jeffrey Earnhardt	1,286
8. Jamie Hayes	1,285
9. Rogelio Lopez	1,262
10. Marc Davis	1,258

ARCA

1. Frank Kimmel	3,750
2. Michael McDowell	3,655
3. Dexter Bean	3,545
4. Justin Allgaier	3,305
5. Phillip McGilton	3,200
6. Patrick Sheltra	3,115
7. Justin South	2,965
8. Justin Marks	2,885
9. Bobby Gerhart	2,845
10. Bryan Silas	2,845

URC Sprints

1. Curt Michael	1,995
2. Ed Aiken	1,838
3. Kramer Williamson	1,817
4. Michael Carber	1,735
5. Chris Coyle	1,589
6. Trevor Lewis	1,565
7. Brian Seidel	1,543
8. Davey Sammons	1,469
9. Jason Clauss	1,465
10. Mark Bitner	1,462

National Midget Driver Of The Year

1. Jerry Coons, Jr.	1,375
2. Brad Kuhn	1,370
3. Mike Hess	998
4. Ricky Stenhouse, Jr.	745
5. Brad Loyet	716
6. Darren Hagen	701
7. Dave Darland	670
8. Davey Ray	656
9. Danny Stratton	633
10. Kevin Swindell	573

Badger Midgets

1. Brad Kuhn	1,322
2. Brandon Waelti	1,198
3. Mike Hess	1,190
4. Scott Hatton	1,043
5. Davey Ray	1,028
6. Doug Schenck	950
7. Danny Stratton	908
8. Aaron Fiscus	904
9. Nick Lundgreen	771
10. Chad DeSelle	768



SELAH



STEVE HOLY



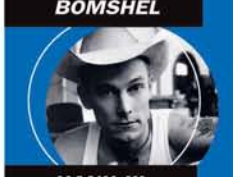
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BLUE COUNTY



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HANK III



CLEDUS T. JUDD



LEE BRICE



COWBOY CRUSH



LEANN RIMES



Brad Noffsinger - Top 5 USAC Silver
Crown Championship



Tim Grose - NHRA
Winternationals Champ



Johnny Sauter –
Curb/Agajanian Busch Car.
Winner at Richmond



Billy Boat - Top 10 Indianapolis 500
Top 5 IRL Championship



Tom Sneva - Top 10 CART
Indy Car Championship



Kasey Kahne with the Kahne/
Curb Records 2006 Sprint Car

INDUSTRY INSIDERS

Stories of people who make a living in motorsports

If You Want To Go Racing, Take Your Safety Seriously

By Bob Leitzinger
Guest Columnist

Back when I started racing in the 1960s, it was a different world in motorsports. Danger was everywhere. Driver deaths were a weekly occurrence, and parents did want to hear that their children wanted to be race drivers.

Dinner table conversations (yes, back then we actually sat down at a dinner table every night) were not the place to let your dreams out if they included racing. But it was the danger in racing that really drew me into the sport.

My dad and Uncle Ted had taken my brother Jim and me to the Bloomsburg Fair (I think I was eight at the time), and we talked them into going to the sprint-car races that were so big at county fairs. The excitement and obvious danger hooked me. I decided then and there I was going to race someday. I had no idea what type of racing, as I didn't even know there were other types, but I was going to race.

Over the years, I learned that I had didn't have talent for the traditional stick-and-ball sports that I tried in high school. I kept going back to racing, but I learned not to talk about it at home.

I went off to college, where I found a few others with the same fascination for racing, and I learned more about it. Sports cars had entered my life and it would never be the same again. I decided I had better start getting the equipment together. Shouldn't be hard, a helmet and fire suit. The fire suit was a pretty new thing then; flame-resistant underwear was yet to be introduced. What you did was order the suit (usually a Dunlap suit), and then boil it in a borax solution. It was quite uncomfortable to wear, and you had to retreat after a few washings. They really did not offer much protection.

Today's driver protection is fantastic, and modern fire suits are like good wine, they improve with age. The fabric loosens up with each washing, and more air pockets are formed in the fabric. The flame-resistant underwear adds more air pockets and more protection.



BOB LEITZINGER

Bob is a former national championship winning road racer. His son, Butch, is one of America's best road racers.

Drivers thinking of practicing without wearing their flame-resistant underwear should think again. Tests have been done that show how much protection they are giving away.

Amy McSwain of PBI Performance Products makes an excellent presentation on fire-suit use that all aspiring racers should see. McSwain is a member of the NFPA Safety at Motorsports Venues Committee.

I have served on this committee since 2000 and am very proud of our work. This committee is made up of 30 individuals from every aspect of motorsport: race tracks, safety, NASCAR, NHRA, AMA, SCCA, manufacturers, insurance, rescue, medical, firefighters, team owners, drivers, etc.

Most of us are there because we love the sport. We have put together a working guide to assist track operators in the planning, training, personnel, equipment, and faculties as they relate to emergency and safety operations at motorsports venues. This document is one that anyone who is involved in motorsports should be familiar with.

It was also the opinion of some of us that it was necessary to get this guide out before some overzealous politician decides that the government needs to be writing standards for motorsports — a truly frightening thought.

The full name of this document is NFPA 610 Guide for Emergency and Safety Operations at Motorsports Venues. You can review this report at www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=610.

It would be well to mention that the document NFPA 610 is in the final days of public comment, ending Aug. 31.

With all the technological advances in the last 50 years, our sport is truly much safer. You see it in the cars we drive everyday and a case can be made that racing does, in fact, improve the breed. Crush zones, seat belts, anti-lock brakes are some quick examples.

NEXT WEEK ...

California Speedway President **Gillian Zucker** writes about operating a track in LA.

Sure, you can say that these same results could have been realized by testing under controlled conditions, but would it have happened? Racing is a sport that really gets the juices flowing and that makes things happen. I feel that everyone in motorsports can take a great deal of pride in being part of an industry that gives back to society in so many positive ways.

And did my parents ever accept the fact that one of their children was in racing? One day my Dad read in the papers that I had won a race in Ohio. That prompted a call.

"If you are going to do it anyway, I want to be there!" He and my Mom attended many races over the years and really became fans. I know for sure that they were quite proud of their son in motorsports.



KEVIN HORCHER PHOTO

OUTSIDE CHANCE: Brad Kuhn (43) battles fourth-place finisher Derek King en route to victory in the USAC-POWRi co-sanctioned midget feature Friday night at Macon Speedway.

Kuhn Collects Midget Triumph

USAC-POWRI

MACON, Ill. — Brad Kuhn dominated Friday night's co-sanctioned USAC National Midget Series and POWRi Midget Series feature at Macon Speedway.

Kuhn started on the pole and led the entire distance on the fifth-mile dirt track to pick up his second USAC triumph of the season.

Brad Loyet was a solid second, with Shane Hollingsworth, Dereck King and Darren Hagen rounding out the top five.

The summary:

First Heat (10 laps): Ricky Stenhouse, Jr., Brady Bacon, Davey Ray, Kevin Swindell, Gary Altig, Brad Paris, Shaun Insley, Levi Jones, Mike Hess.

Second Heat (10 laps): Justin Allgaier, Bryce Townsend, Dereck King, Jon Stanbrough, Brent Beauchamp, Kenny Biro, Derrick Myers, Aaron Andruskevitch.

Third Heat (10 laps): Shane Hollingsworth, Brad Loyet, Jerry Coons, Jr., Brad Sweet, J.C. Bland, Brad Mosen, Shawn Buckley, Ryan Durst, Thomas Chandler.

Fourth Heat (10 laps): Dave Darland, Nick Knepper, Dave Camfield, Jr., Donnie Lehmann, Dakoda Armstrong, Tom Hessert III, Jason Dull, Bryan Walters, Rich Camfield.

Fifth Heat (10 laps): Brad Kuhn, Chuck Gurney, Jr., Tim Siner, Darren Hagen, Danny Stratton, Joey Montgomery, Chris Windom, Corey Malone.

First Semi (12 laps): Sweet, Swindell, Hess, Paris, Altig, Windom, Buckley, Armstrong, Walters, Dull, Lehmann, Andruskevitch.

Second Semi (12 laps): Stanbrough, Stratton, Hessert, Mosen, Jones, Bland, Myers, Montgomery, Chandler, Malone, Insley, Daum.

Feature (30 laps): Kuhn, Loyet, Hollingsworth, King, Hagen, Stanbrough, Gurney, Knepper, Darland, Allgaier, Sweet, Stratton, Camfield, Myers, Bacon, Swindell, Hess, Coons, Mosen, Ray, Siner, Stenhouse, Townsend, Hessert.

Jones Races Closer To First Series Title

By Robert Mayson

USAC-CRA

PERRIS, Calif. — Tony Jones continues to close in on his first Lucas Oil USAC-CRA Sprint Car Series championship.

Starting sixth, Jones romped to his fifth victory of the season Saturday night at Perris Auto Speedway after putting his Alexander No. 4 DRC in the lead on the ninth lap.

Rip Williams and Mike Spencer battled at the front of the field during the early going, while Jones struggled to get going.

"In the beginning it seemed like we'd get behind someone, they'd make a mistake and I would lose a bunch of positions because I had to get out of the throttle," Jones said. "We were kind of behind the eight ball, but I knew we had a good car and that we'd be alright."

Following a restart, Jones used the low groove to rocket into the lead. Once ahead, the USAC/CRA point leader was able to masterfully work his way through lapped traffic, preventing eventual runner-up Danny Sheridan from mounting a serious challenge.

The win ended a long week for Jones who spent the majority of the week in Indianapolis with his son Kyle, who underwent spinal fusion surgery on Monday. After the race, Jones dedicated the win to his son. Scotty Weir came home third, ahead of David Cardey and Spencer.

The summary:

Qualifications: 1. Rickie Gaunt, Gardner 94, 17.072; 2. Mike Spencer, Chaffin 50, 17.120; 3. Tony Jones, Alexander 4, 17.145; 4. Rodney Argo, Argo 19, 17.197; 5. Scotty Weir, Crossno 38, 17.286; 6. Jonny Bates, Bates 33, 17.324; 7. Jimmy Crawford, Stansberry 75, 17.331; 8. Alan Ballard, Wilkerson 11, 17.369; 9. Josh Ford, Ford 73, 17.380; 10. Danny Sheridan, Kittle 18, 17.400; 11. Rip Williams, Jory 3, 17.423; 12. David Cardey, Crossno 83, 17.429; 13. Seth Wilson, Wilson 17, 17.496; 14. Blake Miller, Gardner 93, 17.497; 15. Nadine Gardner, Gardner 16, 17.558; 16. Garrett Hansen, Preistley 7, 17.563; 17. Tyler Brown, Crossno 97x, 17.608; 18. Jeremy Sherman, Cheney 42, 17.715; 19. Jason York, Sertich 92, 17.737; 20. Brian Camarillo, CamLand 22c, 17.768; 21. Ross Millar, Millar 67, 18.115; 22. Todd Hunsaker, Hunsaker 6, 18.337; 23. Ludwig Solberg IV, Solberg 13, 18.481; 24. Joe Gunderson, Gunderson 57, 18.741; 25. Brent Camarillo, Camarillo 20c, 18.748; 26. Mike Kennedy, Cherbak-Kennedy 14, 18.791; 27. Matt Forstie, Forstie 35, 19.683; 28. J. Hicks, Miller 66, 20.042; 29. Andrew Reinbold, Reinbold 19x, 20.216; 30. John Butler, Butler 54, 22.143; 31. Jonas Reynolds, Reynolds 48, no time; 32. Brian Venard, Blair 12, no time.

First Heat (10 laps): Brown, Wilson, Gaunt, Ford, Weir, Millar, Brent Camarillo, Reinbold.

Second Heat (10 laps): Spencer, Sherman, Miller, Sheridan, Hunsaker, Bates, Kennedy, Butler.

Third Heat (10 laps): Williams, Jones, Crawford, York, Gardner, Solberg, Forstie.

Fourth Heat (10 laps): Cardey, Hansen, Argo, Hicks, Gunderson, Brian Camarillo, Ballard.

Semi (12 laps): Weir, Ballard, Bates, Gardner, Brian Camarillo, Reinbold, Millar, Forstie, Solberg, Butler, Hunsaker, Kennedy, Gunderson.

Feature (30 laps): Jones, Sheridan, Weir, Spencer, Cardey, Gaunt, Hansen, Brown, Ford, Ballard, York, Bates, Gardner, Hicks, Reinbold, Sherman, Williams, Crawford, Miller, Wilson, Argo, Camarillo .

Briscoe Sets Blistering Pace In Sprint Go

MSCS

MOUNT VERNON, Ill. — Kevin Briscoe captured the second annual Midwest Sprint Car Series Illinois Sprint Championship on Saturday night at the Jefferson County Raceway, leading all 25 laps to post his first MSCS victory of the season.

Briscoe made quick work of the event, taking the lead at the outset and setting pace around the bottom of the quarter-mile oval. Three-time MSCS champion Alex Shanks kept pace with the leader as the duo waded through lapped traffic, but he could never mount a challenge for the lead as Briscoe easily outdistanced the field to claim the $2,000 top prize. Series point leader Kyle Cummins came home third, followed by Randy Bateman, Arin McIntosh and Patrick Bruns.

The finish:

Kevin Briscoe, Alex Shanks, Kyle Cummins, Randy Bateman, Arin McIntosh, Patrick Bruns, Todd Chandler, Eric Folger, Gary Altig, J.B. Gilbert, John Irvin, Craig Budde, Bill Schemonia, Patrick Budde, Chris Gentry, Kevin Thomas, Jr., Jerry Ruble, John Memmer, Dave Mallady, Geoff Dodge, Terry Babb.

Eddyville, KY

LARGE PUBLIC AUCTION

2004 Translite 53' Car Hauler • 8 Race Cars • 4 Chassis
Pit Equip • Surface Plate • Shop & Fab Equip • Clothing
Radios • Gears • Office Furniture

Due to health reasons, we are selling the contents of the #23 NASCAR Busch Racing Team

Sale Site: 50 Industrial Park, Eddyville, KY, 42038; I-24 to Exit 42 (Kentucky Parkway), follow to Exit 4 (Highway 62 - Eddyville, KY); follow Hwy 62 towards Princeton; Watch for Auction Signs.

Mon, Aug. 27 – Tue, Aug. 28 – Wed, Aug. 29 – Thu, Aug. 30

4 Day Sale - Starting at 10:00 AM Local Time

RACE CARS - CHASSIS

Chassis No. 2 - Laughlin - Super Speedway Car - 04 - Roller - 90% - 07 Sheet Metal - *
Chassis No. 11 - Bill Davis - Road Race Car - 04 - Roller - 90% - 07 Sheet Metal - *
Chassis No. 18 - Ronnie Hopkins - 03 - Chassis Only - 05 Sheet Metal
Chassis No. 17 - Ronnie Hopkins - New Clips - Roller
Chassis No. 8 - Bill Davis - 03 - Roller with body
Chassis No. 103 - Bill Davis - Chassis Only
Chassis No. 6 - Andy Petree - Super Speedway- Roller - 05 Sheet Metal
Chassis No. 7 - Andy Petree - 04 - Bare Chassis Only
Chassis No. 131 - Ronnie Hopkins - 03 - Intermediate - RollerChassis No. 1 & 15 - Both Units need to be clipped

RACE CAR HAULER-*: 2004 TransLite - Real Nice Shape - New Rubber - 53' - Has Decal Wrap on Now But is White Alum When Stripped - Low Miles - Has Shock Dyno But Will Sell Separate - Road Ready

SHOP - FAB - PIT EQUIPMENT: Enco Vertical Band Saw; Tubing Bender & Dies; Ramco 30 Ton Press; Beverly Shear; Roper Whitney Finger Brake; Ellis Mitre Bandsaw; Jet Belt Sander & Disc Grinder; (2) English Wheels & Dies; Elec Bead Roller & Dies; Enco Lathe 12 x 36 Gear Head (some tooling); MSC Mill; Trinco Dry Blaster; 8' Metal Roller; Upper A Jig; Bench Vises; Roper Whitney 4' Shear; Torch Set; Lincoln Tig 185 Welder; (2) Lincoln 175 Wire Welders; Surface Plate; (3) Fab Tables; Bolt Bins and Contents; Parts Washer; 250 Gal. Waste Oil Container; 8' Roll-A-Round Table; 12' Portable Team Hoist; Real Nice Paint Booth; 10 Sets of Jack Stands; (2) Bluebird Engine Hoists; 151 Metal Shrinker & Stretcher; 05-06 Templates; Shop Vac's; Cool Down Unit; (2) Portable Generators; Spring Rater; Battery Charger; Elec Tool Box; Monitors; Weather Station; Tire Tool Box; Porta Power; Air Regulators; Pit Guns & Air Hoses; Tent; Tarps; Car Covers; Nitrogen Bottles & Hdw; Blower Fans; Pit Lights; 2 Wheel Tire Cart; 2 Wheel Dolly; Gas Can Wagon; Dump Cans; Pit Coolers; Ext Cords; Brooms; Alum Bench; Caster-Camber Gauge; Toe Plates; Snap-On Cordless Tools; Craftsman Cordless Tools; Intercomp Tire Gauge & Hdw; Scales - 4 Pads - Brain Case & Etc; Shop Fans; 10 Ton Jack; Spindle Table; Upper A-Rack; Rear-End Stands; 50' Welding Cords; 16 Rolling Parts Carts; Parts Cabinets; (2) Tire Carts; 3 Wheel Cart; Elephant Stands; Caster Rollers; (2) Pit Boxes; (2) Tool Boxes; Fuel Can Rack; Alum Pit Jacks; DeWalt Tools; Catch Cans; Wheel Covers; Sign Poles; Satellite & Hdw; Tire Stands; Boxes of Lug Nuts & Glue; Pole Holders; Pit Helmets; Tape; Cleaners; Pie Hdw; Computer Hdw; Liquids of all Kinds; Several Lots of New Steel - Alum Sheets & Etc...

PARTIAL PARTS INVENTORY: C & R Alum Radiators; Alum Racing Seats; (4) Jerico Transmissions; Floor Jacks; 05 GM Hoods & Noses; (1) Richmond Trans; Several Dry Sump Tanks; Several Lots of Braided Line; Fuel Cans; 12 Sway Bars; Alum Water Tanks; Truck Arms; Alternators; Driveshafts;(12) Fire Bottles; Fire Ext; Roll Bar Padding; Fuel Cells - Bladders - Tops - Misc Hdw; Steering Wheels; Seat Belt Kits; C/F Brake Duct; Oil Filter Hdw; Upper & Lower Ball Joints; Tie Rods; Headers & Ex Pipe; Steel Rotors; Brembo Hats & Rotors; Wilwood Hats & Rotors; Dry Brakes; Slugs; Spindles; Front & Rear Hubs; (10) Brembo Front Calips; Wilwood Calips; Master Cyl's; Misc Belts; Plug Wire Sets; Brake Blowers; Door Padding; (14) St. Boxes; Center Links; A-Arm Shims; Approx 75 Coil Springs; Approx 20 Penske Shocks; Shock Vise; Misc Shock Parts; Misc Starters; 2 Sets SB2 Alum Heads; Clutches & Flywheels; Few Lots of Misc Motor Parts; Brake Pads; In-Line Filters; Rear Brake Calips; Rear-End Pumps; Drive Plates; Jack Bolts; Hood Plates; Pedal Kits; Nacka Duct; Floor Panels; Roof Flaps; Hose Clamps; Rear-End Hausing; Bell Hausings; Lead Weight; 2 PC Tungsten; Sway Bar Hdw; Spring Rubbers; Bowman Cabinet Drawers - Full; Decals & Spray Paint; Very Large Assortment of Paint Supplies; Panard Bars; Lots of Unlisted Items - *SHOP IS FULL FROM CORNER TO CORNER!*

GEARS - RADIOS - CLOTHING

Approx 36 Ford 3rd Memers - Ratios from 2:91 to 6:83 - Race Ready - Some New Gears
Approx 20 Radios - Headsets - Chargers - Scanners - Belts - MiscApprox 75 Hangers of Clothing

MOTORS & ETC: (2) Complete 358 Motors - Race Ready - Misc Parts; Carbs & Parts; Motor Tuner Cart and Supplies; Plus Assorted Hand Tools

TERMS OF SALE: Terms of sale is cash, traveler's checks, bank cashier checks, or money orders. There will be a 10% buyer's premium charged on each lot number sold. Checks must be guaranteed by a bank letter of credit submitted to cashier on sale days. Credit Cards will be accepted subject to a 5% processing fee. Driver's license or picture identification is required to register. All items sold "As Is, Where Is" with no guarantees or warranty expressed or implied. Owner or Auctioneer not responsible for accidents. Buyers must settle and remove all items at the end of each sale day. Announcements sale day take precedence over any printed matter.

Keith Coleman Racing, LLC, Owner

SALE NOTE: The 3 Items marked with a * will be sold Subject to a small reserve made at sale time. Approx Sale Order : Mon – Hard Parts; Tue – Fab & Shop Equipment – Smalls; Wed – Race Cars – Hauler – Motors – Radios – Smalls; Thu – Clothing – Office Furniture – Small Parts - Misc.

HOST HOTEL: Country Hearth Inn; 120 Funway Drive, Eddyville, KY 42038, 888-4-HEARTH. *Ask for the Racer's Rate.*

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POWER RANKINGS

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

Donny Schatz

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

NO. 1

Despite starting the week with a crash while battling for the lead at Nodak Speedway, Schatz retained the top spot in the rankings.

He finished third Friday at Castrol Raceway in Alberta, and returned to victory lane in Sunday's rain delayed event at the Canadian short track.



RON SKINNER PHOTO

REST OF THE BEST

2. Lewis Hamilton

McLaren Mercedes, Formula One

Hamilton will be looking to extend his Formula One point lead when the series resumes this weekend in Turkey.

3. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup

Gordon won the pole for the Michigan Int'l Speedway Nextel Cup round, but the event was rain delayed until Tuesday.

4. Tony Stewart

No. 20 Home Depot Chevrolet, Nextel Cup

Like his Nextel Cup competitors, Stewart spent two days in the rain at Michigan Int'l Speedway.

5. Scott Dixon

No. 9 Target Chip Ganassi Honda, IndyCar Series

Dixon is eight points behind Dario Franchitti heading into Sunday's IndyCar Series event at California's Infineon Raceway.

6. John Force

Castrol Ford, NHRA Funny Car

Force romped into the semi-finals for the rain-delayed Aug. 21 event at Maple Grove Raceway.

7. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac, Grand Am Series

The Grand Am Rolex Series had the week off, but Fogarty and Gurney get back in action Saturday at Infineon Raceway.

8. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car

Bourdais holds the point lead as the Champ Car World Series prepares for a two-race European swing.

9. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

Franchitti will look to extend his point lead on the road course at Infineon Raceway in California's wine country.

10. Rod Fuller

Powers Motorsports dragster, NHRA Top Fuel

Fuller made it to the semi-finals at Maple Grove Raceway, extending his point lead over Brandon Bernstein, who skipped the event.

Honorable Mention

Teenaged sprint-car driver Robert Ballou won three-consecutive Sprint Bandits features, including the $10,000-to-win race at Lakeside Speedway in Kansas.

Last Week

With most of the top 10 out of action either because of a planned week off or rain, Donny Schatz retained the top spot and there were few changes in the rankings.

What's making news in motorsports

WoO Banquet Set For Charlotte

To Complete Busy World Finals Weekend In Stock-Car Land



HHP/HAROLD HINSON PHOTO

WORLD FINALS: The World of Outlaws sprint cars will finish the season at Lowe's Motor Speedway Nov. 1-3 and hold year-end banquet in Charlotte Nov. 5.

CONCORD, N.C. — World Racing Group has announced plans for its 2007 Nights of Champions for drivers who have competed in the World of Outlaws sprints and late model series, the Super DIRTcar Series, the MARS DIRTcar Series and UMP DIRTcar racing.

Following the World Finals Nov. 1-3 at The Dirt Track @ Lowe's Motor Speedway, the World of Outlaws will hold its annual banquet for its sprint series drivers on Nov. 5 at the Hilton Charlotte (N.C.) University Place.

The Super DIRTcar Series will honor its drivers at the OnCenter Complex in Syracuse, N.Y. on Nov. 17. DIRTcar Northeast track champions will also be honored at a luncheon on Nov. 16 at a to-be-announced location. Also on Nov. 17, the MARS DIRTcar Series will hold its banquet at the Clarion at the Grand Palace in Branson, Mo.

The World of Outlaws Late Model Series will host its Night of Champions in conjunction with the Performance Racing Industry show in Orlando, Fla., on Dec. 6 at the International Plaza Resort and Spa.

The UMP DIRTcar Racing Night of Champions is set for Jan. 12, 2008 at the Crowne Plaza in Springfield, Ill.

Christian Elder Dead At Age 38

CORNELIUS, N.C. — Former Busch Series and Goody's Dash driver Christian Elder died on Aug. 12 at his home in Cornelius, N.C. He was 38.

Elder, who recorded Goody's Dash victories at Daytona and Lowe's Motor Speedway, was buried Aug. 20 in his hometown of Bloomington, Minn.

He is survived by his parents, John Stuart and Sherry Hansen Elder, a sister, Elizabeth, and his brother, Justin.

Elder ran 24 Busch Series races in 2001-2002. He also competed in ARCA and in road racing the Star Mazda Series.

In lieu of flowers, memorials can be made to the Lance Armstrong Foundation, National Mail Processing Center, P.O. Box 6003, Albert Lea, Minn., 56007-6603.

Manzanita Sold To Martin Family

PHOENIX, Ariz. — Manzanita Speedway, the oldest continuously operated sports facility in the Phoenix area has changed hands for only the fourth time in its 56-year history.

Local business man Mel Martin and his son Bobby assumed control of the track located at 35th Avenue and West Broadway Aug. 15 and immediately announced their plan for improvements for the track, including a new frontstretch catch fence that was started immediately.

The Martins plan to remove all the wooden bleachers during the off-season and replace them with aluminum seats. They also plan to coat the parking lot with crushed asphalt and that project will be started in the very near future.

ATQMRA Plans September Reunion

TETERBORO, N.J. — The American Three-Quarter Midget Ass'n will take part in the Teterboro Airport "Wings and Wheels" show Sept. 14-15 from 9 a.m.-4 p.m. each day.

The show will be held at the Aviation Hall of Fame of New Jersey at the Teterboro Airport and feature vintage aircraft and autos, including the B-17 "Yankee Lady," a C-47 Dakota and a C-54 Skymaster among others.

Members of the ATQMRA are also referring to the event as a "Pinebrook Reunion," due to its proximity to the now closed Pinebrook Speedway, which closed in 1989. The ATQMRA is also looking for more cars for the show. For information, contact Ron Dennis at (914) 497-2069.

Joyce Johnson Passes At 70

CONCORD, N.C. — Joyce Johnson, wife of pioneer racer Milt Johnson and mother to DIRTcar Racing Modified drivers Alan and Danny Johnson died on Aug. 15 after a year-long battle with lung cancer. She was 70.

She and husband, Milt, who was the 1961 sportsman champion at Canandaigua Speedway, had four children — Alan, Danny, Tracy and Sue — seven grandchildren and four great-grandchildren. Funeral arrangements were scheduled for Aug. 20.

In lieu of flowers, donations to any charity are encouraged. Cards and other messages of sympathy can be sent to Milt at 6070 South Hill Road, Middlesex, N.Y., 14507.

NUTS AND BOLTS

The format for the upcoming Labor Day weekend ASA Aero Exhaust event at Yakima (Wash.) Speedway has been changed. Previously scheduled over two days, the **ASA Northwest Tour** portion of the race weekend will take place on Sept. 2, and the feature has been shortened to 150 laps from 200. The race weekend will begin as scheduled on Sept. 1 with the **ARCA West Late Model Challenge Series** and local divisions… The final installment of the Saturday Night Challenge Series at **Williams Grove Speedway** will be Aug. 25 beginning at 7 p.m… The Midwest Walnut bonus for the Sept. 8 show at Lucas Oil Speedway in Wheatland, Mo., could be worth as much as $5,000-$6,000 for drivers who have previously won Lucky Star bonuses at the track… The **Bay Cities Racing Ass'n** began enacting its new weight requirements on Aug. 4 in a move designed to foster competitive balance and cut costs for race teams. The new weight rule now includes driver and safety gear along with the car. The new requirements are 1,030 pounds for cars with a Volkswagen power plant and 1,080 pounds for all others… Speed's hit reality show **"Pinks All Out"** will visit The Strip @ Las Vegas Motor Speedway on Sept. 8 with races beginning at 10 a.m. About 400 people are expected to compete for a a chance to win $10,000 at the event, while thousands are expected to attend... Jasper Engines and Transmissions donated an 18-foot box truck to assist the "Bullying Hurts" program so that it can take its anti-bullying message to schools throughout the country.

Mike Mason Lands Bristol Ride

CONCORD, N.C. — USAR Hooters Pro Cup driver Mike Mason will take on the role of car owner when the series invades Bristol Motor Speedway for the Food City 150 on Aug. 22.

"Eric Humphries will be behind the wheel of the Mason Motorsports No. 33 at Bristol," said Mason. "He's been racing in the NASCAR Grand National West Division the last couple of years and has also been doing some USAC dirt and pavement sprint-car races this season. He and I go way back — we raced go karts against each other as kids in California."

New Wind Tunnel Planned For Charlotte

JACKSON, Mich. — A newly formed group of investors has joined together to design and construct a state-of-the-art customer wind tunnel project called Wind Tunnel eXtreme near Charlotte, N.C.

The project is designed to provide teams from all motorsports disciplines wind-tunnel time to enhance aerodynamic development. Wind Tunnel eXtreme was created to address the scarcity of high-tech wind tunnel time in the United States.

Slated to open in the third quarter of 2009, it will be a full-scale, world-class facility available to customers on a membership basis.

It will also be the world's only wind tunnel specifically designed for multiple-car testing, and the only customer wind tunnel in the world with the "TALINGZ" option added to a single-belt MTS rolling-road system. It will have full-scale testing capability, reach wind and road speeds of up to 180-mph (80 m/s), and feature best-in-class adaptive wall-wind tunnel technology.

Wind Tunnel eXtreme is in the process of finalizing the location of the project in the Charlotte area.

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We look forward to seeing you at these Grassroots Tour 2007 stops!

January 10-13	Chili Bowl Nationals • Tulsa Expo • Tulsa, OK
January 19	Night at the Checkers/Victory Junction Gang • Charlotte Bobcats Arena • Charlotte, NC
January 26-27	Hoosier Racers Swap Meet & Trade Show • Champions Pavilion, Indiana State Fairgrounds • Indianapolis, IN
February 9-10	East Bay Winternationals • East Bay Raceway Park • Tampa, FL
February 11	Winternationals • Volusia Speedway Park • DeLeon Springs, FL
February 13-16	World Series of Stock Car Racing • New Smyrna Speedway • New Smyrna Beach, FL
March 2-4	Speedway Expo • The Big E • Springfield, MA
March 8-9	USAC Sprints and Late Model Dirt • The Dirt Track @ LVMS • Las Vegas, NV
March 8-11	NASCAR/NEXTEL Cup Series • Las Vegas Motor Speedway • Las Vegas, NV
April 19-21	Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
April 28	Naturally Fresh 250 • Concord Motorsports Park • Concord, NC
May 25	55th Annual Hoosier Hundred • Indiana State Fairgrounds • Indianapolis, IN
May 25	Eckerd Outlaw Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
May 25	USAC Silver Crown • Indiana State Fairgrounds • Indianapolis, IN
May 25-27	NASCAR Nextel Cup @ Lowe's Motor Speedway • Concord, NC
May 26	Toyota Night Before the 500 • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
June 1	Sue Thiel Memorial Classic • Dodge County Fairgrounds Speedway • Beaver Dam, WI
June 9	13th Annual Late Model Dream • Eldora Speedway • New Weston, OH
June 29	USAC National Sprint Car Series • Richmond International Raceway • Richmond, VA
June 30	SunTrust Indy Challenge • Richmond International Raceway • Richmond, VA
June 30	The Great Race • Concord, NC
July 10	Old Spice Summer Sizzler • Eldora Speedway • New Weston, OH
July 11	Brad Doty Classic • Limaland Motorsports Park • Lima, OH
July 13	Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
July 14	Kings Royal • Eldora Speedway • New Weston, OH
July 26-28	Kroger Speedfest • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
August 3-4	World of Outlaws • Charter Raceway Park • Beaver Dam, WI
August 6-7	Front Row /Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
August 8-11	Knoxville Nationals • Knoxville Raceway • Knoxville, IA
Aug. 17-18	Ron Shuman Classic • Lakeside Speedway • Kansas City, KS
August 24	**Food City 250 • Bristol Motor Speedway • Bristol, TN**
August 25	**Sharpie 500 • Bristol Motor Speedway • Bristol, TN**
Aug. 29-Sept. 3	**Mac Tools U.S. Nationals • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN**
Sept. 7-8	World 100 • Eldora Speedway • New Weston, OH
October 10	Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
October 11-13	NASCAR NEXTEL Cup • Lowe's Motor Speedway • Concord, NC
November 1-3	Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
November 8	Copper World Classic • Phoenix International Raceway • Avondale, AZ
Nov. 29-Dec.2	Snowball Derby • Five Flags Speedway • Pensacola, FL
Dec. 28-29	Rumble in Ft. Wayne • Allen County Mem. Expo Center • Ft. Wayne, IN

*** More events will be added throughout the season*

The 2007 Grassroots Tour brought to you in conjunction with Fatheadz Sunglasses



Promoters, want your major event included on *NSSN*'s 2007 Grassroots Tour? Contact Liz Mellott for details at 704.455.8045 or via email at lizm@nationalspeedsportnews.com

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Parity Rules All Stars Week

Aug. 13

MAYETTA, Kan. — Defending All Star Circuit of Champions title winner Greg Wilson stormed into Thunderhill Speedway and picked up his 21st-career All Star sprint-car triumph Aug. 13.

ALL STARS

Wilson passed leader Nick Smith in traffic exiting the fourth turn on the final lap to steal the victory from Smith, who had led most of the race.

Brian Paulus led from lap eight to lap 13 when he spun and handed the point back to Smith. Brandon Martin challenged Smith on lap 24, but slipped high and Wilson charged into contention.

Smith finished second, ahead of Gary Wright, Martin and Danny Smith.

The summary:

Fast time: Greg Wilson, 12.965 seconds (22 cars).

First Heat: Jim Cameron, Brian Ellenberger, Brandon Martin, Greg Wilson, Jason Martin, Tyler Thompson, Mike Lefholz, Kelly Kneisler.

Second Heat: Jonathan Allard, J.R. Topper, J.D. Johnson, Nick Smith, Brock Mayes, Mallory Armfield, Paul May.

Third Heat: Danny Smith, Gary Wright, Brian Paulus, Gary Lee Maier, Dusty Murray, Paul McMahan, Chris Morgan.

Dash: B. Martin, Paulus, Wilson, Mayes, Ellenberger, D. Smith.

Feature: Wilson, N. Smith, Wright, B. Martin, D. Smith, Mayes, Maier, Topper, Johnson, McMahan, Thompson, May, Cameron, Paulus, ARmfield, Murray, Kneisler, Allard, Ellenberger, J. Martin, Lefholz, Morgan.

Aug. 14

HAYS, Kan. — Veteran sprint-car racer Gary Wright was the benefit of the All Star Circuit of Champions's inversion system Aug. 14 at RPM Speedway.

Wright qualified sixth and started on the pole for round two of Thunder Through the Plains. The current American Sprint Cars on Tour champion was never headed en route to a dominant victory.

Brian Paulus came home second, ahead of Jason Martin, Greg Wilson and Danny Smith.

The summary:

Fast time: Brian Ellenberger, 13.334 seconds (16 cars).

First Heat: Greg Wilson, Jason Martin, Brian Ellenberger, Gary Lee Maier, Brandon Martin, Jonathan Allard, Danny Smith, C.J Johnson.

Second Heat: Gary Wright, J.D. Johnson, Brian Paulus, Brock Mayes, Paul May, Justin Schwein, Tyler Thompson, Smokey Fairbank.

Dash: Wilson, Ellenberger, Mayes, Smith, May, J. Martin.

Feature: Wright, Paulus, J. Martin, Wilson, Smith, Mayes, B. Martin, Maier, Allard, Ellenberger, May, C.J. Johnson, J.D. Johnson, Fairbank, Schwein.

Friday

WEST MEMPHIS, Ark. — Chad Blonde towed in from Michigan and won Friday night's O'Reilly All Star Circuit of Champions sprint-car feature at Riverside Int'l Speedway.

Blonde started from the third row and used a slide job on Lee Sowell to take the lead on lap six of the quarter-mile oval. Sowell slid into the fence, bringing out the yellow flag.

Blonde led on the restart, with veteran racer Jeff Swindell chasing. Blonde held on for the victory as the pair raced through lapped traffic.

Swindell was second, ahead of Greg Wilson, A.J. Bruns, Danny Smith, who started 15th, and fast-qualifier Tim Montgomery.

The summary:

Fast time: Tim Montgomery, 11.435 seconds (26 cars).

First Heat: Tiffany Wyzard, Danny Smith, Brock Mayes, Tim Montgomery, A.J. Bruns, Phillip Faulkner, Tyler Thompson, Clint Weiss, Josh Howard.

Second Heat: Chad Blonde, Brian Paulus, Paul May, Lee Sowell, Ronnie Howard, Chris Williams, Shane Wade, Jan Howard, Gary Wright.

Third Heat: Dale Howard, Brandon Martin, Ernie Ainsworth, Greg Wilson, Jeff Swindell, Brian Ellenberger, Kenny Coke, Dwayne Prince.

Feature: Blonde, Swindell, Wilson, Bruns, Smith, Montgomery, Howard, Mayes, Ainsworth, Paulus, Coke, Jo. Howard, Prince, Wade, Martin, Wyzard, D. Howard, Williams, Sowell, May, Thompson, Weiss, Ja. Howard, Faulkner, Ellenberger.

Saturday

WEST MEMPHIS, Ark. — Jeff Swindell picked up his third-career O'Reilly All Star Circuit of Champions sprint-car victory Saturday night at Riverside Int'l Speedway, but it was his first 410-winged-sprint-car triumph in many years.

Running a limited schedule of sprint-car races at the quarter-mile dirt track, Swindell jumped into the lead from the start.

The race was halted when Gary Wright and Brian Paulus tangled and flipped on lap. Two laps after the restart, point leader Danny Smith flipped his No. 4.

When the action settled down, Swindell had a fight on his hands with Chad Blonde challenging for the lead. However, Blonde tangled with the lapped car of Jason Keith and crashed.

Swindell fought off Dale Howard for the $5,000 victory, with A.J. Bruns, Paul May and Greg Wilson following.

The summary:

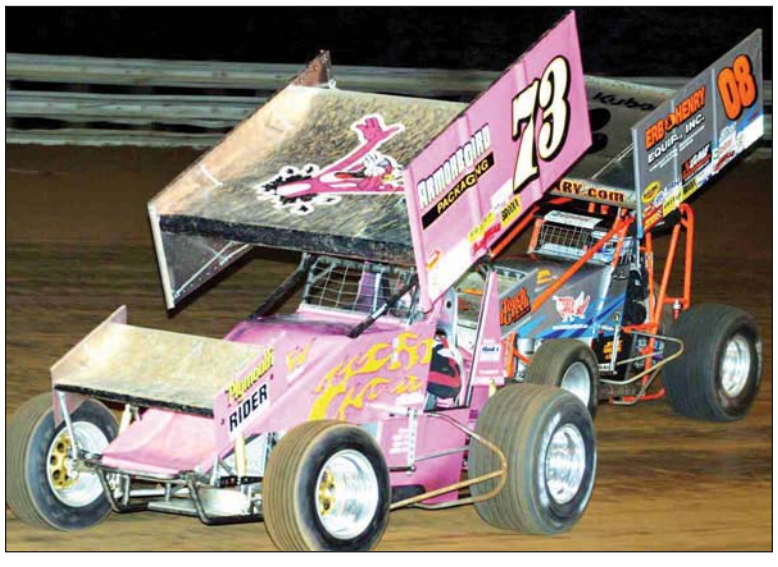
Fast time: Chad Blonde, 12.295 seconds (27 cars).

First Heat: Jeff Swindell, Brad Bowden, Chad Blonde, Dale Howard, Brandon Martin, Tiffany Wyzard, Paul May, Lee Sowell, Ernie Ainsworth.

Second Heat: Tim Scites, Danny Smith, Brian Paulus, Tyler Thompson, Chris Williams, Ronnie Howard, Jan Howard, Shane Wade, Tim Montgomery.

Third Heat: A.J. Bruns, Jason Keith, Henry Gustavus, Josh Howard, Gary Wright, Phillip Faulkner, Greg Wilson, Brock Mayes, Kenny Coke.

Feature: Swindell, D. Howard, Bruns, May, Wilson, Gustavus, Smith, Mayes, Sowell, Faulkner, Ainsworth, R. Howard, Keith, Coke, Martin, Williams, Wyzard, Bowden, Thompson, Ja. Howard, Blonde, Jo. Howard, Wright, Paulus, Scites, Wade.



CLIFFORD DOVE MOTORSPORTS PHOTOGRAPHY PHOTO

ROUTE TO 66: Kramer Williamson (73) battles with Jason Clauss for his 66th victory Saturday on 60th-anniversary night at Hagerstown Speedway.

Williamson Is Back In Pink

HAGERSTOWN, Md. — Sporting a brand new Pink Panther No. 73 sprint car, Kramer Williamson won his heat and followed it up with his 66th-career United Racing Co. triumph on 60th-anniversary night at Hagerstown Speedway Saturday.

URC

Williamson led every lap of the feature and earned $2,000 for his victory at the historic half-mile oval.

Point-leader Curt Michael made a late charge, but could not steal the victory from Williamson. He finished second. Josh Weller, Jason Clauss and J.J. Grasso rounded out the top five.

The finish:

Kramer Williamson, Curt Michael, Josh Weller, Jason Clauss, J.J. Grasso, Ed Aikin, Randy West, Davey Sammons, Jimmy Stitzel, Kyle Purks, Becca Anderson, Mark Bitner, Chris Coyle, Brian Seidel, Joey Biasi, Mares Stellfox, Mike Haggenbottom, Brian Brittingham, Michael Carber, Dave Ely, Midge Miller, Trevor Lewis, Adam Gordom, Robbie Stillwaggon, Scott Pursell.

Zeiner Zooms On Final Laps

LEHIGHTON, Pa. — Zane Zeiner pulled off a three-wide pass in the final laps to take the victory in a wild finish to Saturday night's Race of Champions DART Asphalt Modified John Blewett III Memorial event at Mahoning Valley Speedway.

ROC

Zeiner used a daring move to dive under Eric Beers and Rod Snyder, Jr. with two laps to go, then held off a late charge from Beers to score a $2,800 payday.

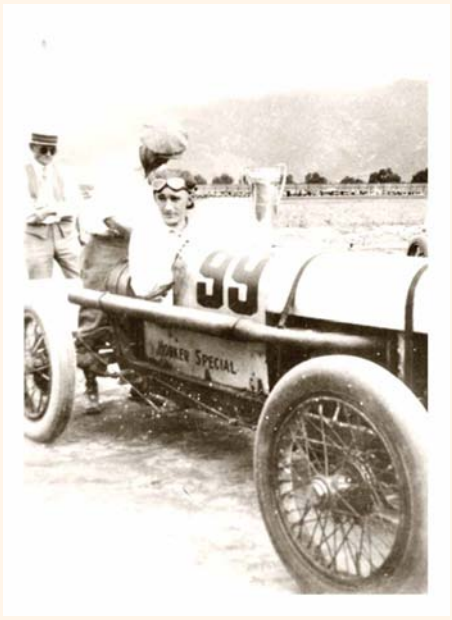
Snyder and Beers combined to lead the first 70 laps before a late caution flag with six laps to go bunched the field with Zeiner waiting patiently in third. On the restart, Snyder slid under Beers to take the lead just as the yellow flag waved again. On the ensuing restart, Snyder slid up the track, opening up the bottom to Zeiner, who roared past coming out of turn two to take the lead. Snyder faded to third as Beers mounted one last challenge for the lead, but came up short at the line. Snyder finished third, followed by Kory Rabenold and Brian DeFebo.

The finish:

Zane Zeiner, Eric Beers, Rod Snyder, Jr., Kory Rabenold, Brian DeFebo, Lee Sherwood, Matt Hirchman, Earl Paules, Pete Brittain, John Markovic, Kevin Brown, Bobby Jones, Dave Wallace, Daren Scherer, Todd Baer, Rodney Gruber, C.J. Jones, Scott Lesher, Phil Slater, Andy Szapacs, Don Wagner, Chip Santee, Troy Bollinger, Thomas Wanick III, Rusty Smith, Matt Clemens.

A LESSON IN HISTORY

A look back at the formative years of racing



JOHNNY KLANN COLLECTION PHOTO

MEL MAN: Mel Kenealy sits in the Hooker DOHC Model T Ford at Banning, Calif., around 1926.

Not Even Indy Could Keep Kenealy Away From Ascot

It took a special breed of race driver to race at Legion Ascot Speedway. This banked five-eighths-mile oiled-dirt oval in Los Angeles saw competition that can best be described as fierce — or maybe even ruthless.

The payoffs were big. Legion Ascot was the gateway to Indy and this, coupled with a race driver's normal desire to win, led to perhaps the most competitive racing there ever was. Brave men raced at Ascot, and one of these was Mel Kenealy.

Kenealy was probably born in 1903. It looks like he served in the U.S. Navy during or shortly after World War I, so he must have done a bit of fibbing on his age — this did happen back then. Kenealy started racing in the early 1920s on the outlaw tracks of Southern California. He took part in at least some of the races with the Ralph DePalma-led Western Racing Ass'n's touring group in 1925 and beat the Millers with his Fronty Ford at Santa Rosa, Calif.

Kenealy moved on to Ascot Speedway around 1927. Ascot Speedway did not become Legion Ascot Speedway until Thanksgiving Day in 1928, when the American Legion promoted a 100-lap race. He was the winner in the Hooker Model T. Kenealy continued his winning ways at Ascot in 1929, and most of his wins were probably in the Hooker T. These were American Automobile Ass'n (AAA)-sanctioned races, and Kenealy was crowned the 1929 Pacific Southwest AAA Champion.

In 1930, Kenealy was at Indy in a two-man car built from a Whippet automobile chassis. The car had a 150-cubic-inch Miller engine and qualified in the middle of the pack at 103.327 miles per hour. In the 500-mile race, Kenealy had valve troubles and was out on lap 114, finishing in 15th place and getting a payoff of $420. Kenealy apparently stayed in the Midwest and the East for most of 1930 and ran his Indy ride on the board tracks at Altoona and Woodbridge in Pennsylvania. He probably did some dirt-track racing that summer, but nothing on this has been found.

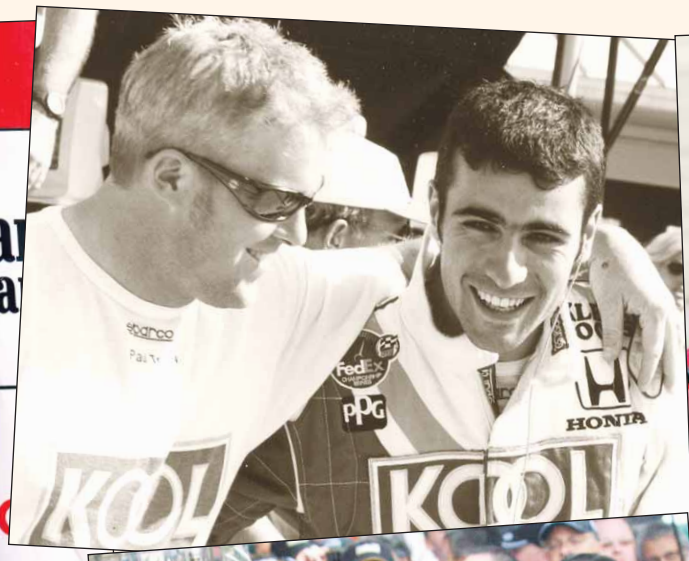
It is a bit of a mystery why Kenealy did not return to Indy as did most drivers, but from late 1930-36, he apparently did most of his racing at Legion Ascot. The races were nearly on a weekly basis with big payoffs, and a good driver such as Kenealy could make a living by racing. Ascot had a terrible casualty rate during these years, but Kenealy somehow avoided crashes.

In January 1936, Ascot Speedway was closed. Kenealy, along with Frank Wearne and a few other Ascot drivers, headed north where there was a bit of racing going on. Kenealy had some good Miller rides and won some races at tracks such as Portland, Ore., and Yakima and Seattle in Washington. He also drove midgets on the Pacific Northwest circuit. He apparently quit driving around 1938 and then served as an official for a few years.

Another mystery about Kenealy's life is what happened to him after 1940 — there are about four decades missing. Mel Kenealy died in Southern California in 1985. He left behind a rich legacy of racing, mostly at legendary Legion Ascot Speedway.

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





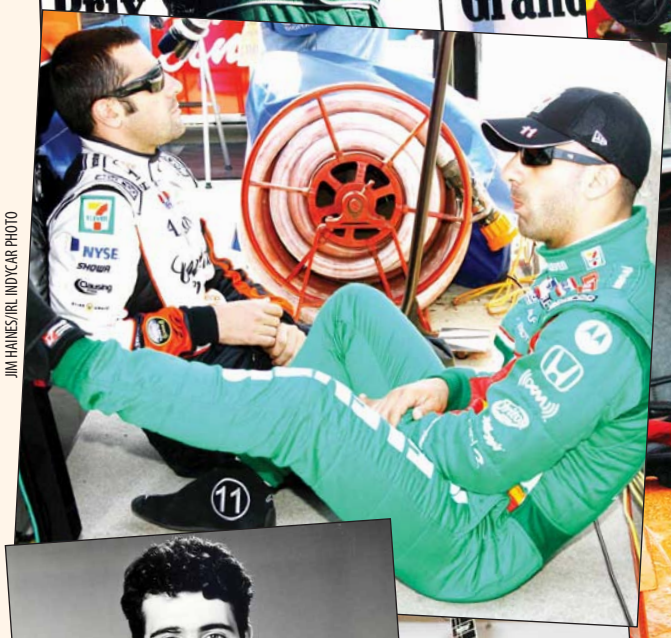
BRUCE SCHULMAN PHOTO





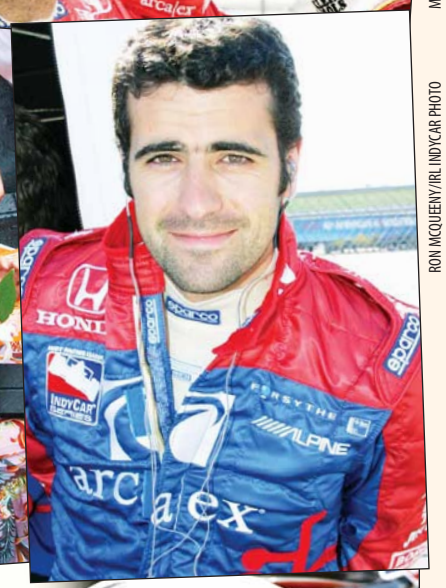


MICHAEL VOORHEES/IRL INDYCAR PHOTO

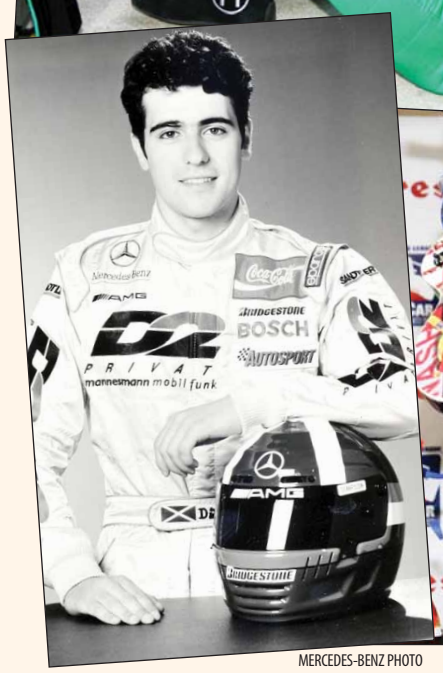


JIM HAINES/IRL INDYCAR PHOTO

GINNY HEITHAUS PHOTO



RON MCQUEENY/IRL INDYCAR PHOTO



MERCEDES-BENZ PHOTO

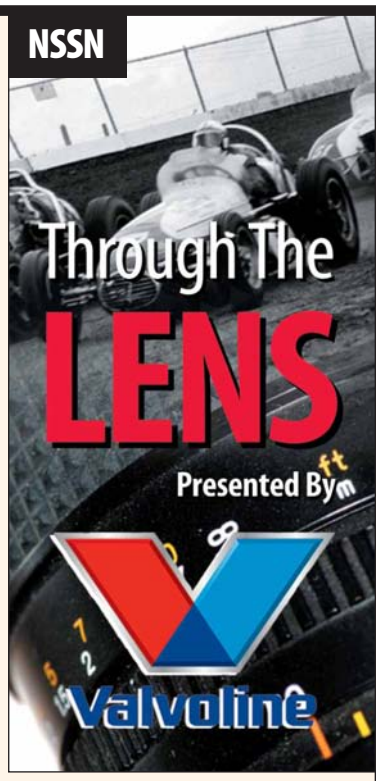


BRUCE SCHULMAN PHOTO



JIM HAINES/IRL INDYCAR PHOTO

NSSN



A visual tour through the history of motorsports

DARIO FRANCHITTI

The Scottish Indy car driver really hit the fast track this season when he became the first Scotsman since Graham Hill to win the Indianapolis 500.

Franchitti, who is married to actress Ashley Judd, has three victories this season and seven in his Indy Racing League IndyCar Series career.

Now 34, Franchitti began his racing career in karts at age 9.

After working his way through the European ranks, Franchitti made his North American debut in CART in 1997. He raced in the series full-time until moving to the Indy Racing League in 2003. He posted 10 CART victories.

He is a licensed helicopter pilot and calls Nashville, Tenn., home.

Featured here (clockwise from top left): In victory lane after a 1999 CART win; Getting a hug from Paul Tracy in 1998; On the way to his first IRL triumph at The Milwaukee Mile in 2004; With teammate Tony Kanaan (left) and Dan Wheldon (right); Sharing a smile; Ready to roll at Kentucky Speedway; Celebrating a victory in Nashville in 2005; In 1995 when he finished fifth in the German Touring Car championship; Resting with Kanaan (right) at Indy; Taking in his Indy 500 victory with wife Ashley. — *NSSN* Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Aug. 23-Aug. 26

Thursday

■ "NASCAR Now," 12:30 a.m., ESPN2
■ NASCAR Busch East from Beaver Falls, N.Y. (taped), 3 a.m., Speed
■ Classic Drag Racing: 2004 NHRA Mile High Nationals, 11 a.m., ESPN Classic
■ NASCAR Busch Series Carfax 250 (taped), 12 p.m., Speed
■ NASCAR Nextel Cup 3M Performance 400 (taped), 3 p.m., Speed
■ "Motorsport Hour," 4 p.m., Versus
■ "American Dragster," 5 p.m., ESPN2
■ "NASCAR Now," 6 p.m., ESPN2

Friday

■ F-1 practice, 7 a.m., Speed
■ NASCAR Busch Series practice, 10 a.m., Speed
■ Classic Drag Racing: 2004 NHRA Nationals, 11 a.m., ESPN Classic
■ NASCAR Nextel Cup practice, 11:30 a.m., Speed
■ Hooters Pro Cup Miller Lite 250 (taped), 1 p.m., Speed
■ "NASCAR Live," 2 p.m., Speed
■ NASCAR Nextel Cup qualifying, 3 p.m., Speed
■ NASCAR Busch Series qualifying, 4:30 p.m., Speed
■ NASCAR Nextel Cup practice, 6 p.m., Speed
■ "NASCAR Countdown," 7:30 p.m., ESPN2
■ NASCAR Busch Series Food City 250, 8 p.m., ESPN2
■ "Trackside," 11 p.m., Speed

Saturday

■ "Formula One Debrief," 12 a.m., Speed
■ "Inside Grand Prix," 6:30 a.m., Speed
■ F-1 qualifying, 7 a.m., Speed
■ "NASCAR Now," 10 a.m., ESPN2
■ Star Mazda Series from Trois-Rivieres, Quebec (taped), 12 p.m., Speed
■ "Motorsport Hour," 3 p.m., Versus

TUNE IN TO ...

The Champ Car World Series' inaugural visit to Belgium's Circuit Zolder (8 a.m. Sunday, ESPN Classic).

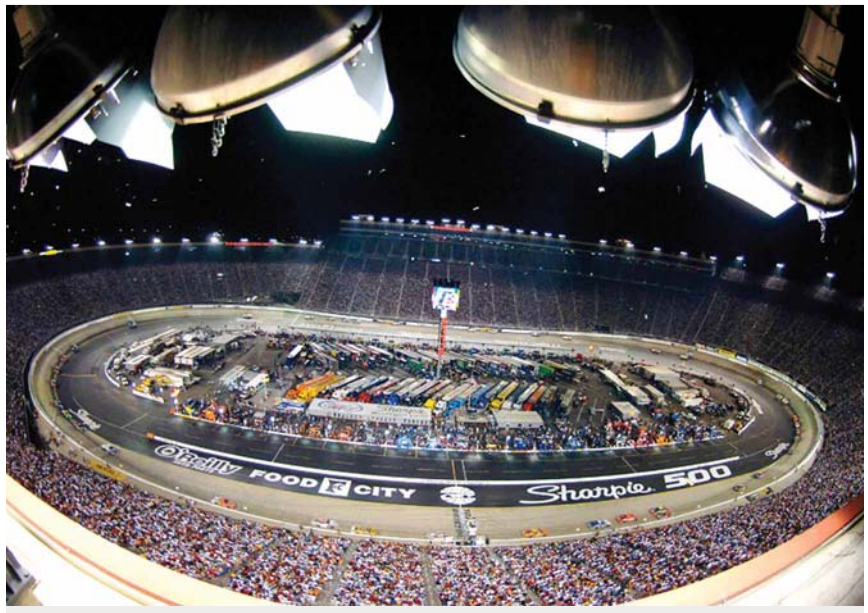
■ "NASCAR RaceDay," 4 p.m., Speed
■ "NASCAR Performance, 4:30 p.m., Speed
■ "Tradin' Paint," 5 p.m. Speed
■ "NASCAR RaceDay," 6 p.m., Speed
■ "NASCAR Countdown," 7 p.m., ESPN
■ NASCAR Nextel Cup Sharpie 500, 8 p.m., ESPN
■ Grand Am Series from Infineon Raceway, 8 p.m., Speed

Sunday

■ "NASCAR Now," 12 a.m., ESPN2
■ NASCAR Busch Series Food City 250 (taped), 12:30 a.m., ESPN2
■ "NCTS Setup," 2 a.m., Speed
■ NASCAR Craftsman Truck Series O'Reilly 200 (taped), 2:30 a.m., Speed
■ GP2 Championship, 6 a.m., Speed
■ F-1 Turkish Grand Prix, 7:30 a.m., Speed
■ Champ Car Belgian Grand Prix, 8 a.m., ESPN Classic
■ World of Outlaws Late Models from Hartford, Ohio (taped), 12 p.m., Speed
■ Classic NASCAR: 1999 Goody's 500, 1 p.m., ESPN Classic
■ ARCA RE/MAX Governor's Cup 200, 1 p.m., Speed
■ American Le Mans Series Grand Prix of Mosport, 3 p.m., Speed
■ IndyCar Motorola Indy 300, 3:30 p.m., ESPN
■ NHRA Sportsman Series (taped), 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

MOTORSPORTS CALENDAR

Aug. 22-23 World of Outlaws Late Model Series	Volunteer Speedway, Bulls Gap, Tenn., Late Models
Aug. 22 NASCAR Craftsman Truck Series	Bristol Motor Speedway, Bristol, Tenn., Stock Cars
Aug. 22 USAC Indiana Ford Focus Series	Mount Lawn Speedway, New Castle, Ind., Midget Cars
Aug. 22 USAC Kenyon and Regional Midget Series	Mount Lawn Speedway, New Castle, Ind., Midget Cars
Aug. 22 Hooters Pro Cup Series	Bristol Motor Speedway, Bristol, Tenn., Stock Cars
Aug. 24 NASCAR Busch Series	Bristol Motor Speedway, Bristol, Tenn., Stock Cars
Aug. 24 USAC National Midget Car Series	Plymouth Dirt Track, Plymouth, Wis., Midget Cars
Aug. 24 USAC National Sprint Car Series	West Virginia Motor Speedway, Mineral Wells, W.Va., Sprint Cars
Aug. 24 ASCS Coastal Region	Simpson County Motorsports Park, Mendenhall, Miss., Sprint Cars
Aug. 24 ASCS Sprint Dirt Series	Ohswken Speedway, Ohsweken, Ontario, Sprint Cars
Aug. 24 ASCS Rocky Mountain Region	Lincoln County Raceway, North Platte, Neb., Sprint Cars
Aug. 24 Badger Midget Auto Racing Ass'n	Sheboygan County Fair Park, Plymouth, Wis., Midget Cars
Aug. 24 URC Sprints	Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
Aug. 24 Interstate Racing Ass'n	Red Cedar Speedway, Menomonie, Wis., Sprint Cars
Aug. 24-25 World of Outlaws	Skagit Speedway, Burlington, Wash., Sprint Cars
Aug. 24-25 ASCS Canyon Region	Manzanita Speedway, Phoenix, Ariz., Sprint Cars
Aug. 25 NASCAR Nextel Cup Series	Bristol Motor Speedway, Bristol, Tenn., Stock Cars
Aug. 25 World of Outlaws Late Model Series	K-C Raceway, Chillicothe, Ohio, Late Models
Aug. 25 USAC National Sprint Car Series	Sharon Speedway, Hartford, Conn., Sprint Cars
Aug. 25 Grand-Am Sports Car Series	Infineon Raceway, Sonoma, Calif., Sports Cars
Aug. 25 NASCAR Busch East Series	Mansfield Motorsports Park, Mansfield, Ohio, Stock Cars
Aug. 25 NASCAR Whelen Modified Tour	Mansfield Motorsports Park, Mansfield, Ohio, Modifieds
Aug. 25 ASCS Patriot Region	Genesee Speedway, Batavia, N.Y., Sprint Cars
Aug. 25 ASCS Coastal Region	Pike County Speedway, Magnolia, Miss., Sprint Cars
Aug. 25 ASCS Rebel Region	Green Valley Speedway, Glencoe, Ala., Sprint Cars
Aug. 25 ASCS Sprint Dirt Series	South Buxton Raceway, Merlin, Ontario, Sprint Cars
Aug. 25 ASA Late Model Series	The Milwaukee Mile, West Allis, Wis., Late Models
Aug. 25 Lucas Oil Late Model Dirt Series	Bluegrass Speedway, Bardstown, Ky., Late Models
Aug. 25 NorthEastern Midget Ass'n	Seekonk Speedway, Seekonk, Mass., Midget Cars
Aug. 25 URC Sprints	Delaware Int'l Speedway, Delmar, Del., Sprint Cars
Aug. 25 Empire Super Sprints	Genesse Speedway, Batavia, N.Y., Sprint Cars
Aug. 25 O'Reilly All Star Circuit of Champions	K-C Raceway, Chillicothe, Ohio, Sprint Cars
Aug. 25 Interstate Racing Ass'n	Rice Lake Speedway, Rice Lake, Wis., Sprint Cars
Aug. 25 Bay Cities Racing Ass'n	Kings Speedway, Hanford, Calif., Midget Cars
Aug. 25-26 Badger Midget Auto Racing Ass'n	Angell Park Speedway, Sun Prairie, Wis., Midget Cars
Aug. 25-26 USAC National Midget Car Series	Angell Park Speedway, Sun Prairie, Wis., Midget Cars
Aug. 25-26 IRL Indy Pro Series	Infineon Raceway, Sonoma, Calif., Indy Cars
Aug. 26 IRL IndyCar Series	Infineon Raceway, Sonoma, Calif., Indy Cars
Aug. 26 Champ Car World Series	Circuit Zolder, Heusden-Zolder, Belgium, Champ Cars
Aug. 26 American Le Mans Series	Mosport Int'l Raceway, Bowmanville, Ontario, Sports Cars
Aug. 26 Hooters Pro Cup Series	The Milwaukee Mile, West Allis, Wis., Stock Cars
Aug. 26 ASCS Patriot Region	Humberstone Speedway, Port Colborne, Ontario, Sprint Cars
Aug. 26 ASCS Mid-Atlantic Region	Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
Aug. 26 IHRA Nitro Jam Drag Racing Series	Milan Dragway, Milan, Mich., Dragsters
Aug. 26 Empire Super Sprints	Little Valley Speedway, Little Valley, N.Y., Sprint Cars
Aug. 26 Speed World Challenge Series	Mosport Int'l Raceway, Mosport, Ontario, Sports Cars
Aug. 26 Formula One Series	Istanbul Park, Istanbul, Turkey, Formula Cars
Aug. 29 World of Outlaws	Southern Oregon Speedway, Medford, Ore., Sprint Cars
Aug. 29 USAC Indiana Ford Focus Series	Mount Lawn Speedway, New Castle, Ind., Midget Cars
Aug. 29 USAC Kenyon and Regional Midget Series	Mount Lawn Speedway, New Castle, Ind., Midget Cars
Aug. 29-Sept. 3 National Hot Rod Ass'n	O'Reilly Raceway Park, Clermont, Ind., Dragsters
Aug. 31 Hooters Pro Cup Series	Gateway Int'l Raceway, Madison, Ill., Stock Cars
Aug. 31 ASCS Gulf South and Sooner Regions	Heart O'Texas Speedway, Waco, Texas, Sprint Cars
Aug. 31 ASCS Sprint Dirt Series	Winston Motor Speedway, Rothbury, Mich., Sprint Cars
Aug. 31 Empire Super Sprints	Autodrome Granby, Granby, Quebec, Sprint Cars
Aug. 31 Tampa Bay Area Racing Ass'n	Orlando SpeedWorld Speedway, Orlando, Fla., Sprint Cars
Aug. 31-Sept. 1 StormPay.com Dirt Late Model Series	Whynot Motorsports Park, Meridian, Miss., Late Models
Sept. 1 NASCAR Busch Series	California Speedway, Fontana, Calif., Stock Cars
Sept. 1 NASCAR Craftsman Truck Series	Gateway Int'l Speedway, Madison, Ill., Stock Cars
Sept. 1 USAC-CRA Sprint Car Series	Perris Auto Speedway, Perris, Calf., Sprint Cars
Sept. 1 USAC Northeast Ford Focus Midget Series	All-Star Speedway, Epping, N.H., Midget Cars



AUTOSTOCK PHOTO

BRISTOL STOMP: Fans pack Bristol Motor Speedway, billed as the world's fastest half mile.

MARK IT DOWN!

Aug. 25, NASCAR Nextel Cup Series Sharpie 500

Bristol Motor Speedway, Bristol, Tenn., Stock Cars

After a weekend on Michigan's high-speed two-mile oval, the NASCAR Nextel Cup Series returns to Thunder Valley's bullring. Always a fan favorite, last season's Sharpie 500 shook up the point standings with only a few races left until The Chase for the Nextel Cup.



Covert Op On Shaver Wins $10,000

JAMAICA, Va. — Defending Mid-Atlantic Championship Series champion Jason Covert pocketed more than $10,000 by claiming his biggest victory in the 28th annual USA 100 at Virginia Motor Speedway.

MACS

Covert patiently sized up the competition and waited for the right time to make his winning move on then-leader Steve Shaver, taking the point on lap 39 and holding on the rest of the way.

Covert led Mike Balzano to the stripe after a late-race caution set up a six-lap dash to the finish.

Booper Bare finished third, while Jim Bernheisel and Jamie Lathrum rounded out the top five. Shaver settled for sixth place.

The finish:

Jason Covert, Mike Balzano, Booper Bare, Jim Bernheisel, Jamie Lathrum, Steve Shaver, Robbie Blair, Chuck Harper, Ricky Elliott, Gary Stuhler, Ronnie Dehaven, Darryl Hills, Rod Conley, Matt Lux, Doug Drown, David Williams, Dan Stone, Donald Lingo, Jr., Rob Shirmer, Ryan Hackett, Jack Pencil, Bill Tucker, Joey Love, George Moreland, Alex Ferree, Jeff Pilkerton.



SUE STEVENSON/MACS PHOTO

DECISIVE PASS: Jason Covert took the lead on lap 39 at Jamaica, Va.

Ingram Escapes Duel At The Duck 50

WHEEL, Tenn. — Frank Ingram drove the Universal Concrete Rocket to his third StormPay.com Dirt Late Model victory of the season Saturday night at the Duel At The Duck 50 at Duck River Speedway.

ROUNDUP

Ingram came from the fourth starting spot to take the lead on a lap-31 restart from Jeff Fields.

The win gave Ingram a two-point lead in the point standings over defending champion David Gentry, who finished sixth despite an altercation with a lapped car that severely damaged his rear suspension.

Fields finished second and Jay Blair took third.

The finish:

Frank Ingram, Jeff Fields, Jay Blair, Chip Brindle, Steve Godsey, David Gentry, Josh Lawwell, Robert Stutts, Bill Flowers, Derrick Rainey, Joshua Putnam, Jimmy Elkins, Jr., Chad Williams, Jim Till, Jimmy Kay, Matthew Turner, Marvin Parker, Chris Tays, Frankie Beard, Rusty Hoge, Danny Joe Thomas.

SUPR

1-50: It's All Ingalls

Aug. 18, Champion Park Speedway, Haughton, La.

Jason Ingalls held the field at bay to lead all 50 laps for his first win of the season. Ingalls used his outside front-row starting position to grab the lead at the start and never looked back. Polesitter Allen Tippen dogged Ingalls in the early going before being passed by Kyle Cummings.

Cummings kept up the pressure on Ingalls, who hugged the bottom groove to perfection to stay ahead of the pack and record his fifth career SUPR late model victory, putting him first on the all-time win list. Cummings was second, followed by Tippen, Jody Prince and Patrik Daniel.

The finish:

Jason Ingalls, Kyle Cummings, Allen Tippen, Jody Prince, Patrik Daniel, Ray Moore, Jeff Chanler, Lee Davis, Brock Williams, Randy Moss, David Ashley, Ryan Plaisance, Kenny Merchant, Devane Hillman, Gary Christian, Nicholas Brown, Dennis Duncan, Tommy Surrett, Bubba Mullins, Mark Andrews, Mickey Trosclair, Jr.

Parity Rules Lucas Oil Late Model Series As Pearson Takes Kankakee, Miller Brownstown

Friday

KANKAKEE, Ill. — Defending Lucas Oil Late Model Dirt Series champion Earl Pearson, Jr. used the bottom line to charge from his 13th-starting spot for his fifth victory of the season as the series made its inaugural visit to the Kankakee Motor Speedway on Friday Night.

LUCAS OIL LM

Pearson took the lead with 15 laps to go, winning a three-wide battle for the point with Scott James and Mike Marlar. James, who is second in points, finished in the runner-up spot followed by Marlar, Dan Schlieper and Billy Drake.

Pearson extended his point lead over James to 4,725-4,595. Steve Casebolt is in third with 4,425 points.

The finish:

Earl Pearson, Jr., Scott James, Mike Marlar, Dan Schlieper, Billy Drake, Jason Feger, Steve Francis, Donnie Moran, Terry Casey, Terry English, Justin Rattliff, Steve Casebolt, Shawn Toczek, Damon Eller, George Scheffler, Mike Provenzano, Ryan Dauber, Frank Heckenast, Jr., John Provenzano, Kevin Weaver, Freddy Smith, Mike Mataragas, Scott Schmitt, Russ Scheffler, Richie Hedrick.

Saturday

BROWNSTOWN, Ind. — Matt Miller ruled the 28th annual Jackson 100 Saturday night at Brownstown Speedway, leading all 100 laps en route to the $15,000 victory.

The Lucas Oil late model event was Miller's fourth career victory. He became the 17th different winner in 30 races so far this year.

Josh McGuire had a couple of chances to get by Miller, but Miller drove a near perfect race in holding off McGuire. Steve Francis finished behind McGuire for third and was followed by Donnie Moran and Billy Drake.

The finish:

Matt Miller, Josh McGuire, Steve Francis, Donnie Moran, Billy Drake, Earl Pearson, Jr., Dan Schlieper, Greg Johnson, Patrick Sheltra, John Gill, Scott James, Mike Marlar, Steve Casebolt, Mike Jewell, Justin Rattliff, Rohn Moon, Damon Eller, Terry English, Steve Barnett, Freddy Smith, Rick Aukland, Dennis Erb, Jr., Cody Mahoney, Shannon Reed, Bart Hartman.

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Gibbs Defection Could Take Toyota To Whole New Level

BROOKLYN, MICH.

On the surface, everything is rosy in Bow Tie Nation.

Chevrolet announced Saturday at Michigan Int'l Speedway that Richard Childress Racing had renewed its association with Chevrolet "for 2008 and beyond," according to Ed Peper, Chevy's general manager.

Later in the press conference, Peper stressed that negotiations with other Chevrolet teams were ongoing. On the surface, there is nothing wrong with keeping contracts confidential. Unless you start listening to the garage-area rumors.

It is said that at least one team, rumored to be Joe Gibbs Racing, is currently courting an offer from Toyota to switch from Chevy in '08.

On the surface, it seems a foolish venture. Gibbs cars are second (Denny Hamlin) and fourth (Tony Stewart) in the Nextel Cup standings, with Kyle Busch, currently eighth, headed to JGR next season.

THEN AND NOW



RON LEMASTERS, SR.

Seven of the top 10 drivers are Chevrolet drivers — three from Childress and two from Hendrick, including point-leader Jeff Gordon.

On the surface, the three Chevy teams — Hendrick, Childress and Gibbs — are on the same level in the Bow Tie Brigade. Gibbs, however, has the least seniority, having moved from the Pontiac camp in 2002.

Maybe it makes a difference, and maybe it doesn't.

Toyota, having stepped in 2007 at the Nextel Cub level with entry-level teams and a steep learning curve, might be ready to sharpen its aim on the top rung of Nextel Cup. With a healthy investment for a team capable of being an engine manufacturer's No. 1 team, Toyota could easily be in position to lure a top team into the fold. Hence, the Gibbs/Toyota rumor.

Granted, it would be a tough sell to a trio of super-competitive drivers, all of whom have excellent chances to win the Nextel Cup championship this season.

It doesn't take a genius to determine that it has not been a banner freshman year for Toyota. There have been signs in the second half of the season that the Toyota teams are catching on. Best of the six Toyota drivers is Dave Blaney, who has Bill Davis's No. 22 in 34th-place in the standings. Next best is Brian Vickers, 39th in the No. 83 Red Bull car.

Blaney won the pole at Loudon and was ninth at the Brickyard 400. Vickers had a fifth-place finish at Lowe's, and Michael Waltrip was 10th at the spring race at Michigan.

Next year is bound to be better, but it likely won't have anyone from the current Toyota teams battling for the Cup in the final 10 races. Gibbs's drivers might have a better chance, but it wouldn't be an easy season.

Would JGR be willing to take its lumps in '08 for a chance to benefit from Toyota-financed development in 2009 and beyond? The answer to that one will likely come when Coach Gibbs unveils the marque on his 2008 racing stable.

Iowa Locks Up IRL For 2008-09

Indy Pro's Mutoh Impresses At Test, Earns IndyCar Seat With Panther



DANA GARRETT/IRL INDYCAR PHOTO

BIG BREAK: Hideki Mutoh will try his hand at IndyCar Series racing in the season finale at Chicagoland Speedway.

NEWTON, Iowa — **Rusty Wallace** watched the overflow crowd stand and cheer as **Dario Franchitti** edged teammate **Marco Andretti** by .0681 second to win the inaugural IndyCar Series race at Iowa Speedway. He "knew we had a real winner on our hands."

Iowa Speedway and Iowa Corn Growers Ass'n officials announced a two-year extension of the Iowa Corn Indy 250 with the Indy Racing League. The extension includes 100-mile Indy Pro races in conjunction with the June 2008 and June 2009 IndyCar event weekends.

IRL NOTES

"It's an honor for us at Iowa Speedway to continue our relationship with a primary sponsor like Iowa Corn and, of course, the Indy Racing League, each with a special interest in ethanol fuel," said Wallace, designer of the .86-mile track in Newton and a minority owner. "It's a win-win-win."

Wallace was joined at the Iowa State Fair announcement by **Craig Floss**, chief executive officer of the Iowa Corn Growers Ass'n; **Stan Clement**, president of Iowa Speedway; and **Terry Angstadt**, president of the Indy Racing League's commercial division.

"The IndyCar Series cars run on 100 percent fuel-grade ethanol produced by our corn growers in Iowa," Floss said. "Last year, we had corn growers come out from across Iowa and surrounding states. The race offers an opportunity for education and a chance for us to congratulate the corn growers who continue to grow corn for ethanol and promote its use."

■ A few days after his first oval win in the Indy Pro Series at Kentucky Speedway, Super Aguri Panther driver **Hideki Mutoh** passed his IndyCar rookie test at Chicagoland Speedway, clearing the way for his IndyCar debut Sept. 9 at Chicagoland.

Mutoh joined Panther Racing driver **Vitor Meira** at the 1.5-mile oval near Joliet, Ill., during a two-day test Aug. 14-15 and impressed series and team officials with his consistency and ability to grasp the changes of an Indy car. Mutoh will join current Panther drivers Meira and **Kosuke Matsuura** to form a three-car effort for the 2007 season finale.

"It was a very productive two days, and I was able to pass the rookie test," said Mutoh, who will drive the No. 60 Formula Dream Panther Dallara-Honda. "I was able to learn how the changes affect the car and tried different car balances, too. I am very happy that we were able to practice pit stops, and I now know what it's like. I enjoyed the test, and I cannot wait for the Chicagoland race."

Team owner **John Barnes**, who has developed young talent before — including former series and Indy 500 champions **Sam Hornish, Jr.** and **Dan Wheldon** — was especially impressed by the young Japanese driver.

"Hideki did unbelievably well in the test," Barnes said. "He continues to impress everybody at Panther with his ability to adapt to these race cars and our style of open-wheel racing.

"He didn't get to run in traffic, because there wasn't any, but we worked on pit stops, starts, restarts and in and out laps. We're training him to be a champion, and that takes a lot more than just going fast. I know he's excited, and we are too, about the opportunity to see him run an IndyCar Series race at Chicagoland."

IndyCar Series technical director **Kevin Blanch** oversaw the test and was impressed with Mutoh.

"Hideki is one of the most talented young drivers I have seen in a while," Blanch said. "He's had the opportunity to drive the IndyCar Series car several times this season due to the bonus testing program. He's very consistent and provides very good feedback. He should do very well."

Nothing Like A Sunday Spent Racing Around Chicago

CHICAGO

After watching and napping during some recent Sunday TV races, I was all fired up to go to a local track for some evening stock-car racing, only to realize that no local track presents Sunday racing anymore.

Those "good old days" are long gone with the demise of Raceway Park in 2000 and Santa Fe Speedway in 1995 pretty much ending Sunday-night racing in these parts. Nowadays, a Chicago-area race fan has to drive about two hours north to Wisconsin's Slinger Super Speedway to watch paved stock-car competition or venture south, traveling to the Vermilion County Speedway in Danville for some dirt-track action.

Years ago, Raceway Park, located near Blue Island, would host stock-car racing sometimes four nights a week, including Sundays. The likes of 11-time track champion Bud Koehler, Bob Pronger, Bill Van Allen, Ray Young, Jerry Kemperman and others would battle on the shorter-than-a-quarter-mile paved oval. Some Sundays would even feature special events, including the track's popular Monza Classics that would feature four 30-lap features in one night.

Santa Fe Speedway, the Chicago area's most popular dirt track, held Sunday racing seemingly dating back to when the track first opened in 1953. Matter of fact, Indiana's Kenny Boyer won the first stock-car feature held at the speedway on Sunday, May 31, 1953. A few weeks later, another Indiana invader, Bill Clemans, won the track's first 100-mile contest on Sunday, June 21.

During his departures from Raceway Park, Van Allen, along with fellow multiple-time track champions Dick Nelson, Jim O'Connor, Tony Izzo and a host of others, would provide Sunday night thrills at "the Fe." During most of its years of featuring weekly stock-car racing on clay, Santa Fe would present racing every Saturday and Sunday. In 1991, weekly Sunday-night racing fell off the Santa Fe calendar.

Through the years, other Chicago-area speed venues would host Sunday-night racing. O'Hare Stadium, torn down after the 1968 season ended, was a Saturday night/Sunday night track during most of its 13-year run. Located south of Chicago's famed O'Hare Int'l Airport, the quarter-mile paved track featured a unique style of racing — convertibles only — during 1963, 1964 and 1965. Still years from becoming a NASCAR frontrunner, Fred Lorenzen was O'Hare late-model champion in 1958.

CHICAGO CHIPS



STAN KALWASINSKI

Northern Illinois' Waukegan Speedway also was a Saturday/Sunday track during busy seasons in the 1960s and '70s. The track opened as a dirt oval in 1949, paved before the 1969 campaign and, finally, turned back to dirt for the 1978 season. The last race was held on Sept. 15, 1979.

Still in business today, Illiana Motor Speedway in Schererville, Ind., seemed always to be hosting Sunday afternoon racing, dating back to its first stock-car program on Nov. 14, 1948. Paved prior to the 1962 season, Illiana would see Johnny Rutherford win an IMCA sprint-car main event, the first feature race held on the new pavement, on Sunday afternoon, May 13, 1962. Sunday afternoon stock-car racing in the 1960s and '70s would be held with one never knowing who might show up for the competition on the half-mile speedway.

Mance Park Speedway, located in the western suburb of Hodgkins, came into existence as a dirt oval in 1953 but was paved prior to the 1955 season. Sunday afternoons were quite often on the speedway's schedule. Mance Park closed in 1960, after holding its final stock-car program in early September.

Midgets, and later stock cars, raced at Chicago's Soldier Field. Marshall Lewis won the very first midget program held at the huge lakefront arena Sunday afternoon, May 19, 1935. The final stock-car event was captured by Sal Tovella on Sunday evening, June 9, 1968.

Chicago's Riverview Speedway, located on Addison Avenue just west of Western Avenue, opened for the first time in 1936 with Sunday-night racing being part of its yearly summer schedule. Midget racing would take place at the dirt speedway through 1942.

Sunday-afternoon racing was always on the schedule for the old one-mile dirt Roby Speedway in Hammond, Ind. From the first race program in 1920 until the final race held in 1936, Roby was the site of Sunday racing. Roby closed forever after the final program was presented Sept. 20, 1936, with Rex Mays grabbing top honors in a 50-mile "big car" chase.

A year later, Hammond Raceway would present Sunday-afternoon races. "Big car" races would be featured at the five-eighths-mile dirt oval. Midget and early stock-car races would also be presented at the track through its final season of competition — 1942.

Old-timers quickly recollect about those hot and dusty Sundays because Sunday racing was something special.

Decker Conquers New Egypt Before DIRTcar's Weekend Of Twins

Aug. 15

By Tom Skibinski

NEW EGYPT, N.J. — Empire State invader Billy Decker swapped the lead with home-track hero Keith Hoffman on three occasions, and Decker's final pass with 10 laps to go was enough to carry him to his second Super DIRTcar Series victory of the season Aug. 15 in the Big Bear 60 at New Egypt Speedway.

DIRT MODS

"I certainly wasn't playing around," Decker, 42, said of his back-and-forth battle with Hoffman. "He fired really good on the restarts and after a few laps I got some heat in the tires. We might have had the edge then, it was just fun racing."

Hoffman settled for second but earned himself preferred starter status in the Rite Aid 200 Championship on Oct. 7 during Super DIRT Week XXXVI at the New York State Fairgrounds in Syracuse.

Brett Hearn finished third to extend his point lead, while Dale Planck crossed the line fourth ahead of Tim Fuller in round 16 of the 2007 tour.

The finish:

Billy Decker, Keith Hoffman, Brett Hearn, Dale Planck, Tim Fuller, Ryan Godown, Matt Sheppard, Frank Cozze, Steve Paine, Alan Johnson, Jimmy Phelps, Rich Scagliotta, Dominick Buffalino, Ron John Koczon, Richie Tobias, Jr., Danny Johnson, Rick Laubach, Sam Martz, Pat Wall, John McClelland, Kenny Brightbill, Billy Dunn, Rich Rutski, Mark Forte, Jr., Gary Tomkins, Jimmy Horton, Tom Carberry, Stan Frankenfield, Jr., Jim Robertson.

Saturday

LAFARGEVILLE, N.Y. — Local favorite Tim Fuller and three-time speedway tour winner Steve Paine both turned in dominating performances Saturday, splitting the Big-Block Modified Twin 50s at Can-Am Motorsports Park.

Making his fourth season appearance at Can-Am, which is located just 10 minutes from his home, Fuller charged from fifth place on the 30-car starting grid to overtake Danny Johnson on lap five and cruise to his second victory of the season. Fuller opened up an eight-car margin at the stripe.

Gary Tomkins rallied to secure second ahead of fast-closing Pat Ward, Billy Decker and Pat O'Brien.

Decker finished second in the second twin, and Jimmy Phelps completed the podium.

The finish:

First Twin 50: Tim Fuller, Gary Tomkins, Pat Ward, Billy Decker, Pat O'Brien, Danny Johnson, Tim O'Brien, Billy Dunn, Steve Paine, Dale Planck, Justin Haers, Matt Sheppard, Alan Johnson, Frankie Caprara, Scott Parliament, Frank Cozze, Kevin Bates, Vic Coffey, Ryan Phelps, Jimmy Phelps, Rob Bellinger, Scott Webb, Wayne Jelley, Andy Howard, Mike Ward, Roy Bresnahan, Brett Hearn, Terry Knoblock, Kyle Lewis, Ryan Bartlett.

Second Twin 50: Paine, Decker, Jimmy Phelps, Danny Johnson, Dunn, Hearn, Fuller, Coffey, Alan Johnson, Sheppard, Tomkins, Ward, Caprara, Cozze, Haers, Planck, Ryan Phelps, Parliament, Lewis, Webb, Jelley, Howard, Knoblock, Bates, Bellinger, Tim O'Brien, Pat O'Brien, Ward, Bartlett, Bresnahan.

Sunday

WEEDSPORT, N.Y. — Former Weedsport track champions Danny Johnson and Tim Fuller bested a stellar field en route to a pair of $3,000 victories Sunday, splitting the DIRT Hall of Fame Classic Big-Block Modified Twin 53s at Cayuga County Fair Speedway.

Johnson took advantage of the first yellow flag on lap 37 to erase the 2.5-second advantage of then-leader Jimmy Phelps, then swept around Phelps three laps later and held off a late bid by point-leader Brett Hearn to score his fourth tour victory of the season. Phelps maintained third despite a lap-52 caution period bunching the field, with Steve Paine and Fuller filling out the front five.

Johnson drew to invert the top-eight finishers from the first 53-lapper, and when the green flag waved to begin the second twin, front-row starter Billy Dunn out-gunned polesitter Justin Haers to set the early pace. Fourth-place starter Fuller needed 23 laps to track down Dunn before scoring his second series victory in two nights to pull ahead of Brett Hearn by 10 markers in the point standings through 20 races. Billy Decker settled for third in front of Phelps and Haers.

The finish:

Twin 53 No. 1: Danny Johnson, Brett Hearn, Jimmy Phelps, Steve Paine, Tim Fuller, Billy Decker, Billy Dunn, Justin Haers, Ryan Phelps, Gary Tomkins, Vic Coffey, Matt Sheppard, Chad Brachmann, Dale Planck, Alan Johnson, Frank Cozze, Rob Bellinger, Chuck Bower, Chad Homan, Sean Beardsley, Mike Bowman, Derrick Podsiadlo, Eldon Payne, Jr., Shannon Whaley, Steve Hulsizer, Russ Hefti, Joe Beyea, Tom Juhl, Mitch Gibbs, Kevin Bates.

Twin 53 No. 2: Tim Fuller, Billy Dunn, Billy Decker, Jimmy Phelps, Justin Haers, Danny Johnson, Gary Tomkins, Alan Johnson, Steve Paine, Dale Planck, Ryan Phelps, Chuck Bower, Chad Homan, Vic Coffey, Mike Bowman, Frank Cozze, Sean Beardsley, Joe Beyea, Derrick Podsiadlo, Kevin Bates, Rob Bellinger, Eldon Payne, Jr., Tom Juhl, Mitch Gibbs, Brett Hearn, Matt Sheppard, Chad Brachmann, Steve Hulsizer, Shannon Whaley (DNS), Russ Hefti (DNS).

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As Jimmy has leased out his Race Shop Building, he will offer for sale at Public Auction, the following personal property:

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Bridgeport Vertical Mill – Series 2 Special 2HP Acurite II @-Axis Digital Readout – A1 Condition; Bridgeport Vertical Mill – 1 HP V-Ram – 9" x 42" Table – older machine but in good condition and runs the best!; Cincinnati Engine Lathe – 13" x 36" – Hydroshift – Good; Accu-Turn Brake Lathe – Model 8926 – combo lathe; Kingston Metal Lathe – HS 1100 – works; OTC 55 Ton Hydraulic Press – Model SP55 – H-Frame – Adjustable w/SPCU2 Power Supply – like new; Ramco Model RP30 – 6 Ton Hand Press; Piranha Model P50 Ironworker – S/N: 7184 – along w/ 22 sets of dyes – very low hours – This machine will do it all, must see to appreciate – 1 of Jimmy's special lots! Plus there are lots and lots of Lot No's of special tooling to be sold separate – most tooling is in like new condition.

☆☆☆ FABRICATING EQUIPMENT ☆☆☆

Dake Johnson Horizontal Band Saw w/ Roller Feed – Model 5H10; Elec Bead Roller; 24" Throat on Stand; Metalace 6 Head English Wheel; Roper Whitney Model 816 Metal Brake; Pexto Model 152 Foot Operated Metal Shear; Manual Beverly Shear 4" Stand Mounted; Pexto 10' Manual Plate Roll; Heck Model 3C Trace-A-Punch; Mitler Bros 12" Bench Type Punch; Mitler Bros. Tubing Notcher; 5' x 10' 4 ?" Steel Table; Baldor ? HP Belt Sander; Burr King Model 960 – 2 ?" – ? HP Belt Sander; Dake Johnson Model VH-24 Vertical Band Saw w/Butt Welder & Annealer; Clausing 15" Bench Type Drill Press; Solberga Model SE1630 Floor Type Drill Press; Pexto Model 381D, 36" Manual Stand Mounted Plate Roll; Roper Whitney Model 612A Metal Brake; Scotchman Model 350LT Cold Saw w/Roller Feed & Roll Out – A-1 PC; Pexto Model PS-66 -16 GA x 6' Bench Type Notcher; 48" Finger Brake (Cart Mounted); Rear-end Straightening Jig; New Flagler Hand Roller; (2) Metal Stretchers; (2) Metal Shrinkers; Roper Whitney Magna Bend; Burr King Model C4D34FK15A, 1 ? HP Belt Sander; (2) Snap-on S/Steel Shop Vac's; Hose Crimper Model IP30 w/Cut-off Saw; 10 Ton Hemmi Port-A-Power; (6) Steel Work Benches; (3) Steel Tables w/Castors; (9) 2 Door Gray Storage Cabinets; Like New Lista Cabinets – Shelves, Tables; (6) Shop Creepers; (5) Hand Trucks; (50) Jack Stands; (12) Floor Jacks; (12) Small Jack Stands; Magnaflux Machine Model DRA-60 – A1 Shape; Plus Other Unlisted Sale Items.

☆☆☆ WELDERS – JIGS – BLAST CABINETS – TABLES - ETC ☆☆☆

Miller Syncrowave 250 AC/DC Welder; Millermatic 200 Wire Feed Welder; Miller Syncrowave 351 – 350 amp AC/DC w/Miller Coolmate 3; 8' x 20' Body Hanging Fixture Layout Table; Blast Cabinet – ABS Products – Model Power Peen 4836 w/Reclaim System – Conveyor Feed – This machine will get it done!; Blast-It-All 2 Hole 48" cabinet w/Dust Collector; Miller Model CP300 Wire Feed Welder; Model Spectrum 701 Plasma Arc Cutter; Cutting Torch Outfit & Cart; Real Nice Chassis Set-up Table w/Scales & Related Equip; (2) Rotisserie Jigs for Painting; Portable Blue Bird Jib Crane; Coats Pro-Racer Tire Changer; Coats Model 101 Wheel Balancer; DTC Engine Hoist; Custom Frame Jig; Plus lots of other Small Race Shop Equipment!

☆☆☆ OTHER ITEMS TO BE SOLD - ETC ☆☆☆

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KELLER:

Driver Feels At Home In Busch Series

CONTINUED FROM PAGE 2

both perseverance and to misconceptions about the Busch Series as little more than a feeder series for Nextel Cup or practice laps for its drivers. "I want to break it when it's still the Busch Series. I want to be known as the driver with the most Busch Series starts. That was one of the things that is important to me."

Keller has no problem with being a career-Busch Series driver. That title, he said, has been a matter of choice. After spending 2006 out of the series, the Greenville, S.C., native said that unlike the Davis character in "Bull Durham" who longed for another shot at the Major Leagues, there's really no place he'd rather be.

"I've had a long and great career in the Busch Series," he said. "I've never viewed the Busch Series as a stepping stone. I've always viewed the Busch Series as a great place to race and a great opportunity to be able to race for a living.

"All in all, it's been great. I'm glad to be back and part of the series I love so much and to be back on a regular basis. I know I've kind of been in and out, sporadic over the last 12 months. It was important to get back in the series that I really, really love. I'm looking forward to, hopefully, 400 more starts if it all works right."

Keller has recorded 10 victories, 80 top-five and 157 top-10 finishes over the course of his Busch career.

Todd Gordon, Keller's CJM Racing crew chief, said his driver's talent is unquestioned.

"Tons of talent — and great feedback," said Gordon. "But probably the biggest thing, is he knows when to race and when not to race.

"Some people can take that wrong, but lap 13 isn't the right time to go three-wide with Steve Wallace and Juan Pablo Montoya."

He said he always weighed the relative freedom of the Busch Series against the grind of the Nextel Cup and felt that it fit his family-oriented lifestyle better. There were chances to get into Nextel Cup, but none of them seemed right.

"Busch is where I always felt at home," he said. "I always felt like I had a chance to be competitive — that's what I looked at.

"It's given me more freedom. It fits my style — of course, Rick Hendrick hasn't called me and offered me a Cup ride either."



PHIL CAVALI PHOTO

MILESTONES: Jason Keller became the first driver to eclipse the $11 million mark in earnings in the Busch Series earlier this year at Gateway Int'l Raceway.

At the advanced — in Cup terms — age of 37, those calls aren't likely to come. So, Keller will continue to make his way, fending off "Buschwhackers" and "young guns" as the Series heads into a new era with a new, yet-to-be announced title sponsor for 2008 and beyond.

"It used to have that element where some of us — myself, Randy LaJoie, Elton Sawyer — some of these guys used it for a home. We were comfortable being there."

JASON KELLER

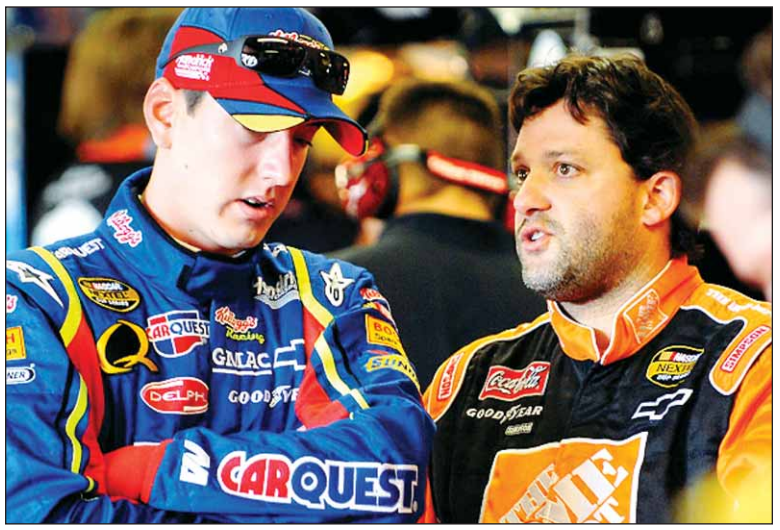
With the Car of Tomorrow the racer of choice for Nextel Cup next season, Keller said the series will have a chance to start fresh with a new title sponsor and new identity that will separate itself from Nextel Cup.

With so many differences between the CoT and current Busch car, maybe fewer "Buschwhackers" will use the series as a glorified practice session.

Maybe the series will become home for other drivers, as it has been for Keller.

"Maybe that's what will pull us around to where you'll have Cup drivers driving the Busch Series, but it won't be quite so dominated by the Cup drivers and the Cup teams," he said.

"It used to have that element where some of us — myself, Randy LaJoie, Elton Sawyer — some of these guys used it for a home. We were comfortable being there. We loved the schedule. We were able to represent great sponsors… I hope I'm one of the ones that can carry the flag and get that back as part of a key element of the Busch Series."



AUTOSTOCK PHOTO

SHRUB AND SMOKE: Kyle Busch (left) chats with Tony Stewart at Michigan Int'l Speedway. The two will be teammates in 2008.

Busch Signs With Gibbs

BY BRUCE MARTIN
NSSN CORRESPONDENT

BROOKLYN, Mich. — Kyle Busch was officially introduced Aug. 14 as the driver of the Joe Gibbs Racing No. 18.

"I'm looking forward to driving the 18," Busch said. "I'm looking forward to getting out there in 2008, trying to win some races, contend for some championships.

NEXTEL CUP

"Hopefully I'll be here for the rest of my career. It's definitely something that's been worthwhile, been waiting for, been trying to decide on. But it was an easy decision when looking at all the prospects and looking at all the decision-making properties that basically had to all sit down and put in front of you. I'm really looking forward to 2008, hopefully being able to build a strong bond with Joe Gibbs Racing, and being able to contend for championships."

Before that happens, however, Busch still has some unfinished business to tend to at Hendrick Motorsports.

He is currently eighth in points and wants to clinch a berth in the 10-race "Chase for the Championship."

"If we come out of this weekend with a strong run and, unfortunately for a couple of other guys, they have trouble then I think hopefully we can put ourselves in the Chase through just starting the last three races," Busch said. "I think we're pretty good right now — we're not as good as we want to be — but with four more races to go we've got a legitimate shot of climbing up to fifth in points. If we can do that, it would be pretty cool."

Busch admitted he strongly considered moving to DEI for next season but ultimately chose JGR, which has won two Cup titles with Stewart in 2002 and 2005 and with Bobby Labonte in 2000.

"DEI, there was the opportunity to go there," Busch said. "I felt very strongly about DEI as well as here at Joe Gibbs Racing. What set me apart, honestly, they were so similar, it was really a hard decision. That's what it came down to in the end, DEI and here.

"With the support from Joe and J.D. Gibbs, I just felt maybe a little bit more at home. But DEI's got a great reputation over there, too. They've been coming on real strong here in the middle part of the season. Competition was definitely a tough side to look at. But I feel like in the end, it's the right decision."

STATUTE:

Driver Education May Be Key To Solving Issue

CONTINUED FROM PAGE 3

so tightly enforcing the federal regulations, while other states are not.

Tim Bryant, general manager of Five Flags Speedway in Pensacola, Fla., said state DOT officials have assured him that they are only doing their jobs.

"The DOT has assured us that they aren't on a witch hunt and they're not picking on racers," Bryant said. "The biggest problem I see is just a lack of communication with the racers. I believe we need to be given a chance to educate them on what they need to do."

To that end, Bryant said he has been sending information to his regular drivers and those who plan to visit for the track's big winter races.

He said drivers need to have proper licenses for the length and weight of their haulers, but the classification of many of these as commercial vehicles could be an ongoing problem for some racers who are only hobbyists with, perhaps, only a little, if any, sponsorship.

Even so, both Johnson and Walton see potential problems on the horizon with several large races, including the annual Snowball Derby late-model race and other Blizzard Series events at Five Flags Speedway and the Mopar PRI Sprint & Midget Classic at Orlando SpeedWorld, all of which attract racers from across the country.

At the moment, Florida will be off the schedule for some national and regional series, including the ASCS.

"I hate to lose a race track," Johnson said. "But unless things change, we're just going to stay out. If they're targeting racers, maybe we shouldn't race in Florida."

Johnson Cashes In At Kenosha

WILMOT, Wis. — Wayne Johnson took home the top prize at the Kenosha County Fair by topping the Bumper to Bumper IRA 410 Outlaw Sprints headliner.

IRA SPRINTS

Johnson, fresh off another impressive run at the Knoxville Nationals, brought Al Christoffers's No. 14 to the front on lap eight. He led the remainder of the 30-lap event to bank the $2,500 triumph.

Donny Goeden, who led the first seven laps, finished second. John Haeni, Scott Biertzer and Travis Whitney rounded out the top five. Two-time IRA Champion Kim Mock suffered a broken arm, broken rib and punctured lung in a nasty flip during his heat.

The finish:

Wayne Johnson, Donny Goeden, John Haeni, Scott Biertzer, Travis Whitney, Scott Uttech, Mike Reinke, Dave Moulis, Ricky Logan, Darrell Dodd, Scotty Neitzel, Steve Meyer, Bill Wirth, Wayne Modjeski, Rick Kelsey, Joe Symoens, Patrick Haynes, Ryan Irwin, Todd Lehr, Bill Warren, David O'Neal, Dave Uttech.

Adams: Lordy, Lordy ... Look Who Leads All 40

BLUEGRASS MODS

TAZEWELL, Tenn. — Don Adams notched his second NARA Battle of the Bluegrass Modified Series season victory Saturday, leading all 40 laps to top the 24-car field at Tazewell Speedway.

Adams grabbed the lead from the outside front row and quickly opened up a comfortable margin, at times leading by a full straightaway as a four-way battle for second raged behind him.

Several caution flags slowed the event, including a final yellow on lap 35 that set up a five-lap shootout to the finish.

On the restart, Shon Flanary and Dustin Linville raced to the inside of Adams to make it a three-wide battle for the lead.

Adams roared back to the front, using the high side to pull out to a five-length advantage, easily beating out Flanary, who held off Linville to finish in the runner-up spot. Michael Asberry and Chad Ogle rounded out the top five.

The finish:

Don Adams, Shon Flanary, Dustin Linville, Michael Asberry, Chad Ogle, John Harrell, Leonard Pierce, Jason Bowers, Joey Kramer, Walt Mayabb, Jason Perry, Josh Lucas, Perry Brown, Robert Skinner, Aaron Ogle, Dennis Roberson, Skylar Marlar, Wayne James, Kelly Warren, Kevin Mayabb.

DeFrance Improves His Chance To Catch Grady

DEERY LM

DES MOINES, Iowa — The driver second in the Deery Brothers Summer Series point standings got a lot closer to the top Monday night.

Darrel DeFrance caught Rob Toland for the point on the 18th of 35 laps then led the rest of the way in winning a caution-free IMCA Sunoco Late Model tour feature at the Iowa State Fairgrounds Speedway.

He's now three points behind Jeremy Grady in the standings with three races to go.

Grady had a 14-point advantage over DeFrance going into the night but was forced to take a provisional start after failing to make the grid through his heat or B qualifier and finished 12th.

Jeff Aikey passed Toland for second, while Boone McLaughlin and Andy Nexworski were fourth and fifth, respectively.

The finish:

Darrel DeFrance, Jeff Aikey, Rob Toland, Boone McLaughlin, Andy Nezworski, Tom Darbyshire, Craig Jacobs, Kelly Tapper, Ed Kosiski, Jason Hahne, Colby Springsteen, Jeremy Grady, T.J. Criss, Jon Merfeld, Charlie McKenna, Kyle Wahlert, Bobby Hansen, John Bagby, Joe Zrostlik, Luke Goedert, Ryan Griffith, Ray Guss, Jr., Terry Neal.

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Brian Gard

Gard Goes For It At Petaluma

BCRA

PETALUMA, Calif. — Fast-qualifier Brian Gard romped from 13th to win the Bay Cities Racing Ass'n midget feature Saturday night at Petaluma Speedway.

Heavily pressuring Scott Pierovich, Gard made contact with Pierovich entering turn three on the 25th circuit, sending Pierovich flipping.

With time tight, the checkered flag waved, and Gard inherited the victory. John Sarale earned his fourth runner-up finish of the season, with Ralph Cortez, Cole Peard and Justin Grant rounding out the top five.

The finish:

Brian Gard, John Sarale, Ralph Cortez, Cole Peard, Justin Grant, Kevin Morris, Danny Parker, Bill Lindsey, Steve Dickenson, Alfred Galeridge, Jr., Scott Pierovich, Doug DeWitt, Rich Gentes, Floyd Alvis, Pete Davis, Cameron Beard, Rick Faeth, Travis Berryhill, Dave Stoltz, Matt Streeter, Davey Krohn.

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($300 to Start)
Also Racing: 305 Sprints & UMP Modifieds
305 Sprints $700 to Win
UMP Modifieds $1,000 to Win
Adult Grandstand: $18
Children 12 & Under FREE
General Admission Opens: 5:00
Pit Gates Open: 3:00
Hot Laps: 6:30
Racing: 7:00
Rain Date Monday, 3rd

360 Sprints
1st $3,000
2nd $1,500
3rd $1,000
4th $ 900
5th $ 800
6th $ 700
7th $ 600
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Ballou Sprints To Back-To-Back Scores

Friday

KANSAS CITY, Kan. — Robert Ballou snared his second O'Reilly Sprint Bandits Tour 'N Topless feature victory in as many nights and earned the pole for Saturday night's $10,000 to win Ron Shuman Classic by topping Friday's 25-lap preliminary feature at Lakeside Speedway.

Ballou powered past Brady Short for the lead on the eighth round and led the rest of the way to secure his third-career Sprint Bandits TNT feature victory in front of Short, 16th-starter Tim Kaeding and Jesse Hockett, each of whom are also locked into the front two rows of Saturday's third annual Sprint Bandits TNT Midwest Swing finale.

Ballou survived a hole in a radiator hose over the final rounds to post the win and climbed to within four points of Kaeding in the Sprint Bandits TNT Midwest Swing points chase.

"I kept watching the temperature and it was alright, so I kept going," Ballou said. "We'll have to look the engine over tonight, though, to make sure it's alright."

Short motored past Ballou for second on the restart and took the point from Damion Gardner on the sixth round. Short's lead was brief, however, as Ballou raced in front the next time around to take command for keeps aboard the Don Ott-powered MPHG Promotions No. 81 Maxim.

Ballou gradually opened up a straightaway lead over Gardner by the 20th round. But Gardner's week of bad luck continued as a cut left rear tire brought him to a stop on the backstretch on the 21st lap. Gardner rejoined the chase at the tail.

Ballou took off once again on the restart and took the checkered flag with a half straightaway's worth of breathing room over Short in Scott Benic's Lucas Oil Products No. 2b.

The summary:

First Heat (8 laps): Damion Gardner, Michael Trimble, Bret Mellenberndt, Jesse Hockett, Dustin Morgan, Hunter Schuerenberg, Tim Kaeding, Tony Everhart.

Second Heat (8 laps): Robert Ballou, Gary Taylor, Chad Boat, Don Droud, Jr., Jesse Mack, Matt Rossi, Mike Lefholz, Joe Larkin, Jr., Mike Boyer.

Third Heat (8 laps): Mike Leslie, Neil Shepherd, Charles Davis, Jr., Cory Kruseman, Casey Shuman, R.J. Johnson, Mat Neely, Kevin Battles, Mallory Armfield.

Fourth Heat (8 laps): Brady Short, Ricky Williams, Ron Lefholz, Cole Whitt, Phillip Heavelow, Rob Hockett, Chris Morgan, J.R. Topper.

First Qualifier (8 laps): Hockett, Gardner, Mack, Taylor, Trimble, R. Lefholz, Everhart, R. Hockett, Boyer.

Second Qualifier (8 laps): Schuerenberg, Short, T. Kaeding, Shuman, Shepherd, Williams, Larkin, Kruseman.

Third Qualifier (8 laps): Morgan, Whitt, Ballou, Droud, M. Lefholz, Parkinson, Johnson, Battles, Boat.

Fourth Qualifier (8 laps): Neely, Davis, Ballou, Rossi, Leslie, Topper, Heavelow.

B Main (12 laps): Williams, Kruseman, Boat, Rossi, Johnson, R. Lefholz, M. Lefholz, Everhart, Larkin, R. Hockett, Boyer, Battles, Parkinson, Topper.

Feature (25 laps): Ballou, Short, Kaeding, J. Hockett, Shepherd, Schuerenberg, Neely, Droud, Gardner, Shuman, Williams, Trimble, Whitt, Boat, Mack, Leslie, Kruseman, Davis, Taylor, Rossi, Mellenberndt, Morgan.

Thursday

SAPULPA, Okla. — Robert Ballou became the third-different winner in as many rounds of the third annual O'Reilly Sprint Bandits Tour 'N Topless Midwest Swing by charging to victory lane Thursday night at Creek County Speedway.

After starting 10th aboard the Don Ott-powered MPHG Promotions No. 81 Maxim, Ballou raced around early pacesetter Tim Kaeding for the lead on the fifth lap and led the rest of the way to post his second-career Sprint Bandits TNT triumph by 1.638 seconds over Bud Kaeding, with Tim Kaeding taking third.

"We struggled a little bit earlier in the night, but the car was great for the feature," the 18-year-old driver said. "I thought we'd be alright here. This isn't any smaller than some of the places we race back home."



Robert Ballou

After a rocky start to the feature that included several cautions in the opening rounds of the quarter-mile oval, the final 20 circuits clicked off with but just one interruption.

Entering the night atop the Sprint Bandits TNT Midwest Swing point charts, Tim Kaeding earned the pole for the first wingless 410-ci sprint car feature in Creek County Speedway history by winning both his heat and qualifying races.

Even when Ballou encountered lapped traffic on the 19th lap, he maintained his lead by running the high line masterfully and picking off several lapped cars before the race's final caution flag waved after 23 laps when Michael Trimble and Jamie Passmore tangled on the backstretch.

Ballou went unchallenged over the final seven circuits, slipping away from the field once again and pulling a wheelie the length of the front straightaway as he flashed under Will Hale's checkered flag.

Bud Kaeding and Tim Kaeding earned second and third, respectively, with Jesse Hockett crossing the stripe fourth.

The summary:

First Heat (8 laps): Robert Ballou, Jerry Coons, Jr., Kevin Battles, Dean Franklin, Jamie Passmore, Casey Shuman, Roy Larkin, Bret Mellenberndt, Koby Barksdale.

Second Heat (8 laps): Cole Whitt, Jesse Hockett, Mat Neely, Gary Taylor, R.J. Johnson, Don Droud, Jr., Mike Leslie, Cody Cordell, Rodger Eckhardt.

Third Heat (8 laps): Tim Kaeding, Cory Kruseman, Brady Short, Neil Shepherd, Chris Windom, Tony Everhart, Jake Simmons, Jac Wallace.

Fourth Heat (8 laps): Damion Gardner, Bud Kaeding, Dustin Morgan, Michael Trimble, Hunter Schuerenberg, Jesse Mack, Brent Swift, Andy Shouse.

Fifth Heat (8 laps): Dave Darland, Chad Boat, Charles Davis, Jr., Trey Robb, Tim Simmons, Kerry McAlister, Matt Rossi, Danny Jennings.

First Qualifier (8 laps): Boat, Coons, Whitt, Battles, Passmore, Mack, Larkin, Mellenberndt, Barksdale.

Second Qualifier (8 laps): T. Kaeding, Neely, Shuman, Morgan, Kruseman, Cordell, Leslie, Simmons, Eckhardt.

Third Qualifier (8 laps): Short, Hockett, Johnson, Ballou, Franklin, Wallace, Droud, Simmons.

Fourth Qualifier (8 laps): Windom, Taylor, Darland, Gardner, Trimble, Everhart, Swift.

Fifth Qualifier (8 laps): Shepherd, Schuerenberg, B. Kaeding, Robb, McAlister, Davis.

First B Main (12 laps): Morgan, Shuman, Passmore, Johnson, Mellenberndt, Larkin, T. Simmons, Eckhardt, Davis, Swift, Droud, McAlister.

Second B Main (12 laps): Trimble, Cordell, Battles, Mack, Franklin, Leslie, Wallace, J. Simmons, Everhart, Jennings, Schuerenberg, Barksdale.

Feature (30 Laps): Ballou, B. Kaeding, T. Kaeding, Hockett, Windom, Darland, Kruseman, Whitt, Taylor, Short, Cordell, Morgan, Shuman, Passmore, Trimble, Battles, Shepherd, Robb, Gardner, Neely, Boat, Coons.

Aug. 15

SOUTH COFFEYVILLE, Okla. — Sixteen-year-old Chris Windom posted the biggest victory of his young career by pocketing $4,000 for winning the Aug. 15 O'Reilly Sprint Bandits Tour 'N Topless feature at Mid-America Speedway.



Chris Windom

Windom took quick advantage of Mat Neely's early misfortune and held off Tim Kaeding by a mere two lengths.

Windom led a charge of three teenaged shoes among the top-four finishers, with 16-year-old Cole Whitt finishing a close third behind Kaeding, while 18-year-old Robert Ballou was fourth. Defending Sprint Bandits TNT Midwest Swing champion Jesse Hockett rounded out the top five.

"My car kept getting tighter there near the end of the race," Windom explained. "I knew Tim (Kaeding) and those guys were right on me and if I slipped up the track just a little bit they'd race right by me." But Windom held his line like an experienced professional to become the youngest winner in Sprint Bandits TNT history.

Neely took the early lead and set the pace until stopping on the track with power steering problems after five laps.

Windom assumed the lead and quickly raced away from Kaeding. But Kaeding closed the gap as the laps dwindled and the leaders worked through traffic. However, Windom held on, with Kaeding the runner-up for the second-straight night.

The summary:

First Heat (8 laps): Mat Neely, Damion Gardner, Jamie Passmore, Forrest Sutherland, David Wheeler, Casey Shuman, Jasiel Randolph, Tony Everhart.

Second Heat (8 laps): Jesse Hockett, Bud Kaeding, Cory Kruseman, Michael Trimble, Roy Larkin, Don Droud, Jr., Trey Robb, Matt Rossi, Bret Mellenberndt.

Third Heat (8 laps): Cole Whitt, Jerry Coons, Jr., Tim Kaeding, Tim Simmons, Dave Darland, Brian McClelland, Chad Boat, Neil Shepherd, Danny Smith.

Fourth Heat (8 laps): Chris Windom, Andy Shouse, Jesse Mack, Charles Davis, Jr., R.J. Johnson, Dean Franklin, Eric Baldaccini, Kerry McAlister, Hunter Schuerenberg.

Fifth Heat (8 laps): Gary Taylor, Dustin Morgan, Cody Cordell, Robert Ballou, Brady Short, Mike Leslie, Jake Simmons, Larry Carter.

First Qualifier (8 laps): T. Kaeding, Darland, Short, Coons, Whitt, Shouse, Randolph, Everhart.

Second Qualifier (8 laps): Droud, Cordell, Taylor, Windom, Robb, Mack, Johnson, Smith, Rossi.

Third Qualifier (8 laps): Ballou, Shepherd, Shuman, Schuerenberg, Morgan, Franklin, Kruseman, Boat.

Fourth Qualifier (8 laps): Neely, Wheeler, Trimble, Gardner, Baldaccini, McAlister, Eckhardt, Simmons.

Fifth Qualifier (8 laps): Davis, Leslie, B. Kaeding, Hockett, Larkin, Carter, Sutherland.

First B Main (12 laps): Short, Shepherd, Shuman, Shouse, Schuerenberg, Rossi, McAlister, Smith, Randolph, Everhart, Franklin, Larkin, Baldaccini, Simmons.

Second B Main (12 laps): Kruseman, Mack, Johnson, Boat, Wheeler, Passmore, Leslie, Smith, Eckhardt, Sutherland, Carter, Robb, Simmons.

Feature (25 laps): Windom, T. Kaeding, Whitt, Ballou, Hockett, B. Kaeding, Davis, Coons, Morgan, Darland, Shuman, Trimble, Johnson, Gardner, Shepherd, Taylor, Short, Mack, Cordell, Droud, Neely, Kruseman.

Aug. 14

GREENWOOD, Neb. — The third annual O'Reilly Sprint Bandits Tour 'N Topless Midwest Swing kicked off in spectacular fashion with Dave Darland nipping Tim Kaeding to capture his first TNT victory Aug. 15 at Nebraska Raceway Park's I-80 Speedway.

Darland wrestled the lead away from Kaeding on the 23rd lap and, after battling for the point over the final rounds, Darland took the checkered flag with a miniscule 0.052-second advantage over Kaeding.

"I knew Tim (Kaeding) was going to be trying hard on the high side in the last corner, so I tried to go into turn three in the middle," Darland said displaying his $4,000 winner's share in the form of 2,000 $2 bills. "I knew I wanted to come off turn four on the bottom where the moisture was, so I couldn't really run it into three too hard."



Dave Darland

While fifth-starting Darland and fourth-starter Kaeding ultimately fought it out for the victory, the duo spent the early portion of the race chasing R.J. Johnson and Bud Kaeding, as Johnson paced the opening 14 rounds after outgunning pole-sitter Bud Kaeding for the point.

Tim Kaeding began making the top-side work dividends, relegating Darland to fourth on the 10th lap and then overtaking brother Bud Kaeding for second two rounds later.

Tim Kaeding closed the narrow gap on Johnson and charged into the lead as the midway point was displayed, two laps after Darland had taken third from Bud Kaeding.

With Tim Kaeding leading the way, Darland and Bud Kaeding passed Johnson by the 17th round and battled for the second for several laps before Darland took the spot on lap 21.

Having outlasted Bud Kaeding, Darland set his sights on Tim Kaeding and edged into the lead on the 23rd lap.

As the white flag waved, the duo entered turn one wheel to wheel. Kaeding surged ahead through the corner, but gripping the low side of the track Darland charged back ahead with front wheels clawing at the air as they raced off turn two.

Kaeding used his top-side momentum to move back ahead through turns three and four, but Darland's strong run off the bottom of turn four proved to be the deciding factor as he took the checkered flag in the closest finish in Sprint Bandits history.

"For a guy that hasn't run much, if at all, without a wing, Tim did a great job," Darland commented.

It was just Kaeding's second-career non-winged sprint-car race. Bud Kaeding, Cory Kruseman and Jerry Coons, Jr. rounded out the top five.

The summary:

First Heat (8 laps): Bud Kaeding, Dave Darland, Mat Neely, Brady Short, Trey Robb, Jesse Mack, Robert Bell, Cole Whitt.

Second Heat (8 laps): R.J. Johnson, Casey Shuman, Cory Kruseman, Don Droud, Jr., Bret Mellenberndt, Matt Rossi, Jeff Lowery, Larry Carter.

Third Heat (8 laps): Tim Kaeding, Chris Windom, Jesse Hockett, Robert Ballou, Charles Davis, Jr., Michael Trimble, Bodie Tulloch.

Fourth Heat (8 laps): Jerry Coons, Jr., Neil Shepherd, Hunter Schuerenberg, Chad Boat, Mike Leslie, Tony Everhart.

First Qualifier (8 laps): Ballou, Johnson, Kaeding, Boat, Hockett, Whitt, Bell, Mack.

Second Qualifier (8 laps): Short, Davis, Coons, Shepherd, Shuman, Rossi, Lowery, Carter.

Third Qualifier (8 laps): Kaeding, Trimble, Neely, Kruseman, Leslie, Tulloch, Robb.

Fourth Qualifier (8 laps): Schuerenberg, Gardner, Darland, Mellenberndt, Windom, Everhart, Droud.

B Main (10 laps): Whitt, Mellenberndt, Leslie, Rossi, Droud, Tulloch, Robb, Mack, Lowery, Carter, Bell, Everhart.

Feature (30 laps): Darland, T. Kaeding, B. Kaeding, Kruseman, Coons, Johnson, Shepherd, Ballou, Short, Schuerenberg, Whitt, Windom, Davis, Shuman, Neely, Hockett, Leslie, Boat, Mellenberndt, Rossi, Trimble, Gardner.



KEN SIMON PHOTO

ON A ROLL: Robert Ballou (81) passes Brady Short to capture his second O'Reilly Sprint Bandits Tour 'N Topless feature Friday night at Lakeside Speedway.

USMTS '07: Tale Of Two Jasons

Aug. 14

FARLEY, Iowa — The United States Modified Touring Series invaded Farley Speedway Aug. 14 for the fifth race in The Hunt for the O'Reilly USMTS National Championship, with three drivers making big strides in the ever-tightening point battle.

USMTS

Dean Mahlstedt took the lead from the start and checked out on the field. Jason Krohn made several late challenges but settled for second. Jon Tesch raced from 14th to third, with Willy Kraft and Jason Hughes rounding out the top five. Hughes leads the standings, but Kelly Shryock and Krohn are close behind.

The finish:

Dean Mahlstedt, Jason Krohn, Jon Tesch, Willy Kraft, Jason Hughes, Mark Schulte, Tommy Weder, Jr., Tommy Myer, Darrin Walch, Kelly Shryock, Al Hejna, Ken Schrader, Ron Barker, Mel Saffran, Greg Skaggs, Donovan Lodge, Steve Johnson, Mark Massey, Dennis Dugan, Scott Green, Jeff Larson, Steve Holzkamper, Jamie Burford, Zack VanderBeek.

Aug. 15

WEST UNION, Iowa — It was a great and horrible night for Skyrocket on Aug. 15 as the USMTS made its first visit to the Echo Valley Speedway.

While Jason Krohn wheeled his Skyrocket chassis into victory lane, his car builder, Kelly Shryock, suffered mechanical problems in the main event and took a huge hit in his bid for an unprecedented ninth-straight USMTS National Championship.

Krohn led the majority of the event on the four-tenths-mile oval en route to his fifth victory of the season. Willy Kraft finished second, ahead of Jon Tesch, Mark Schulte and Ken Schrader.

Krohn moved to second in the standings, while Shryock fell to fourth after finishing 24th.

The finish:

Jason Krohn, Willy Kraft, Jon Tesch, Mark Schulte, Ken Schrader, Jason Hughes, Zack VanderBeek, Darrin Walch, Layne Meyer, Chad Lerch, Steve Holzkamper, Donovan Lodge, Tommy Myer, Tommy Weder, Jr., Troy Hansmeier, Michael Darnall, Greg Skaggs, Justin O'Brien, Ryan Gustin, Al Hejna, Tim Donlinger, Dean Mahlstedt, Mike Spaulding, Kelly Shryock.

Thursday

OWATONNA, Minn. — Jason Hughes continued his three-week onslaught, as he powered his way to victory in the USMTS event Thursday at Steele County Speedway.

The top four in points coming into the event rose to the occasion, garnering the top-four finishing positions in the main event. But it was Hughes, the point leader coming in, who left the track with the best score after passing his three closest rivals.

Hughes started 10th and took the lead from Jon Tesch on lap 24. He held off Tesch for the victory, with Jason Krohn, Kelly Shryock and Tommy Myer following.

Hughes took a 34-point lead over Krohn in the standings.

The finish:

Jason Hughes, Jon Tesch, Jason Krohn, Kelly Shryock, Tommy Myer, Greg Skaggs, Scott Green, Richie Gustin, Jr., Donovan Lodge, Zack VanderBeek, Jay Poidinger, Willy Kraft, Brian Shaw, Ryan Gustin, Scott Vesely, Steve Holzkamper, Tim Donlinger, Mark Noble, Craig Scott, Jacob Dahle, Tommy Weder, Jr., Steve Wetzstein, Doug Hillson, Jason Cummins, Jamie Burford.

Friday

CRESCO, Iowa — Everybody is chasing Jason Krohn in this year's Hunt for the USMTS National Championship.

The USMTS invaded Cresco Speedway on Friday, and Krohn claimed his season's sixth victory, closing the gap on point-leader Jason Hughes, who finished third.

Tim Donlinger took second, with Tommy Weder, Jr. and Kelly Shryock fourth and fifth, respectively.

Hughes holds a slim 20-point lead over Krohn.

The finish:

Jason Krohn, Tim Donlinger, Jason Hughes, Tommy Weder, Jr., Kelly Shryock, Greg Skaggs, Willy Kraft, Zack VanderBeek, Darrin Walch, Jon Tesch, Tommy Myer, Les Duellman, Jason Schlangen, Scott Green, Donovan Lodge, Mark Noble, Steve Holzkamper, Jamie Burford, Keith Pittman, Jay Poidinger, Jerry King, Dan Chapman, Corey Dripps, Shawn Ryan.



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$20,000 to Win!!*
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SOLID LIKE SHRYOCK

Kelly Shryock Is Chasing Another USMTS Title And Hoping To Make A Name For The Series

He's been one of the most dominant drivers on dirt in the past decade, with 31 series victories last year alone.

His name isn't Steve Kinser.

And no, it isn't Scott Bloomquist, either.

Kelly Shryock of Fertile, Iowa, won 31 O'Reilly Auto Parts United States Modified Touring Series races last year, racing to his eighth series title.

By Craig Murphy
NSSN Correspondent

Shryock has been racing modifieds since 1995 and estimates he has racked up 320 triumphs.

While sprint cars and late models dominate the dirt-track headlines, Shryock feels some of that attention should be focused on modifieds.

"More and more modified names are getting out there," he said. "We don't have the names like Steve Kinser or Scott Bloomquist. I may be a bit prejudiced, but we put on way better shows than they put on. We do have Steve Kinsers and Danny Lasoskis in our sport. We put on a great show, but we still can't put people in the stands."

Shryock is doing his part to draw more attention — both for himself and his sport as a whole.

In 59 races last year, Shryock notched 31 triumphs and 51 top-10 finishes. At one point last summer, he had a record 11-straight victories. Counting non-series races, Shryock visited victory lane 42 times last year.

"We found something," the 42-year-old second-generation driver said. "We changed our car around, and it caught a lot of guys off guard. The car reacted well to the driver and the tracks. That was our best year, by far. Everybody looks forward to the dream season, and that was definitely our dream season. We'll be able to remember that when we're old and gray."

Due to the success he's accrued over the years, Shryock knows other drivers put special emphasis on finishing ahead of him any given night.

"They know that on a whole, if they can beat us they've accomplished something," Shryock said. "We get raced really hard for every position. Whether it's fifth in a heat or seventh in the A main, they race us really hard, every position, every night."

Shryock isn't the only driver facing that. NASCAR drivers like Ken Schrader, Kenny Wallace and Clint Bowyer race with the series from time to time.

"Ken Schrader just loves racing," said Shryock, who got to know the Nextel Cup veteran when the Missouri driver started racing modifieds. "When I say people race me hard, they race him *really* hard. Now they can say they beat Ken Schrader. He fights the battle even worse than I do, with people running into him. People put banzai moves on him.

"It definitely puts people in the stands," Shryock added of Schrader racing with the USMTS. "I just wish we could get the people without having to bring him in. Maybe if we could generate more interest, maybe fans coming to see (Schrader) would say, 'I need to go to another show they put on.'"

Shryock generates interest in modified racing circles for more than just driving. An employee at Harris Auto Racing for 20 years, Shryock teamed up with Eric Kirschbaum to establish Shryock Racing Components and Skyrocket Chassis in 2002.

Skyrockets have since become successful cars with various modified sanctioning bodies, while Shryock has continued to win.

In part, that success led the USMTS to adopt a NASCAR-type championship battle. In this case, it's known as 'The Hunt' for the title.

This year, USMTS drivers contest the final 16 races of the year in a 32-day span to determine the champion. 'The Hunt' kicked off Aug. 9 and concludes Sept. 8.

"I don't like it," Shryock said of the system implemented last season. "The way they've got it set up, people don't have to run all of the races. We've been chasing all of the races. Someone would only have to run 10 races to be qualified, then come in and get the big money at the end.

"We had about a 600-point lead heading into the last 16 races, and it got wiped out," Shryock added. "It's probably a good thing to get a few more cars, but the winner shouldn't be called a national champion. We've busted our butts all year. We got the most points in all four regions. The championship is a year-long battle, not just 16 races. But it is what it is."

With such a system, the emphasis is put on consistently finishing well. That suits Shryock just fine.

"We don't try to put a lot of pressure on ourselves to win," Shryock said. "We give it our 100-percent effort every night. If we win, that's super. If we don't win, that's all right. We want to win, don't get me wrong. But if you dwell on it too much, it will get you down. If it's meant to be, it will be."

Even with more than 300 victories, Shryock doesn't take a trip to victory lane for granted.

"Eventually someday that win you have is going to be your last win, whether it be because you get hurt, you retire or something else," said Shryock, who started racing in 1985. "Each win is special for us."

Each night Shryock straps in, he has the confidence he can win due to a combination of factors he points to as the reasons for his continued success.

"I would say it's greatly attributed to having a good program," Shryock said. "We have good cars, good engines and a good crew. As the driver, I have the confidence the crew puts together a good car."

As long as that happens, Shryock will continue to do what he's done since the start.

"The first night I raced, my dad said go out and have fun," Shryock recalled. "And I had fun. The second night didn't go well, but I had fun.

"On the road traveling now is getting to be less fun, but I'm still having a blast," he added. "It is a dream."

No matter how many people know about it.



USMTS PHOTO

Kelly Shryock
Eight-Time USMTS National Champion
Nickname: Sally
Hometown: Fertile, Iowa
Family: Wife, Dawn; Son, Bobby
Age: 42
Car: No. 3 Skyrocket
Sponsors: Shryock Racing Components, AFCO Shocks, AERO Race Wheels, Skyrocket Chassis, AMSOIL, DK Arndt P.C., Xtreme Powder Coating



RICK BLEWETT/DIRTRACIN.COM PHOTO

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608 Des Moines St.
Webster City, Iowa 50595

Phone: (515) 832-7944
Fax: (515) 832-7958
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Technical Director: Ron Reefer

DANNY HOWK/HEARTLAND MOTORSPORTS PHOTO

DOWN LOW: Kelly Shryock (3) battles Dean Mahlstedt at Iowa's Bloomfield Speedway last season.

RACE REWIND

NASCAR NEXTEL CUP

Rain Triggers Thoughts Of Reshuffling Chase Races

By Ron Lemasters, Sr.
NSSN Correspondent

BROOKLYN, Mich. — A two-day pattern of rain forced postponement of the 3M Performance 400 at Michigan Int'l Speedway for a second day.

NASCAR officials announced the decision at 3:50 p.m. Monday after diligent efforts to dry the two-mile oval were stymied by persistent showers.

The race was scheduled for 10 a.m. Tuesday (Aug. 21). If the race had run as scheduled on Tuesday, it would have been the first time since Aug. 11, 1970, that a Nextel Cup race was held on a Tuesday. The race — at West Virginia Int'l Speedway — was won by Richard Petty.

Included among the options considered by NASCAR, with four races remaining before The Chase begins, were running the race as late as Wednesday, then postponing it until the final race of the season.

In that eventuality, the Michigan race would become the final event in the 10-race Chase, which would start Sept. 23 at Dover instead of Sept. 16 at New Hampshire.

In Friday's qualifying, Jeff Gordon played it cool in winning his 53rd Nextel Cup pole with the final run of the session. His speed of 189.026 miles per hour was the only one above 188, and it came as the track cooled.

Gordon's fast run ended Greg Biffle's hopes after barely 60 seconds holding onto the pole position. Biffle, next to last to qualify, put the 3M Ford in at 188.664 mph.

The Michigan race is one of four remaining events scheduled prior to the start of the 10-race Chase.

Asked what would happen if the race could not be run this week, NASCAR spokesman Ramsey Poston said, "Although we certainly hope to get it in, and plan to get it in this week, if we had to move it, the race would be scheduled for the weekend after Thanksgiving, making it the last race on the schedule."

Michigan is the fourth race postponed by rain this season. Saturday events at Darlington (S.C.) Raceway and Richmond (Va.) Int'l Raceway were run Sunday, while the Dover race was run Monday.

Level-Headed Letarte's Return Sparks Gordon

Team Leader Back To Call Shots; Driver Targets Chase Bonus Points

By Bruce Martin
NSSN Correspondent

BROOKLYN, Mich. — Now that Jeff Gordon has Steve Letarte back on top of his pit box, the Nextel Cup leader believes he has the final piece in place to make his run at a fifth championship.

As if he needed any more help.

Gordon entered the 3M Performance 400 at Michigan Int'l Speedway with a 344-point lead over Denny Hamlin. That's counting a 100-point deduction when Gordon and Hendrick Motorsports teammate Jimmie Johnson were nailed with illegal race cars at Infineon Raceway in June.

The crew chiefs for Gordon and Johnson were both suspended for six races by NASCAR. Johnson took a tumble in the standings without crew chief Chad Knaus, but Gordon didn't miss a beat when Jeff Meendering filled in for Letarte.

And with Gordon starting on the pole at Michigan and already locked into The Chase, he plans on using the next four races as a chance to score more wins, which would add bonus points when the playoffs start.

Gordon and Johnson both lead the series with four victories, but Tony Stewart is coming on strong after winning three times in the last five races. Gordon appeared to be a sure winner at Watkins Glen Int'l last Sunday before he spun out with two laps to go and finished ninth while Stewart took the checkered flag.

What Gordon wants to do most is return to victory lane, something he believes he can do now that Letarte is back.

"We're always trying to win and get bonus points," Gordon said. "I feel like we've kind of lost an opportunity of getting those bonus points last week which was disappointing, but that's behind us and we're ready to try to get it done again this weekend.

"The biggest thing is just trying to make the team and the cars as strong as they can possibly be, and the good thing about Steve not being here is that he's able to work on some things and think about some things clearly without having to get the whole team prepared and be able to travel and go to the race track. So hopefully some of those things he's been thinking about, maybe we can make them work and pay off."

With Letarte on the sidelines, Gordon was still able to run up front but didn't close out races like he did before the suspension. But the four-time Cup champion continued to be the driver the rest of the field measured themselves against.

"I think it just shows the strength of our team," Gordon said. "I think that when you are a strong team you can move some people around and still be able to function well for a certain period of time.

"Steve has been instrumental in getting this team to where it is right now, and I think the true sign of a good crew chief is that they can leave for a few weeks and things can continue on as normal. I think over the long term we're pretty excited about having him back. I think for the championship, his confidence and leadership I think is really going to pay off."

Letarte has many strong qualities as a crew chief, but one in particular stands out to Gordon.

"I think his strong point is common sense," Gordon said. "He's very smart, and he understands a lot of thing but he's not a guy that feels like he knows everything. He doesn't mind delegating the jobs to the right people and gathering information from others.

"He's not afraid to say, 'I don't know enough about this subject, I've got to go to somebody that knows more,' and then I think he's really good with the common sense side of things when it comes to pit-call strategy and things like that when you're coming down pit road and you've got to make a call. He's making a call with a lot of information and I think just his ability to have common sense about it and think clearly pays off."

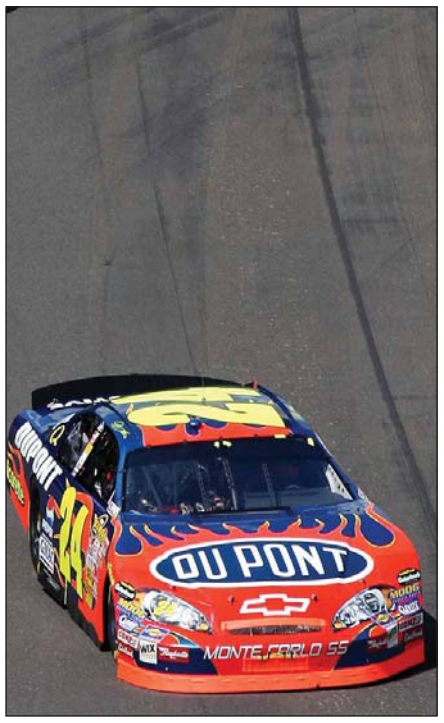
Both Letarte and Knaus spoke to the media Friday morning on their first day back at the track. Both appeared unrepentant that they did anything wrong to lead to a suspension.

At issue was modifications made to the Car of Tomorrow, which NASCAR insisted will not be tolerated as it continues the rollout of the car that will participate in all the Cup races next season.

"The biggest thing I've learned through it all is it's over," Letarte said. "I'm back at Michigan and it really doesn't matter what's happened the last six weeks. That's kind of how I look into it. To put any more emotion or effort or brain power into it is just wasting my time and my energy on something that doesn't make us go faster on Sunday."

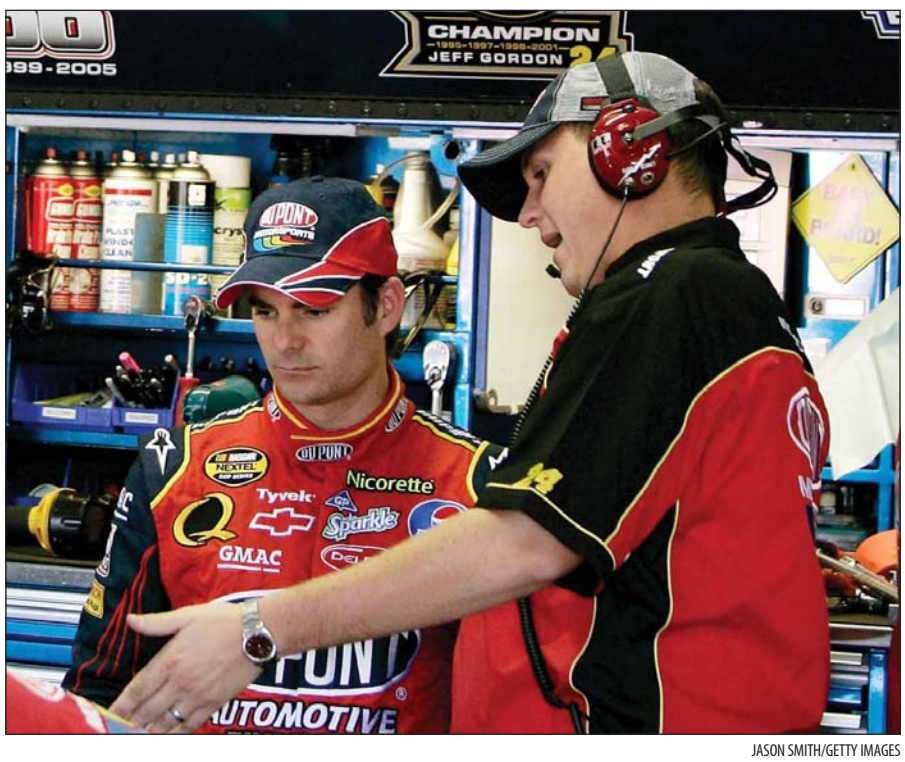
Despite being put in NASCAR jail, which still allowed Letarte to work at the race shop and talk to the crew on his cell phone during race weekends, Gordon's crew chief doesn't believe his reputation has been tarnished.

"When I left Sonoma, we kind of were waiting to see what happened," Letarte recalled. "We got our answers on Tuesday and starting Wednesday we prepared to not be at the race track and move on and this sport moves way too fast to have emotion or think about. If you're asking if I lie awake at night thinking about it, no."



HHP/HAROLD HINSON PHOTO

STEP AHEAD: Jeff Gordon's No. 24 remained the leader of a strong Hendrick fleet despite crew chief Steve Letarte missing six races.



JASON SMITH/GETTY IMAGES

HEADS TOGETHER: Driver Jeff Gordon (left) and crew chief Steve Letarte talk strategy last weekend at Michigan Int'l Speedway.



HHP/HAROLD HINSON PHOTO

BARELY ALIVE: Entering the 3M Performance 400, Dale Earnhardt, Jr. sits 14th in the point standings — 100 points out of The Chase's final berth in 12th.

No. 8-Less Junior Won't Rule Out Chase

Rudd To Retire; Childress Says He's Sticking With Chevrolet

By Ron Lemasters, Sr.
NSSN Correspondent

BROOKLYN, Mich. — Now that **Dale Earnhardt, Jr**. has officially been separated from No. 8, the third-generation driver admits he knew all along that it was a lost cause. He's now ready to move on to "some neat stuff" with Hendrick Motorsports.

But driving what number?

"When I'm ready to decide and tell everybody, I'll tell everybody then," he said, basically keeping the pot boiling awhile longer in Earnhardt Nation. "I'm not going to tell you everything that runs through my head, but we got some pretty neat stuff that we talk about."

Earnhardt said he wasn't ready to write off The Chase just yet.

"I think that would be fooling," he said. "With a few races left (before The Chase), we're going to do the best we can. We'll show up with good cars like we always do. And some of these other guys can have some trouble and we can gain on them."

NASCAR NOTES

■ After being called out of retirement to help revive team owner **Robert Yates's** operation, **Ricky Rudd** has confirmed he's retiring for good at the end of the 2007 season. Rudd will not compete as a full-time driver in 2008 but hinted he would be available to fill in if another driver were injured or unable to compete.

He did that last year for **Tony Stewart** after Stewart suffered shoulder injuries from crashes at Lowe's Motor Speedway on Memorial Day weekend.

Rudd turns 51 Sept. 12 and has won 23 Cup races, but this year he is 29th in the standings with just one top-10 finish.

Rudd, who began racing when he was 18, won at least one Cup race every season from 1983-1998. His last victory was at Infineon Raceway in Sonoma, Calif., in June 2002.

■ Not that there was much doubt about this one: **Richard Childress** Racing announced it would remain with Chevrolet.

RCR has 85 Cup wins as a Chevy team and six of the late Dale Earnhardt's seven Cup titles. The team also has three Busch championships and a total of 174 Nextel Cup, Busch and Craftsman Truck victories.

"I started with Chevrolet way before we were incorporated in 1969," Childress said. "I've always been Chevrolet. There was a couple years we got off and came right back, although it was a GM product. It's just been a great relationship. What a great company to give us support with engineering, technology, the parts and pieces it took to win those races."

This season, all three of RCR's drivers are in the top 10 led by **Jeff Burton** in sixth, **Clint Bowyer** in ninth and **Kevin Harvick** in 10th.

■ Apparently, neither **Chad Knaus** nor **Steve Letarte** did much fishing during the six weekends they were suspended by NASCAR from participating with their respective Nextel Cup teams.

Letarte, crew chief for point-leader **Jeff Gordon's** No. 24 DuPont Chevrolet, said he had been busy helping Knaus rebuild the No. 48 Lowe's Chevrolets crashed recently for driver **Jimmie Johnson**.

"We share a shop, and we've had some pretty good luck all year," Letarte said. "The 48 has been a little unfortunate, so we've just been making sure that the two teams will have a full stable of cars entering The Chase."

Time away from the race track on the weekends, however, isn't an advantage in Knaus's mind.

"If anything, it takes away a little bit," Knaus said. "The driver-crew chief communication level is something that you always want to continue to maintain. With six weeks off (five races and an open weekend), that starts to break down a little bit."

■ **Michael Waltrip** admitted to a scary qualifying run, one that gave him his best starting position, 11th, in a Toyota.

And it was only because he had his radio on the wrong channel.

"It was dumb because I knew I couldn't go any faster," he said of his second lap. "I kept asking what I did (into a dead microphone). It was kind of silly to keep going, but when you're scared you don't really know what to do."

■ The rainout of the 3M Performance 400 was the fourth washed out race of the 2007 season, but the first at MIS since Aug. 21, 1977.

■ A temper tantrum at Watkins Glen has resulted in **Kyle Petty** wearing a cast on his right hand at MIS. Under the cast are four small screws and a petal plate to help rear the damage.

After breaking a gearbox and running into the back of another car and damaging the oil cooler, Petty took out his frustration by punching the cabinet doors in his hauler. The contact broke a small bone in the back of his hand.

Petty was on the sidelines, watching rookie **Chad McCumbee** drive the No. 45 Dodge.

— Bruce Martin contributed to this report.

Harvick-Montoya Scuffle Spills Over Into Michigan

BROOKLYN, MICH.

Kevin Harvick isn't a driver who backs down from anyone because he has the attitude of an assassin.

The driver from Bakersfield, Calif., doesn't take any guff from anyone, and he's more than willing to stand up for himself if he feels he has been put in a bad position.

That is why he's still irritated at Juan Pablo Montoya after an incident at Watkins Glen Int'l on Aug. 12 that saw the two drivers climb out of their cars and get in each other's face. It became so heated, both drivers pushed each other and grabbed each other's helmets. No punches, however, were thrown.

So as NASCAR Nextel Cup teams arrived at Michigan Int'l Speedway on Friday for the 3M Performance 400, Harvick was still fuming at Montoya, even though the incident was triggered by Martin Truex, Jr.

Before Friday's qualifications, Harvick was asked if he had worked it out with Montoya.

"Uh, no," Harvick said flatly. "I've had a look at the tape and what I've seen is what I saw in my mirror: a car dart to the right, block and run into the side of me.

"He drives like he doesn't know what he's doing, to be honest with you. He goes out, he can run fast but he's all over the place, and every week it seems like he runs into a different person. In four weeks, it's cost us a couple of hundred points, and he shrugs it off like he doesn't really care about anybody or anything; that he's just here to race. You make him mad and it's: 'Well, I've got a five-year contract, and I'll just wreck you every week.' It's hard to talk to him, and he doesn't really respect anyone around him."

Harvick believes he's not alone in his assessment of the 2000 Indianapolis 500 winner, 1999 CART champion and winner of seven Formula One races.

"My opinion is pretty widespread," Harvick said. "I'm not the only one with that opinion. Everybody's tired of tearing their stuff up for no reason."

LAST WORD



BRUCE MARTIN

Montoya took exception to Harvick's claim that he "doesn't know what he's doing."

"If I didn't know what I was doing, then I wouldn't have won the Indy 500, the CART championship and Formula One races," Montoya said. "I'm pretty comfortable with what I've done. When it's been my fault, I've said I made a mistake and I'm sorry. Martin Truex came up to me today and apologized.

"Things like that will happen. It's racing and we understand. It's a shame that (Harvick) doesn't. I guess I'm a better story."

NASCAR officials called Montoya and Harvick to the NASCAR transporter on Friday, but neither driver was penalized because they did not actually assault each other.

Both drivers have been put on probation and told to cool it.

"They said you have to be careful, guys, you are both on probation and that's the limit of what you guys can do because we don't want to take any points from you," Montoya said. "I don't think we did anything out of line completely. I think we were right on the limit of doing something out of line.

"I was very conscious of that. I got on probation earlier for making a joke with a friend of mine." Earlier this season, Montoya made an obscene gesture at an in-car camera without realizing it was on live TV.

Montoya stressed that he didn't do anything wrong in the incident, that he was taken out by Truex, which caused the driver from Colombia to crash into Harvick's Chevrolet.

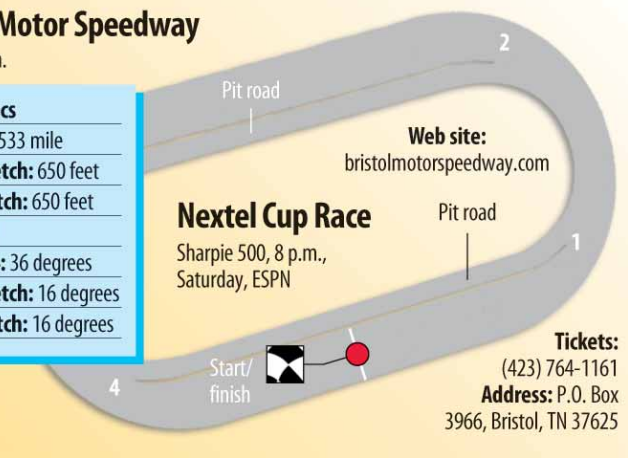
He's had his share of incidents in Formula One and has entered NASCAR with an attitude of respecting his fellow competitors.

"Here, people race a lot more aggressive," Montoya said. "I've been really careful this year to not pick any fights. I think we've raced really smart this year, made some friends and have been conscious about the give-and-take in this sport."

UP NEXT

Bristol Motor Speedway
Bristol, Tenn.

Track specs
Length: .533 mile
Frontstretch: 650 feet
Backstretch: 650 feet
Banking
Turns 1-4: 36 degrees
Frontstretch: 16 degrees
Backstretch: 16 degrees



Web site:
bristolmotorspeedway.com

Nextel Cup Race
Sharpie 500, 8 p.m.,
Saturday, ESPN

Tickets:
(423) 764-1161
Address: P.O. Box
3966, Bristol, TN 37625

NATIONAL HOT ROD ASS'N

RACE REWIND

Race 17 of 23: Toyo Tires NHRA Nationals, Aug. 16-20
Maple Grove Raceway, Reading, Pa.

FINAL RESULTS

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	J.R. Todd	4.572	317.42	def.	8	Bob Vandergriff	4.541	326.40
7	Clay Millican	4.546	327.35	def.	10	Hillary Will	4.593	298.73
11	Cory McClenathan	4.526	319.82	def.	6	Larry Dixon	4.702	319.07
1	Rod Fuller	4.526	324.20	def.	16	Whit Bazemore	4.556	328.78
12	Morgan Lucas	4.560	321.12	def.	5	Melanie Troxel	4.588	328.54
15	Doug Foley	4.554	323.50	def.	2	Tony Schumacher	4.556	325.37
4	David Grubnic	4.552	327.35	def.	13	Rit Pustari	4.562*	327.98
14	Doug Herbert	4.529	318.84	def.	3	Doug Kalitta	4.594	325.85
SECOND ROUND								
12	Morgan Lucas	4.570	325.06	def.	4	David Grubnic	4.574	327.98
15	Doug Foley	4.565	325.14	def.	7	Clay Millican	4.612	322.34
14	Doug Herbert	4.560	313.15	def.	11	Cory McClenathan	4.867	301.54
1	Rod Fuller	4.703	322.42	def.	9	J.R. Todd	4.804	286.32
SEMIFINAL								
1	Rod Fuller	4.550	324.05	def.	12	Morgan Lucas	4.567	323.43
14	Doug Herbert	4.566	312.93	def.	15	Doug Foley	5.406	172.32
FINAL WINNER TO BE DETERMINED TUESDAY, AUGUST 21								
1	Rod Fuller	TBD	TBD	vs.	14	Doug Herbert	TBD	TBD

Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
15	John Force	4.799	324.12	def.	2	Jack Beckman	7.146	122.05
3	Tim Wilkerson	4.786	328.14	def.	14	Gary Densham	8.111	117.25
4	Ron Capps	4.899	299.46	def.	13	Kenny Bernstein	4.959	248.71
9	Tony Bartone	4.965	246.26	def.	8	Tommy Johnson, Jr.	7.089	138.81
7	Phil Burkart, Jr.	4.980	308.99	def.	10	Ashley Force	5.122	216.24
11	Robert Hight	5.250	239.48	def.	6	Gary Scelzi	5.294	307.58
5	Tony Pedregon	** No Time		def.	12	Jim Head	Disqualified	
1	Del Worsham	4.828	308.28	def.	16	Jeff Arend	12.141	73.22
SECOND ROUND								
3	Tim Wilkerson	4.878	286.68	def.	11	Robert Hight	No Show	
1	Del Worsham	4.851	310.05	def.	9	Tony Bartone	14.204	73.01
15	John Force	4.782	321.58	def.	7	Phil Burkart	4.923	310.05
5	Tony Pedregon	4.848	315.78	def.	4	Ron Capps	4.826	318.17
SEMIFINAL								
1	Del Worsham	TBD	TBD	vs.	5	Tony Pedregon	TBD	TBD
15	John Force	TBD	TBD	vs.	3	Tim Wilkerson	TBD	TBD
FINAL DRIVERS TO BE DETERMINED TUESDAY, AUGUST 21								

Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Jim Yates	6.673	206.76	def.	9	Larry Morgan	6.738	206.48
10	Craig Hankinson	6.664	206.39	def.	7	Max Naylor	6.681*	205.26
11	Richie Stevens, Jr.	6.678	206.73	def.	6	Warren Johnson	6.661	207.11
3	V. Gaines	6.640	206.83	def.	14	Mike Edwards	6.683	206.13
12	Ron Krisher	6.773	205.66	def.	5	Allen Johnson	13.125	65.97
2	Dave Connolly	6.639	207.18	def.	15	Greg Stanfield	6.656	206.26
1	Greg Anderson	6.622	208.59	def.	16	Jason Line	6.746	207.53
13	Kurt Johnson	6.635	208.33	def.	4	Jeg Coughlin	6.646	207.24
SECOND ROUND								
3	V. Gaines	6.629	207.08	def.	11	Richie Stevens, Jr.	6.778	205.69
2	Dave Connolly	6.648	207.02	def.	10	Craig Hankinson	6.663	206.29
13	Kurt Johnson	6.633	208.14	def.	12	Ron Krisher	6.652	206.26
1	Greg Anderson	6.630	208.30	def.	8	Jim Yates	6.641	207.27
SEMIFINAL								
1	Greg Anderson	TBD	TBD	vs.	13	Kurt Johnson	TBD	TBD
2	Dave Connolly	TBD	TBD	vs.	3	V. Gaines	TBD	TBD
FINAL DRIVERS TO BE DETERMINED TUESDAY, AUGUST 21								

*— Denotes red light
**— Denotes timing problem



AUTOIMAGERY.COM PHOTO

MUSTANG JOHNNY: John Force was set to face Tim Wilkerson in the semifinal round of Funny Car eliminations Aug. 21. Rain delayed the completion of the Toyo Tires NHRA Nationals.



NHRA PHOTO

SUMMIT LEADER: Greg Anderson defeated teammate Jason Line in the first round of Pro Stock eliminations Monday and will face Kurt Johnson in the semifinals Tuesday.

Delay Stirs More Drama

MOHNTON, Pa. — The new Countdown to the Championship playoff-style system to decide the 2007 POWERade champions is already delivering the big-time thrills NHRA officials were hoping for when they instituted the plan at the start of the season.

The first phase, which will end Tuesday at the conclusion of the rain-plagued 23rd annual Toyo Tires NHRA Nationals, has trimmed each Pro class down to eight racers who will fight for their respective titles. Remarkably, all four Pro categories have been pushed to the very end with eight racers still alive for the last four Countdown spots.

After squeezing in two rounds of racing Monday before the rain returned, the ladders of the race are down to the final in Top Fuel and the semifinals in Funny Car, Pro Stock, and Pro Stock Motorcycle. Action resumes Tuesday morning (Aug. 21) at 9:30 a.m. at Maple Grove Raceway.

Top Fuel pits point-leader "Hot Rod" Fuller against Cinderella pro Doug Herbert, who has risen from the ashes to challenge for the final Countdown spot. If Herbert beats Fuller in the final, he supplants Dave Grubnic for the last slot by a mere two points.

Funny Car racer Del Worsham needs to beat Tony Pedregon in the semifinals and the winner of the John Force/Tim Wilkerson tilt on the other side of the ladder to secure the last Countdown berth in his class. Any other result, or even an oil-down penalty against Worsham, would allow Jim Head to advance to the playoffs instead.

Vieri Gaines needs to beat Dave Connolly in their semifinal race to add his name to the Pro Stock Countdown roster. Should Gaines pull off the feat he'll erase Larry Morgan from consideration. Morgan supplies engines to Gaines. Greg Anderson and Kurt Johnson, who have already secured Countdown spots, are racing for the chance to face Gaines or Connolly in the final of this event.

Chris Rivas must win his round-three race against Matt Guidera to push his way into the Pro Stock Motorcycle chase, which would knock Craig Treble out of the eighth and final spot. Angelle Sampey and Eddie Krawiec, two more confirmed Countdown racers, face off on the other side of the ladder.

Teammate Takes Out Troxel

By Susan Wade
NSSN Correspondent

READING, Pa. — By the time the race-halting showers came Sunday at Maple Grove Raceway, Morgan Lucas already had rained on Melanie Troxel's parade.

He defeated his Top Fuel teammate in the opening round of the National Hot Rod Ass'n's Toyo Tires Nationals, killing her chances to make the field of eight for the inaugural Countdown to the Championship.

Lucas, who had failed to qualify for seven races and had seven first-round defeats in the previous 16 Powerade Drag Racing Series events, defied expectations that he would "take one for the team" and extend Troxel's chances.

Troxel had said, "We have our destiny in our own hands."

But it slipped from her grasp as her teammate recorded a 4.650-second pass at 321.12 miles per hour in the Lucas Oil Dragster to Troxel's 4.588/328.54 in the Vietnam Veterans/POW MIA Dragster.

Lucas had said beforehand that he was "in a crazy, awkward position…[between] a rock and really big hard place." But evidently they decided to race without favors. If she made the Countdown field, she would earn it on her own. In the end, Lucas got the starting-line advantage and beat Troxel by .028 of a second.

"We went up there to race. If we didn't win that round, we don't deserve to be in the Countdown," Troxel said after her shocking setback. "We can proceed positively from now to the end of the season, and I think we can win some races. And maybe we'll play the spoiler's role in everybody else's game.

"It's disappointing," she said, "but I wouldn't have wanted it any other way. I wouldn't have wanted them to hand it to us. We went up there to race, and that's all there is."



AUTOIMAGERY.COM PHOTO

THE TEMP: Rit Pustari smokes the tires Sunday at Maple Grove Raceway. Pustari filled in for Brandon Bernstein, who underwent surgery for kidney stones this weekend.

Rain Disrupts Eliminations

Rit Pustari Fills In With Bernstein Sidelined With Kidney Stones

By Susan Wade
NSSN Correspondent

READING, Pa. — Sunday's eliminations were short-lived but dramatic, as the entire first round of Top Fuel match-ups played out, along with three Funny Car pairings. Upsets highlighted Top Fuel action.

They included No. 15 qualifier **Doug Foley's** victory over No. 2 **Tony Schumacher** and lower-qualified **J.R. Todd's** holeshot victory against a quicker and faster **Bob Vandergriff**. Todd's margin of victory was four-thousandths of a second.

In Funny Car, point-leader **Ron Capps** and resurgent veteran **John Force** advanced. And **Tim Wilkerson** set low elapsed time of the meet (4.786 seconds) and top speed (328.14 miles per hour). He raised the speed mark by nearly five mph. **Del Worsham** had led the field with a 4.800-second, 323.97-mph qualifying effort.

■ Top Fuel driver **Brandon Bernstein**, sidelined by a kidney stone this past weekend, yielded his Budweiser/Lucas Oil Top Fuel Dragster ride to journeyman **Rit Pustari**. Bernstein was released Saturday from Reading Hospital and Medical Center following a surgical procedure. He remained at his hotel Sunday, resting, while Pustari, who admitted he was "rusty" behind the wheel of a dragster, had a foul start against **Dave Grubnic** and wasted a 4.562-second run at 327.98 miles per hour.

■ Del Worsham's slim chance to make the Countdown to the Championship breathed new life at Reading when he led the Funny Car field in qualifying.

"To tell you the truth, coming into this thing as the No. 1 qualifier, my nerves were pretty wired this morning," he said Sunday. "I went to bed early, but I was awake around 5 o'clock and there was no going back to bed. We have all this drama going and you'd almost think this whole thing was scripted, the way the rain came just as **Tony [Pedregon]** and **Jim [Head]** were pulling up to race.

"We were all up there to watch that one," Worsham said, "because the drama was either going to be all over for us, if Jim won that race, or ratcheted up even higher if Tony took him out. For Jim to clinch the last Countdown slot, and end any thought of us catching him, all he needs to do is win a round here, but Tony and his group are very tough."

■ When rain washed out the remainder of the day's action, Worsham said, "Now, we all get to sleep on it at least one more night. The forecast for tomorrow [Monday] is lousy, but we've been told to just plan on staying here until we get this race completed. Of course, the forecast for today wasn't all that bad, so maybe they'll be wrong about Monday, too, and the rain will move out of here. One way or another, I guess, we're going to find out how this all works out. For tonight, maybe we'll all just go bowling."

■ The Funny Car and Pro Stock Motorcycle classes set their fields for their bonus races at Indianapolis. The events will take place during qualifying for the Mac Tools U.S. Nationals, NHRA's marquee event.

John Force Racing's **Robert Hight** is the runaway leader among the field of eight for the Sept. 2 Skoal Showdown. The winner will receive $100,000.

Ron Capps, Tony Pedregon, **Tommy Johnson, Jr.,** John Force, **Mike Ashley**, **Gary Scelzi**, and driver **Jack Beckman** complete the field.

Angelle Sampey is the top seed for the $25,000-to-win Ringers Gloves Bike Battle. Competitors for the Sept. 1 event include **Andrew Hines**, **Matt Smith**, **Chip Ellis**, **Craig Treble**, **Karen Stoffer**, **Antron Brown** and **Steve Johnson**.

■ Team owner **Don Schumacher** generated some buzz last week, announcing that 19-year-old alcohol altered and nostalgia drag racer **Leah Pruett**, of Redlands, Calif., will test and/or drive a Don Schumacher Racing Funny Car in the future.

Pruett was scheduled to try out one of the Dodge Chargers at this week's two-day test session at O'Reilly Raceway Park at Indianapolis. But just as rain played havoc with those plans, so did gossip with Schumacher's news. And at Maple Grove Raceway, he clarified his position.

"Leah's got the desire, the drive and the determination to do it," Schumacher said, "and I'm looking to have her just make a couple of short little squirts, 200- to 300-ft. passes at Indy during the test session — if we have time.

"The Indy test session is important to the whole DSR team for us to concentrate on trying to win championships and stay in the Countdown. So that's our No. 1 goal. And if we have some time, which I believe we'll have, depending on the weather, we'll put Leah in one of the Funny Cars just to see how she can handle it, and go from there," he said.

Gary Scelzi has said he'll take a hiatus from the sport, but Schumacher said, "I really haven't made a determination for a driver for next year. We're getting closer to starting to think about that harder and who's going to be the person, and why. But there's been no determination at this point."

NHRA NOTES

Schumacher Hires Leah Pruett, But Why?

READING, PA.

Leah Pruett, I've never met you but am looking forward to the pleasure. Actually, to be honest, I don't believe I ever heard your name before this past weekend. That's understandable — you're only 19 years old. (And I'm guessing I haven't been on your radar.)

Anyway, congratulations on your tremendous opportunity to take a drive test soon in Gary Scelzi's Mopar/Oakley Dodge Charger Funny Car. The car is a beast. But, Don Schumacher tells us that you are the beauty.

He didn't use that word. But he said you're pretty. He said that about Melanie Troxel, too, when he hired her for the first time, back in 2000. "She's attractive and we can market her" is what he said that day at Indianapolis when he made that announcement. I gasped. In an era in which women drive station wagons on steroids, assert themselves in the corporate world and command attention that even has altered the English language, that comment seemed so stale and so politically incorrect.

Melanie Troxel is decidedly attractive, articulate and intelligent. But what about her driving ability? She has more than proven that, but that's not what Schumacher talked about.

You know, it was funny…Nobody else in the room that day seven years ago expressed any surprise. I looked around, and not even Troxel looked fazed by the remark. "I didn't hear him say it," she told me several years later. "I was on Cloud 9 [about getting hired to drive for his well-heeled team]."

I asked him to tell me about you, and he said, "She's 19 years old, about 5-foot-5 or 5-6 with long blonde hair."

Wondering if he wanted a drag-racing champion or Miss America — or some hybrid queen of the quarter-mile — I asked him if a driver has to be pretty to join Don Schumacher Racing. I mean, he has told one of 40-50 male applicant for Scelzi's soon-to-be-vacated seat that he's looking for somebody — no offense, he said — better looking.

"How could a compliment be bad?" he replied.

Well, now that sounds logical enough, doesn't it?

"Let's be realistic," Schumacher said. "We have to remember this is entertainment. We'd be foolish not to use every asset."

I asked what kind of sponsorship you would bring to DSR. "I don't need somebody to bring money. That's not a requisite," Schumacher said. "I need somebody who's a character. Gary Scelzi is a character. My son is a character. Jack Beckman is on his way to becoming a character. John Force is a character. The sport needs that."

So Leah, you must be a character. Terrific! We'll get along great. But I'm wondering what sort of shtick you do. I mean, are you like Lucille Ball? I love that episode in which she goes to work on the assembly line at the chocolate factory. Whatever is in your repertoire, it entertains Schumacher. So that's positive.

Please don't think I'm being catty. I'm just asking that people recognize your intelligence, your drag-racing experience and your sense of professionalism. And Schumacher did say repeatedly that you "have the desire, the drive and the determination" to succeed.

I'm not jealous — don't want to drive Gary Scelzi's car. Maybe I'm just disappointed that women haven't shaken the "woman-driver" label and can't be referred to simply as a driver.

It would be presumptuous of me to urge aspiring female racers to refuse a driving contract if the team owner stresses looks and neglects to talk about one's ability to win races. I sure would hate to suggest to aspiring female racers that they adopt a strict diet and become a regular iron pumper at the local gym or visit Victoria's Secret for…you know…secrets. And I don't in any way want to suggest that Don Schumacher doesn't much care about driving ability.

That would be ugly.

THE STRAIGHTLINE



SUSAN WADE

UP NEXT

Mac Tools U.S. Nationals, Aug. 29-Sept. 3, O'Reilly Raceway Park, Clermont, Ind.

STANDINGS AS OF AUGUST 12

TOP FUEL



Rod Fuller

FUNNY CAR



Ron Capps

PRO STOCK



Greg Anderson

Top Three

1. Rod Fuller	1,157	1. Ron Capps	1,062	1. Greg Anderson	1,346
2. Brandon Bernstein	1,064	2. Robert Hight	987	2. Jeg Coughlin	1,196
3. Larry Dixon	1,036	3. Mike Ashley	874	3. Dave Connolly	1,135

NASCAR BUSCH SERIES

RACE REWIND

Race 25 of 35: Carfax 250, Saturday, Aug. 18
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS

FIRST



Denny Hamlin

SECOND



Matt Kenseth

THIRD



Kevin Harvick

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	5	20	Denny Hamlin	Rockwell Automation Chevrolet	125	$52,750	Running
2	12	17	Matt Kenseth	Arby's Ford	125	$34,850	Running
3	8	21	Kevin Harvick	AutoZone Chevrolet	125	$33,525	Running
4	16	29	Jeff Burton	Holiday Inn Chevrolet	125	$28,025	Running
5	1	16	Greg Biffle	3M Ford	125	$30,450	Running
6	2	10	Brian Vickers	Fan1st.com Toyota	125	$27,225	Running
7	7	15	Paul Menard	Menards/Akona Chevrolet	125	$23,010	Running
8	20	03	Todd Bodine	Germain Toyota Toyota	125	$20,745	Running
9	13	24	Casey Mears	National Guard Chevrolet	125	$18,550	Running
10	19	2	Clint Bowyer	BB&T Chevrolet	125	$18,350	Running
11	29	26	Jamie McMurray	Dish Network Ford	125	$18,150	Running
12	33	38	Jason Leffler	Great Clips Toyota	125	$33,205	Running
13	28	88	Brad Keselowski	U.S. Navy Chevrolet	125	$21,125	Running
14	22	5	Mark Martin	Hendrickcars.com Chevrolet	124	$17,625	Running
15	17	18	Brad Coleman	Carino's Italian Grill Chevrolet	124	$27,677	Running
16	14	99	David Reutimann	Dominos.com Toyota	124	$26,677	Running
17	39	1	J.J. Yeley	Miccosukee Resorts Chevrolet	124	$17,725	Running
18	9	77	Bobby Labonte	Dollar General Chevrolet	124	$22,775	Running
19	6	59	Marcos Ambrose	Kingsford Ford	124	$25,377	Running
20	4	41	Reed Sorenson	Wrigley's Juicy Fruit Dodge	124	$18,500	Running
21	3	6	David Ragan	Discount Tire Ford	124	$17,600	Running
22	30	11	Jason Keller	Carfax Chevrolet	124	$19,050	Running
23	23	7	Mike Wallace	Geico Chevrolet	124	$24,227	Running
24	25	22	David Stremme	Supercuts Dodge	124	$16,950	Running
25	21	12	Sam Hornish, Jr.	Mobil 1 Dodge	124	$18,900	Running
26	37	90	Stephen Leicht	Citifinancial Ford	124	$23,827	Running
27	42	35	Bobby Hamilton, Jr.	McDonald's Ford	124	$23,627	Running
28	15	60	Carl Edwards	Sharp Aquos Ford	124	$22,225	Running
29	11	25	David Gilliland	freecreditreport.com Ford	123	$16,675	Running
30	24	33	Tony Stewart	Old Spice Chevrolet	123	$22,375	Running
31	35	9	Kasey Kahne	Lawry's Dodge	123	$22,070	Running
32	26	47	Kelly Bires	Clorox Toilet Wand Ford	123	$18,735	Running
33	36	49	Brian Keselowski	DNR/Michigan State Parks Dodge	123	$18,500	Running
34	41	14	Kyle Krisiloff	Lilly/Walgreens Ford	122	$23,332	Running
35	10	27	Ward Burton	Kleenex Ford	122	$23,317	Running
36	34	28	Jeff Green	U.S. Border Patrol Chevrolet	122	$16,445	Running
37	27	66	Steve Wallace	Jimmy John's Dodge	122	$23,277	Running
38	40	37	Bobby East	Cub Cadet/Kleenex Ford	121	$18,385	Running
39	43	70	Mark Green	BIOMET/ForeTravel Chevrolet	108	$18,330	Engine
40	31	36	Brent Sherman	Big Lots Chevrolet	65	$21,977	Electrical
41	38	89	Morgan Shepherd	Victory In Jesus Dodge	22	$18,285	Suspension
42	18	42	Kevin Hamlin	Texaco/Havoline Dodge	7	$23,740	Accident
43	32	01	Kertus Davis	Chevrolet	6	$18,197	Electrical

RACE STATISTICS

Race time: 1 hour, 35 minutes, 52 seconds
Average speed: 156.467 miles per hour
Victory margin: 6.998 seconds
Caution flags: Three for nine laps
Lead changes: 13 among six drivers

Lap leaders: Greg Biffle (Pole); Brian Vickers 1-15; Matt Kenseth 16-22; Vickers 23-25; Denny Hamlin 26-32; Kenseth 33-44; Hamlin 45-57; Kenseth 58-67; Hamlin 68-76; Kevin Harvick 77-78; Vickers 79; David Ragan 80; Bobby Labonte 81-85; Hamlin 86-125.

TALK OF TIME TRIALS

Greg Biffle earned his 12th Busch Series pole, posting a lap of 186.548 miles per hour. Former Busch champion Brian Vickers, in his second start of the season with Braun Racing, joined Biffle on the front row.

STANDINGS

FIRST



Carl Edwards

SECOND



Kevin Harvick

THIRD



David Reutimann

Top 10

1. Carl Edwards	3,613	6. Bobby Hamilton, Jr.	2,577
2. Kevin Harvick	2,913	7. Stephen Leicht	2,512
3. David Reutimann	2,883	8. Marcos Ambrose	2,501
4. Jason Leffler	2,741	9. Greg Biffle	2,464
5. David Ragan	2,691	10. Mike Wallace	2,419



HHP/HAROLD HINSON PHOTO

ROUT AT MIS: Denny Hamlin emerges from his Chevrolet into a celebratory shower in victory lane after winning Saturday's Carfax 250.

DENNY DOMINATES

Hamlin Spanks Busch Field, Then Plays Prank On JGR Crew Chief

By Ron Lemasters, Sr.
NSSN Correspondent

BROOKLYN, Mich. — Denny Hamlin made a Buschwhacker Saturday look easy at Michigan Int'l Speedway, winning the Busch Series Carfax 250 in a car he had damaged in Friday practice.

Hamlin, a two-time winner in the Busch Series in 2007 in Joe Gibbs's Rockwell Automation Chevrolet, bested runner-up Matt Kenseth in the Arby's Ford by 6.998 seconds. Hamlin led 69 of the 125 laps, including the final 40.

"It was a downer for the crew that they had to fix the car," Hamlin said. "There was a lot of damage, and I thought we'd have to go to the backup car. The guys did a great job of getting it ready."

Admitting that his stellar performance appeared to bore his pit crew, Hamlin jokingly told them on the radio that he was out of gas. "I made him jump up on the wall, I'm sure," Hamlin said of crew chief Dave Rogers. "I guess it got them excited. It happened at Indianapolis, and it wasn't so funny then."

It was fun on the race track, except for one close call.

"I had a lot of fun racing Greg (Biffle) and Matt (Kenseth) at one point," he said. "Greg and I got together once, and he hooked my bumper. He just wouldn't let me have the spot. It's a wonder we didn't both crash."

Hamlin said he was glad he finally won a Busch race on a big track to help reshape his image.

"A win on a mile-and-a-half or two-mile track is a big deal for this team," he said. "I'm not just a short-track guy."

For Kenseth, it was a good race that fell a little short.

"Denny and I were having a heck of a race there in the middle," Kenseth said, "but we just didn't adjust enough on the car on the last stop and didn't get out of the pits quick enough. That was the difference."

Point-leader Carl Edwards had problems for the third straight race, finishing 28th or lower in all three. Still, Edwards holds a 700-point lead over Kevin Harvick, who finished third Saturday.

Kobyluck's Chevy Slips To Victory

By Dan Jack

LAKEVILLE, Conn. — Matt Kobyluck took his Mohegan Sun Chevrolet to victory lane for the second time in three years Saturday at the 1.53-mile Lime Rock Park road circuit, the only road race on the Busch East schedule.

BUSCH EAST

Handling the twists and turns of Lime Rock in the Mohegan Sun 200 proved difficult for many of the drivers, their off-course excursions causing the large number of cautions. Cars dumping fluids caused two red-flag periods for track clean up, and 40 of 82 laps were run under yellow.

Kobyluck started from the pole and headed the field for the first 18 laps, before Ruben Pardo — last year's winner — took the point for six laps. As the cautions and fuel-only pit stops cycled through, the front-runners were Kobyluck, 2006 series champion Mike Olsen, Sean Caisse, Jerry Marquis, Mike Johnson, Brian Chew and Pardo.

One by one, the front pack dwindled. First, Chew had contact and dropped back. Then, on one of the restarts, Marquis (making his first start at Lime Rock in a half a dozen years) got punted going into the first turn. When the green waved for the final time on lap 74, it looked like it would be decided from the top five: leader Olsen, Kobyluck, Caisse, Johnson, and a hard-charging Pardo.

Kobyluck got by on lap 78 and pulled out a little lead. It appeared he would cruise to victory, but on the last lap, a backmarker oiled the track at the top of the hill before the final turn. All of a sudden, cars were spinning everywhere.

Kobyluck got off in the grass, accidentally hit his kill switch, and was able to get going again. Olsen sailed into the tire barrier. Johnson was off and done. Caisse was able to keep going and very nearly snuck by Kobyluck at the line, finishing a fine second.

"I felt real confident until we came over the hill," Kobyluck said. "I saw the yellow but didn't know it was for oil. I hit the oil and went off and said to myself, 'Well, I've done this before,' but I was so far off I didn't know if I could save it."

When the checkered flag waved, it was Kobyluck, Caisse, Anton, Jesus Hernandez and Jeffrey Earnhardt.

The finish:

Showing driver, car, laps completed and money won: 1. Matt Kobyluk, Chevrolet, 82, $12,100; 2. Sean Caisse, Chevrolet, 82, $6,400; 3. Jeff Anton, Chevrolet, 82, $6,400; 4. Jesus Hernandez, Chevrolet, 82, $5,600; 5. Jeffrey Earnhardt, Chevrolet, 82, $4,000; 6. James Buescher, Chevrolet, 82, $3,000; 7. Ruben Pardo, Dodge, 82, $2,575; 8. Peyton Sellers, Ford, 82, $2,325; 9. Mike Olsen, Chevrolet, 82, $2,900; 10. Larry Moloney, Ford, 82, $1,625; 11. Jerry Marquis, Dodge, 82, $2,100; 12. Jamie Hayes, Chevrolet, 82, $2,025; 13. Eddie MacDonald, Chevrolet, 82, $2,000; 14. Jonathan Smith, Chevrolet, 82, $1,950; 15. Chase Austin, Dodge, 82, $1,900; 16. Bryon Chew, Chevrolet, 82, $1,875; 17. Mike Johnson, Ford, 81, $1,850; 18. Michelle Theriault, 81, $1,825; 19. Jason Cochran, Chevrolet, 80, $1,300; 20. Dion Ciccarelli, 76, $1,800; 21. Max Dumarey, Chevrolet, 75, $1,800; 22. Regelio Lopez, Chevrolet, 75, $1,800; 23. Joey Logano, Chevrolet, 74, $1,800; 24. John Salemi, Chevrolet, 68, $1,800; 25. Marc Davis, Chevrolet, 52, $1,800; 26. Scott Bouley, Chevrolet, 42, $1,800; 27. James Pritchard, Jr., Chevrolet, 41, $1,800; 28. Jeffrey Oakley, Chevrolet, 40, $1,300; 29. German Quiroga, Chevrolet, 2, $1,800.

"To be in that company is just amazing."

CHRIS PERLEY, ISMA ALL-TIME LEADER IN VICTORIES



JIM FEENEY PHOTO

APPROACHING 50: Chris Perley owns 48 ISMA victories in his career.

Perley Stands Alone

Supermodified Ace Moves Into First On ISMA's All-Time Win List

Friday

LEE, N.H. — Chris Perley continued his impressive run through the ISMA season, reaching victory lane in the Ollie Silva Memorial 75 Friday night at Lee USA Speedway and tying Russ Wood for first place on the series's all-time victories list.

ISMA

It was Perley's eighth triumph of the season and came after he took the lead from Justin Belfiore on lap 38. Mike Ordway, Jr. took over second and gave chase to Perley on lap 42 but settled for runner-up, while Belfiore finished third. Mark Sammut and Rob Summers completed the top five.

"To be tied for the top spot in the ISMA all-time wins is amazing," Perley said. "It's great to just be among those guys at the top."

The finish:

Chris Perley, Mike Ordway, Jr., Justin Belfiore, Mark Sammut, Rob Summers, Scott Martel, Jon Gambuti, Jeff Holbrook, Joey Scanlon, Dave Trytek, Mike Lichty, Brandon Bellinger, Mike Keeler, Dave Sanborn, R.D. Timmons, Jamie Timmons, Vern Romanoski, Bob Timmons, Dave McKnight, Joe Petro, Jr., Billy Buyck, Larry Lehnert, Kelly Miller, Eric Emhoff.

Sunday

OXFORD, Maine — A Sunday-night victory in the Oxford Maine Classic 75 at Oxford Plains Speedway placed Chris Perley atop the ISMA all-time feature win list.



JIM FEENEY PHOTO

ISMA'S NEW KING: Chris Perley (11) battles Mike Ordway, Jr. on his way to victory Friday night at Lee USA Speedway. Perley won again at Oxford Plains Speedway.

It was Perley's second victory of the weekend, his ninth of the season and the 48th of his career. He moved ahead of Russ Wood for first on the career list, passing Wood and Bentley Warren on that list over the weekend.

He also had to beat Warren on the track on Saturday. Warren took the lead early, but Perley passed him for the point on a lap-21 restart.

"I can't believe we took the lead in the ISMA all-time feature wins list," Perley said. "To be in that company is just amazing. I just want to say hats off to all the crew because this car is awesome. Anybody can see it. It's a blast to drive, and I can't believe I just keep ending up here in victory lane."

Warren settled for second place, with Robbie Summers third. Mark Sammut and Mike Lichty completed the top five.

The finish:

Chris Perley, Bentley Warren, Robbie Summers, Mark Sammut, Mike Lichty, Mike Ordway, Jr., Scott Martel, Jon Gambuti, Dave Trytek, Bob Timmons, Sr., Dave Sanborn, Larry Lehnert, Vern Romanoski, Randy Wimert, Bob Timmons, Jr., Jamie Timmons, Justin Belfiore, Mike Keeler, Billy Buyck, Brandon Bellinger, Dave McKnight, Jeff Holbrook.



DENNIS MATTISH PHOTO

CHECK YOU SIX: Kody Swanson uses the inside lane to hold off Ryan Kaplan Saturday night in Tracy, Calif.

Kaplan Lengthens Point Gap

TRACY, Calif. — USAC Western Sprint Car Series point leader Ryan Kaplan extended his point lead by winning the 50-lap main event Saturday night at Altamont Motorsports Park.

USAC WESTERN SPRINTS

Nick Rescino, Jr. led the first nine laps before giving up the top spot to Kody Swanson. Kaplan took the lead from Swanson on lap 48, and led the final two circuits for the victory. Tony Hunt was second with Swanson, JoJo Helberg and Greg Anderson rounding out the top five.

The finish:

Ryan Kaplan, Tony Hunt, Kody Swanson, JoJo Helberg, Greg Anderson, Brian Geiszler, Laura Hayes, Shauna Hogg, Jimmy Kaiser, Anthony Simone, Jimmy Riddell, Nick Rescino, Jr., Nick Green, Matt DeMartini, Richard Bailey.

Gingras Spins, Then Wins In Quebec

VALLÉE-JONCTION, Quebec — The largest crowd of the season saw veteran Alexandre Gingras recover from an early-race spin to win Friday's PRO-FAB 100 at Autodrome Chaudiere.

ROUNDUP

Point-leader Patrick Laperle was second and Yvon Bedard third in his best performance of the season. Rounding out the top five were Jean-Francois Dery and Jonathan Desbiens.

The finish:

Alexandre Gingras, Patrick Laperle, Yvon Bedard, Jean-Francois Dery, Jonathan Desbiens, Dany Ouellet, Simon Roussin, Steven Boissonneault, Marc-Andre Cliché, Stephane Durand, Mathieu Francoeur, Sylvain Metivier, Eric St. Gelais, Karl Allard, Marc Begin, Eric Lehoux, Donald Theetge, Martin Lacombe, Claude Leclerc, Stephane Lecours, Mario Gosselin, Kevin Roberge, Daniel Bergeron.

PASS LATE MODELS

Clark Cooks In Maine

Aug. 19, Wiscasset Raceway, Naples, Maine

In 2004, Johnny Clark scored his first PASS North victory at Wiscasset. Clark once again showed that he knows the track well. He raced from 12th to earn his third PASS season victory. Johnny Clark, Scott Chubbuck, Ben Rowe, Travis Benjamin, Mike Rowe, Steve Berry, Stan Meserve, Adam Bates, Alan Wilson, Alan Tardiff, Scott Moore, Richie Dearborn, Curtis Gerry, D.J. Shaw, Kelly Moore, Derek Ramstrom, Bill Whorff, Jr., Dave Dion, Katie Hagar, Trevor Sanborn, Mike Parks, Gary Smith, Joey Porciello, Rick Martin, Donnie Whitten, Cassius Clark, Scott King, Charlie Colby, Sam Sessions, Gary Bellefleur.

WOW SPRINTS

Fisher Drives To No. 4

Aug. 18, I-44 Speedwat, Lebanon, Mo.

Using a lap-13 restart to his advantage, Josh Fisher scored his fourth WOW victory of the season. Fisher took the lead from outside the front row but gave it up to Randy Martin on lap nine. A yellow flag on lap 13 gave Fisher a chance he didn't waste, as he powered to the front on the restart. Fisher held off Martin, with Terry Hinck, Rusty Potter and Frank Brown rounding out the top five.

The finish:

Josh Fisher, Randy Martin, Terry Hinck, Rusty Potter, Frank Brown, Rob Hartman, Steve Mahannah, Mallory Armfield, David Brown, Brad Graham, Steven Cross, Tyler Blank, Kyle Bellm, Dustin Barks, Curtis Boyer.

GAS CITY I-69 Speedway
GAS CITY, INDIANA
FRIDAY, AUGUST 24th
Non-wing Sprints • UMP Modifieds
UMP Street Stocks • Thunder Cars
ADMISSION:
DARF Members 50% off Grandstand Admission
Pit Pass $25 • Adults 13 and over $12
Ages 12 and under FREE with paying adult
Gates Open at 4:00 pm • Race at 7:30 pm
FREE bicycle given away Every Friday Night! (Must be 6-12 to enter)
1/4 mile west of I-69 on S.R. 22
Info: 765-384-7285 • Track: 765-674-6135
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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 54, 55 and 56: Aug. 14, Aug. 17 and Aug. 19

FINAL RESULTS

WINNER



Daryn Pittman

Aug. 14

Aug. 14, Nodak, Minot, N.D.

Qualifications: 1. Donny Schatz, Schatz 15, 13.331; 2. Jason Solwold, Carnahan r19, 13.423; 3. Jason Meyers, Stockbridge 14, 13.455; 4. Jason Sides, Sides 7s, 13.477; 5. Terry McCarl, McCarl 24, 13.490; 6. Randy Hannagan, Hannagan 1x, 13.518; 7. Steve Kinser, Kinser 11, 13.525; 8. Tony Bruce, Jr., Bruce 18t, 13.559; 9. Tim Shaffer, Parsons 6, 13.560; 10. Sam Hafertepe, Jr., Hafertepe 15h, 13.565; 11. Jac Haudenschild, Wright 35, 13.570; 12. Daryn Pittman, Titan 21, 13.581; 13. Kerry Madsen, Helm 11h, 13.604; 14. Brooke Tatnell, Woodward 2, 13.675; 15. Danny Lasoski, Roth 83, 13.676; 16. Joey Saldana, Kahne 9, 13.692; 17. Justin Henderson, Henderson d1, 13.709; 18. Jeremy Campbell, Campbell 10c, 13.712; 19. Paul McMahan, Stewart 20, 13.816; 20. Chad Hillier, Hillier 5c, 13.890; 21. Craig Dollansky, Karavan 7, 13.930; 22. Brent Kronfuss, Kronfuss 9k, 14.024; 23. Greg Nikitenko, Nikitenko 6n, 14.258; 24. Casey Mack, Mack 8, 14.281; 25. Chris Schmelzle, Schmelzle 57c, 14.311; 26. Kyle Fedyk, Fedyk 91k, 15.113; 27. Justin Berg, Berg 67x, 15.230; 28. Kevin Lawson, Lawson 20k, 15.486; 29. Stan Mayer, Mayer 44s, 16.772; 30. Dusty Lawson, Lawson 20L, 17.882.

First Heat (10 laps): Kinser, Schatz, Sides, Saldana, Madsen, Hafertepe, McMahan, Schmelzle, Kronfuss, Lawson.

Second Heat (10 laps): McCarl, Solwold, Bruce, Tatnell, Henderson, Hillier, Haudenschild, Nikitenko, Fedyk, Mayer.

Third Heat (10 laps): Pittman, Meyers, Shaffer, Hannagan, Dollansky, Lasoski, Campbell, Mack, Berg, Lawson.

Crane Cams Dash (8 laps): Meyers, Kinser, McCarl, Pittman, Schatz, Shaffer, Solwold, Hannagan, Sides, Bruce.

B Main (12 laps): 1. Campbell; 2. Kronfuss; 3. Haudenschild; 4. McMahan; 5. Mack; 6. Nikitenko; 7. Schmelzle, $200; 8. Fedyk, $180; 9. Lawson, $175; 10. Berg, $160; 11. Lawson, $150; 12. Mayer, $150.

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

WINNER



Steve Kinser

Friday

Aug. 17, Castrol Raceway, Edmonton, Alberta

Qualifications: 1. Paul McMahan, Stewart 20, 12.875; 2. Jason Meyers, Stockbridge 14, 12.912; 3. Donny Schatz, Schatz 15, 12.915; 4. Travis Rutz, Rutz 39c, 12.953; 5. Joey Saldana, Kahne 9, 13.052; 6. Brooke Tatnell, Woodward 2, 13.073; 7. Terry McCarl, McCarl 24, 13.198; 8. Justin Henderson, Henderson d1, 13.213; 9. Jeremy Campbell, Campbell 10c, 13.241; 10. Kerry Madsen, Helm 11h, 13.244; 11. Steve Kinser, Kinser 11, 13.249; 12. Tim Shaffer, Parsons 6, 13.252; 13. Sam Hafertepe, Jr., Hafertepe 15h, 13.274; 14. Chad Hillier, Hillier 5c, 13.289; 15. Marc Duperron, Duperron 11eh, 13.305; 16. Randy Hannagan, Hannagan 1x, 13.324; 17. Jason Solwold, Carnahan r19, 13.326; 18. Craig Dollansky, Karavan 7, 13.353; 19. Tim Gee, Gee 4, 13.378; 20. Jeff Hodgson, Hodgson v8, 13.381; 21. Jac Haudenschild, Wright 35, 13.446; 22. Jason Sides, Sides 7s, 13.460; 23. Danny Lasoski, Roth 83, 13.511; 24. Daryn Pittman, Titan 21, 13.622; 25. Gord Kynoch, Kynoch 15k, 13.721; 26. Cody Adams, Adams 14a, 13.842; 27. Chris Schmelzle, Schmelzle 57c, 13.868; 28. Wade Fleming, Fleming 7x, 13.934; 29. Tony Bruce, Jr., Bruce 18t, 14.048; 30. Casey Adams, Adams 12, 14.109; 31. Sean Moran, Moran 6m, 14.316; 32. Drew McDonell, McDonell 1m, 14.492; 33. Austin Boychuck, Boychuck 6t, 14.627; 34. Brad Milne, Milne 3, 14.748; 35. Todd Sparks, Sparks 5, 14.860; 36. Jesse Dakus, Dakus 57, 15.219.

First Heat (10 laps): Campbell, Hafertepe, McMahan, Saldana, Haudenschild, Solwold, Kynoch, Boychuck, Bruce.

Second Heat (10 laps): Madsen, Hillier, Meyers, Dollansky, Sides, Ca. Adams, Tatnell, Co. Adams, Milne.

Third Heat (10 laps): McCarl, Kinser, Schatz, Gee, Schmelzle, Lasoski, Moran, Sparks, Duperron.

Fourth Heat (10 laps): Shaffer, Hannagan, Rutz, Henderson, Pittman, Hodgson, McDonell, Fleming, Dakus.

Dash (8 laps): Shaffer, Kinser, McCarl, Madsen, Hafertepe, Campbell, Meyers, McMahan, Hillier, Hannagan.

B Main (12 laps): 1. Duperron; 2. Tatnell; 3. Solwold; 4. Lasoski; 5. Hodgson, $200; 6. Bruce, $180; 7. Fleming, $175; 8. Co. Adams, $160; 9. Ca. Adams, $150; 10. Moran, $150; 11. McDonell, $150; 12. Sparks, $150; 13. Boychuck, $150; 14. Milne, $150; 15. Dakus, $150; 16. Kynoch, $150.

Feature (35 laps): 1. Kinser, $10,000; 2. Shaffer, $5,000; 3. Schatz, $3,000; 4. Saldana, $2,700; 5. Meyers, $2,500; 6. Campbell, $2,200; 7. Dollansky, $2,000; 8. McMahan, $1,800; 9. Haudenschild, $1,600; 10. Lasoski, $1,450; 11. Hillier, $1,300; 12. Pittman, $1,200; 13. McCarl, $1,100; 14. Hannagan, $1,000; 15. Henderson, $950; 16. Sides, $900; 17. Bruce, $150; 18. Rutz, $750; 19. Schmelzle, $725; 20. Gee, $700; 21. Solwold, $700; 22. Madsen, $700; 23. Hafertepe, $700; 24. Tatnell, $700; 25. Duperron, $700.

WINNER



Donny Schatz

Sunday

Aug. 19, Castrol Raceway, Edmonton, Alberta

Qualifications: 1. Donny Schatz, Schatz 15, 12.693; 2. Paul McMahan, Stewart 20, 13.012; 3. Joey Saldana, Kahne 9, 13.039; 4. Jason Meyers, Stockbridge 14, 13.085; 5. Sam Hafertepe, Jr., Hafertepe 15h, 13.098; 6. Chad Hillier, Hillier 5c, 13.106; 7. Brooke Tatnell, Woodward 2, 13.147; 8. Tim Shaffer, Parsons 6, 13.150; 9. Kerry Madsen, Helm 11h, 13.161; 10. Steve Kinser, Kinser 11, 13.168; 11. Randy Hannagan, Hannagan 1x, 13.181; 12. Jac Haudenschild, Wright 35, 13.211; 13. Jeremy Campbell, Campbell 10c, 13.213; 14. Justin Henderson, Henderson d1, 13.228; 15. Craig Dollansky, Karavan 7, 13.232; 16. Daryn Pittman, Titan 21, 13.234; 17. Travis Rutz, Rutz 39c, 13.243; 18. Jason Solwold, Carnahan r19, 13.329; 19. Terry McCarl, McCarl 24, 13.341; 20. Danny Lasoski, Roth 83, 13.453; 21. Tim Gee, Gee 4, 13.638; 22. Jason Sides, Sides 7s, 13.692; 23. Jeff Hodgson, Hodgson v8, 13.789; 24. Gord Kynoch, Kynoch 15k, 13.976; 25. Tony Bruce, Jr., Bruce 18t, 14.093; 26. Marc Duperron, Duperrron 11eh, 14.162; 27. Chris Schmelzle, Schmelzle 57c, 14.273; 28. Wade Fleming, Fleming 7x, 14.335; 29. Brad Milne, Milne 3, 14.803; 30. Sean Moran, Moran 6m, 14.808; 31. Austin Boychuck, Boychuck 6t, 14.845; 32. Casey Adams, Adams 12, 15.168; 33. Cody Adams, Adams 14a, 15.281.

First Heat (8 laps): Madsen, Schatz, Campbell, Gee, Rutz, Hafertepe, Bruce, Milne, Co. Adams.

Second Heat (8 laps): Henderson, Kinser, Solwold, Sides, Hillier, McMahan, Duperron, Moran.

Third Heat (8 laps): Dollansky, Saldana, Hannagan, McCarl, Hodgson, Schmelzle, Boychuck, Tatnell.

Fourth Heat (8 laps): Haudenschild, Meyers, Pittman, Lasoski, Shaffer, Kynoch, Fleming, Ca. Adams.

Dash (6 laps): Kinser, Saldana, Schatz, Dollansky, Henderson, Haudenschild, Meyers, Madsen, Shaffer, Hillier.

B Main (12 laps): 1. Tatnell; 2. McMahan; 3. Hafertepe; 4. Bruce; 5. Duperron, $200; 6. Schmelzle, $180; 7. Moran, $175; 8. Kynoch, $160; 9. Co. Adams, $150; 10. Boychuck, $150; 11. Milne, $150; 12. Fleming, $150; 13. Ca. Adams, $150.

Feature (35 laps): 1. Schatz, $10,000; 2. Saldana, $5,000; 3. Dollansky, $3,000; 4. Kinser, $2,700; 5. Meyers, $2,500; 6. Shaffer, $2,200; 7. Solwold, $2,000; 8. Henderson, $1,800; 9. Pittman, $1,600; 19. Hafertepe, $1,450; 11. Lasoski, $1,300; 12. Madsen, $1,200; 13. Tatnell, $1,100; 14. Campbell, $1,000; 15. Hannagan, $950; 16. McCarl, $900; 17. Hilier, $850; 18. McMahan, $750; 19. Sides, $725; 20. Rutz, $700; 21. Bruce, $700; 22. Hodgson, $700; 23. Gee, $700; 24. Haudenschild, $700.

STANDINGS

FIRST



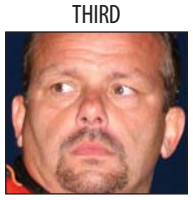
Donny Schatz

SECOND



Joey Saldana

THIRD



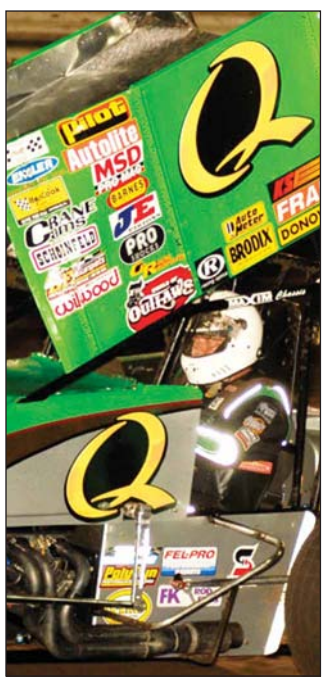
Danny Lasoski

Top 10

1. Donny Schatz	7,739	6. Jason Meyers	7,267
2. Joey Saldana	7,665	7. Craig Dollansky	7,060
3. Danny Lasoski	7,363	8. Paul McMahan	7,051
4. Steve Kinser	7,295	9. Jason Solwold	6,934
5. Daryn Pittman	7,270	10. Tim Shaffer	6,845

UP NEXT

Friday, Skagit Speedway, Alger, Wash.
Saturday, Skagit Speedway, Alger, Wash.
Monday, Grays Harbor Raceway, Elma, Wash.
Aug. 29, Cottage Grove Speedway, Cottage Grove, Ore.
Sept. 1, Calistoga Speedway, Calistoga, Calif.
Sept. 2, Calistoga Speedway, Calistoga, Calif.
Sept. 6, Silver Dollar Speedway, Chico, Calif.
Sept. 7, Silver Dollar Speedway, Chico, Calif.
Sept. 8, Silver Dollar Speedway, Chico, Calif.
Sept. 12, Clay County Fairgrounds, Spencer, Iowa
Sept. 14, Heartland Park Topeka, Topeka, Kan.



MARK FUNDERBURK PHOTO

NEW TERRITORY: Steve Kinser (here at Knoxville Raceway) won the inaugural World of Outlaws event at Castrol Raceway.



MARK FUNDERBURK PHOTO

SURE SCHATZ: Donny Schatz (pictured here at Knoxville Raceway earlier this month) took the second night at Castrol Raceway.

Nothing Seems To Deny Donny

By Tony Veneziano

EDMONTON, Alberta — There are not too many things that have been able to slow Donny Schatz down this season. A severe cold tried to derail him this week but could not.

Also, Mother Nature tried her best as the finale of the inaugural Oil City Cup for the World of Outlaws at Castrol Raceway was postponed one day due to heavy rain.

The reigning World of Outlaws champion overcame all of these obstacles to earn a hard-fought victory Sunday night in the World of Outlaws final event of the season in Canada. It was his 14th triumph of the season and the 62nd of his career.

"It was a great night," said Schatz, driver of the ParkerStore J&J. "We had an awesome lap qualifying and it was quite a bit faster than everyone else, setting a track record. We were good in the heat race and good in the dash. We were stuck on lucky win No. 13 for quite a while, so this one feels good to get."

The race started with Joey Saldana leading into the first turn, but the caution flag waved before a full lap was completed, resulting in a complete restart with Steve Kinser on the pole. On the second start, Saldana again jumped to the lead, with Craig Dollansky getting around Kinser for second. Saldana continued to open a sizeable advantage before the caution flag waved again on lap four.

On the restart, Saldana used the high side of the track to charge into the first turn and again began to pull away. Lapped traffic allowed Schatz to close the gap on Saldana as the midpoint of the raced neared. A yellow flag on lap 16, and a red flag on lap 18 slowed the pace again.

Schatz challenged Saldana on the restart and finally took the lead on lap 22. He led the rest of the distance for the $10,000 triumph.

"I felt decent yesterday," said the winner. "It was the first time in about three or four days that I felt good. I had been sick since Minot (Nodak Speedway, last week). I'm still a little bit under (the weather), but I feel 100 percent better than I did."

Saldana led the first 21 laps of the race, but finished second.

"We had a good enough car to win," said Saldana. "It's a shame for my guys. We have been working hard and have been very close, but have not gotten that win. We had a good car and maybe if lapped traffic had gone a little different we could have got it."

Craig Dollansky came home third, with Steve Kinser and Jason Meyers rounding out the top five.

King Kinser Comes Through In Canada

By Tony Veneziano

EDMONTON, Alberta — Steve Kinser has won countless races in the United States. He also has won in Australia, as well as in the World of Outlaws lone race in Mexico in 1992.

The one place he had not won, prior to the World of Outlaws inaugural visit to Castrol Raceway on Friday night, was in Canada. The 20-time World of Outlaws champion is the only driver who has competed in all six World of Outlaws events north of the border, dating back to 1979.

That all changed Friday night, as he was victorious on the first night of the Oil City Cup at Castrol Raceway, leading all 35 laps.

"It's good to win once," said Kinser. "It's been a while since we won a race. It all turned out pretty well. Our car felt really good tonight. We made some adjustments for the feature. In the feature, the car was getting a hold of the track better."

Kinser started second and quickly jumped to the lead as he charged down the front straightaway and led into the first turn with polesitter Tim Shaffer and Terry McCarl behind.

Kinser opened a healthy lead over the first five laps of the 35-lap event and hit lapped traffic on the sixth circuit, giving Shaffer a chance to close in. Shaffer got bottled up in traffic and had to get on the brakes exiting the second turn, allowing Kinser to pull away again.

McCarl slipped into second and closed on Kinser, but contact between the leader and a lapped car left McCarl with nowhere to go, and he was forced to the work area.

Kinser endured four more cautions as well as a red-flag period to earn his ninth season victory and the 542nd of his World of Outlaws career.

"It was a long night," said the winner. "The track was rough and choppy. It smoothed out a little bit later in the night, but not a lot. We had a lot of yellows, which I guess was probably good. I had an open track most of the time that way. I was fast and the only way that I probably would have gotten passed would have been in lapped traffic, which would have been easy tonight."

Shaffer finished second, while point-leader Donny Schatz charged from 11th to finish third. Joey Saldana and Jason Meyers rounded out the top five.

Pittman Passes Schatz For Nodak Score

By Tony Veneziano

MINOT, N.D. — Daryn Pittman knew going into the Aug. 14 World of Outlaws race at Nodak Speedway the man to beat would be Donny Schatz.

Indeed, Pittman battled Schatz and Steve Kinser for the $10,000 victory, with Pittman and Schatz making contact while battling for the lead late in the event on the three-eighths-mile oval in Schatz's hometown.

Pittman and Schatz thrilled the standing-room-only crowd, as they ran side by side for nearly six laps near the halfway point of the race, with Pittman holding the low line and Schatz looking high for the lead.

As the pair charged down the front straightaway on the 23rd lap, they made contact as Schatz was looking for the lead. Pittman retained the lead, while Schatz came to a stop with a broken front end. He finished 23rd.

"I honestly thought I knocked the right rear down immediately," explained Pittman. "I saw him (Schatz) on the outside and the lapped car we were coming up on was right in the middle of the race track. I thought I had room to squeeze up around the lapped car, and as soon as I moved, we made some pretty good contact. Luckily, we didn't have any damage and I was able to hold on. I haven't even looked at it yet, but the car felt fine after that."

Tim Shaffer, who started sixth, made a late charge in lapped traffic as he chased Pittman in search of his first A-Feature win of the season. He finished second.

"Five more laps would have helped," said Shaffer. "I felt like we were getting better as the race went on, but it was a 35-lap race and we just came up a little short. The late cautions definitely helped us. It seemed like everyone was getting loose on the restarts and we were pretty good and able to gain some ground."

Steve Kinser, Jason Solwold and Jason Meyers rounded out the top five.



DICK AYERS PHOTO

TITAN TRIUMPH: Daryn Pittman (seen here at Knoxville Raceway) tangled with Donny Schatz but held on to take the victory in Minot, N.D.



Rilat Roars From Rear, Claims Gulf South Go

BAYTOWN, Texas — After getting involved in an opening-lap incident, Travis Rilat charged from the rear of the field to win Saturday night's 25-lap American Sprint Car Series Gulf South Region feature at Houston Raceway Park.

ASCS ROUNDUP

Rilat raced around Tommy Bryant on the 23rd round to post his first Gulf South victory of the year and fourth overall ASCS triumph of 2007 aboard the Motor Mike-powered F&J Construction No. 29 Triple-X.

Tommy Bryant finished second, ahead of Ray Allen Kulhanek, Kent Lewis, Jr. and Brad Stokes.

The finish:

Travis Rilat, Tommy Bryant, Ray Allen Kulhanek, Kent Lewis, Jr., Brad Stokes, Gary Watson, Chris Sweeney, Jamie Will, Jimmy Brooks, Wes Miller, Greg Rilat, Anthony Reaves, Kathryne Minter, Jack Spencer, Kent Lewis, Sr., Bruce Crockett, Richard Holt, Tommy Jones, Todd Evans, Brandon Berryman, Lane Whittington, A.J. Weaver, Scottie McDonald, Skip Wilson.

ASCS SPRINTS ON DIRT

Grubaugh Survives Restarts

Aug. 18, Owendale (Mich.) Speedway

Ryan had to overcome battles with Gregg Dalman and rookie-of-the-year candidate Jake Stebner before pulling away from Ben Rutan during several late-race restarts. Rutan finished second ahead of Stebner, Steve Irwin and Brett Mann.

The finish:

Ryan Grubaugh, Ben Rutan, Jake Stebner, Steve Irwin, Brett Mann, Ryan Ruhl, Tim Norman, Mike Galajda, Gregg Dalman, Justin Martin, Tim Champlin, Andy Teunessen, Ernie Kuehneman, Jr., Bill Johnson, Kirk Chaney, Joe Bares, John Gall, Tank Brackenberry, Gary Fast, Ralph Brackenberry.

ASCS MID-ATLANTIC/PATRIOT

Barger, Hebing Split Twin Bill

Aug. 17, Penn Can Speedway, Susquehanna, Pa.

Justin Barger and Chuck Hebing split sprint-car features in Mid-Atlantic and Patriot action. Barger took the lead from Geoff Quackenbush on lap 16 to win the opener. Scott Kreutter finished second, with Tim Hogue, Quackenbush and Chuck Hebing next in line. Hebing dominated the nightcap to post a victory at Penn Can for the fourth-consecutive season. Jared Fink was second, ahead of Blake Breen, Ray Preston and George Suprick.

The finishes:

First feature: Justin Barger, Scott Kreutter, Tim Hogue, Geoff Quackenbush, Chuck Hebing, Jared Fink, Don Adamczyk, Jared Zimbardi, Coleman Gulick, Gary Troutman, Chris Muhleisen, Ray Preston, John Karklin, Dave Wickham, Blake Breen, Bryan Howland, Warren Alexson, Jeff Cook, Normand Beaudreault, Chris Weiss, Daniel Lampron, George Suprick.

Second feature: Chuck Hebing, Jared Fink, Blake Breen, Ray Preston, George Suprick, Coleman Gulick, Jared Zimbardi, Scott Kreutter, Bobby Breen, Don Adamczyk, Tim Hogue, Geoff Quackenbush, Chris Muhleisen, John Karklin, Ken Pann, Roger Fickett, Derek Jonathan, Gary Troutman, Adam Gordon, Dave Wickham, Justin Barger, John Smith, Howard Singer.

ASCS PATRIOT

It's Hebing Again

Aug. 18, Canandaigua (N.Y.) Speedway

Chuck Hebing was flawless in dominating the second stop of the year at Canandaigua. Just 19 hours after capturing double checkers at Penn Can, "The Cobra" led all 25 laps of $1,500-to-win A main, lapping up to the fifth position to win his seventh ASCS feature of the year and the 24th of his career that began with a win at Canandaigua four years ago to the week. Jason Barney finished second, ahead of Bobby Breen, George Suprick and Jared Zimbardi.

The finish:

Chuck Hebing, Jason Barney, Bobby Breen, George Suprick, Jared Zimbardi, Coleman Gulick, Ken Pann, Don Adamczyk, Ray Preston, Blake Breen, Tim Kelly, Nick Fratto, Jared Fink, Brad Knab, Rob Pietz, Dave Wickham, Geoff Quackenbush, Derek Jonathan, Tim Hogue, Chris Muhleisen, Bobby Podolak, Scott Kreutter, Jeremy Barnard, Gary Troutman.

ASCS SOONER

Jennings Disposes Of 36 Cars

Aug. 17, State Fair Speedway, Oklahoma City

Danny Jennings made a long-awaited return to Sooner Region victory lane by topping a 36-car field. Jennings overtook early leader Kevin Ramey on lap nine and held on the rest of the way to notch his ninth-career victory and first stand-alone series win since April of 2005 aboard his No. 61j Maxim. Jennings took the checkered flag in front of Gavin Punch, Larry Neighbors, Nick Smith and Ramey.

The finish:

Danny Jennings, Gavin Punch, Larry Neighbors, Nick Smith, Kevin Ramey, Justin Melton, Jamie Passmore, Whit Gastineau, Andy Shouse, Brian McClelland, Sheldon Barksdale, Mike Peters, Michael Brown, Shelly Ward, Cody Branchcomb, Kolt Walker Brent Swift, Lee Jennings, Kerry McAlister, Terry Holland.



RON SKINNER PHOTO

MAN OF THE HOUR: Travis Rilat is all smiles in victory lane after winning Saturday's Gulf South feature at Houston Raceway Park.



DOUG JOHNSON PHOTO

WIRE TO WIRE: Shane Stewart, aboard the Doyle's Harley Davidson No. 1hd Maxim, races to victory Aug. 15 during the ASCS Northern Plains stop at South Dakota's I-90 Speedway.

Bakker Backs Into Jackson Honor

Friday

JACKSON, Minn. — A pair of unexpected twists resulted in Gregg Bakker being awarded the championship of the ASCS Northern Plains portion of last weekend's 29th annual Jackson Nationals at Jackson Speedway.

ASCS PLAINS

Bakker picked up the win in Friday night's 25-lap preliminary feature after the apparent winner failed post-race inspection. He earned the title of Jackson Nationals champion in the State Bank of Fairmont No. 11x when Saturday's $5,000-to-win finale was washed out by heavy rain overnight that continued into the day.

Bakker and Dave Glennon battled in side-by-side fashion for the third position over the first half of Friday's feature race before Bakker finally took command. Bakker reeled in Scott Winters and took over the runner-up position on the 22nd lap. Winters finished second, in front of Glennon and Brian Brown, while Shane Stewart recovered from an early 360-degree spin after contact with Winters to round out the top five.

The finish:

Gregg Bakker, Scott Winters, Dave Glennon, Brian Brown, Shane Stewart, Chad Meyer, Jesse Drost, Clint Garner, Natalie Sather, Lee Grosz, Gordy Vogelaar, Bill Boles, Shawn Van Wyhe, Bryan Dobesh, Russell Wiese, Curt Lund, Chris Graf, Casey Heser, Mike Sitzmann, Jr., Chuck Swenson.

Aug. 15

HARTFORD, S.D. — Shane Stewart added to his streak of recent successes by wiring the field in the Aug. 15 ASCS Northern Plains feature at I-90 Speedway.

Starting outside the front row, Stewart outgunned polesitter Clint Garner at the start and survived some challenges from Eric Lutz to claim the victory aboard the Shaver-powered Doyle's Harley Davidson No. 1hd Maxim.

Lutz settled for second, with Scott Winters climbing from ninth to take third. Garner and Micah Schliemann filled the top five.

The finish:

Shane Stewart, Eric Lutz, Scott Winters, Clint Garner, Micah Schliemann, Chuck Swenson, Jody Rosenboom, Natalie Sather, Bryan Dobesh, Mike Sitzmann, Jr., Lee Grosz, Gregg Bakker, Curt Lund, Brian Brown, Joe Riedel, Dave Glennon, Mitch Runge, Troy Meyer, John Cressman, Chad Meyer.

Johnson On Point; Rauch Keeps Ortega At Bay

Friday

HAYDEN, Colo. — C.J. Johnson padded his American Sprint Car Series Rocky Mountain Region point lead by racing to his second victory of the year Friday night at Hayden Speedway.

ASCS ROCKY

Keith Rauch led the way from the pole position for the opening three rounds before dropping a cylinder.

Johnson was quick to take advantage, motoring into the lead and checking out to secure his fourth career victory in the Two Dot Tech No. 45x Maxim.

Ricky Montgomery, Bob Schaeffer, Jeff Heffner and Derrik Ortega followed.

The finish:

C.J. Johnson, Ricky Montgomery, Bob Schaeffer, Jeff Heffner, Derrik Ortega, Chad Corken, Keith Rauch, Larry Lapoint, Josh Flood, J.D. Hall, Mark Sweet, John Jacob, Todd Plemons.

Saturday

ROCK SPRINGS, Wyo. — Keith Rauch notched his second ASCS Rocky Mountain Region victory of the season by wiring the field in Saturday night's 25-lap feature at Sweetwater Speedway.

Starting from the pole, Rauch outgunned fellow front-row starter Derrik Ortega for the point and led all the way to his sixth-career victory.

Sixteen-year-old Albuquerque, N.M., racer Ortega kept Rauch within several lengths throughout, but Rauch never faltered and forced Ortega to settle for second in front of Bob Schaeffer, 16-year-old Josh Flood and Larry Lapoint.

The finish:

Keith Rauch, Derrik Ortega, Bob Schaeffer, Josh Flood, Larry Lapoint, Dustin Hall, Chad Corken, J.D. Hall, Jeremy McCune, Scott Milan, Michelle Dodge, Mark Sweet, John Jacob, Don Stoutner, Jeff Heffner, Ricky Montgomery, C.J. Johnson.

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A weekly report of action from across America



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Williams Grove Speedway

Mechanicsburg, Pa.
Aug. 17, 2007
Sprint Car
Feature No. 1
1. Fred Ramer
2. Mark Smith
3. Todd Shaffer
Feature No. 2
1. Don Kreitz, Jr.
2. Doug Esh
3. Greg Hodnett
Feature No. 3
1. Mark Smith
2. Alan Krimes
3. Todd Shaffer

Lernerville Speedway

Sarver, Pa.
Aug. 16, 2007
Late Model
1. Chub Frank
2. Robbie Blair
3. Gary Lyle
E-Modified
1. Dave Hess, Jr.
2. Evan Taylor
3. Richard Michael, Jr.

Lernerville Speedway

Sarver, Pa.
Aug. 17, 2007
Sprint
1. Rod George
2. Carl Bowser
3. Kevin Schaeffer
Late Model
1. Robbie Blair
2. Dave Hess, Jr.
3. Sam Stile
Modified
1. Dave Murdick
2. Brian Swartzlander
3. Del Rougeux, Jr.
Pure Stock
1. Mike Pegher, Jr.
2. Joe Kelley
3. Wayne Carbo

Dog Hollow Speedway

Strongstown, Pa.
Aug. 17, 2007
Late Model
1. Clate Copeman
2. Bernie Whiteford
3. Randy Smithley
Fastrak Late Model
1. Paul Michny
2. Dave Padula
3. Ron Smithley
Street Stock
1. Josh Jacoby
2. John Kinsey
3. Jeff Sweeney
Pure Stock
1. John Mazey
2. Tim Laughard
3. Scott Lorenzo
Four Cylinder
1. Merel Bolette
2. Dan Adams
3. Mark Maglett

Path Valley Speedway Park

Spring Run, Pa.
Aug. 17, 2007
Late Model
1. Scott Richwine
2. Rance Garlock
3. Tim Fedder
Sidewinder
1. Donnie Hendershot
2. Jason Morrison
3. Rohan Beasley
305 Sprint
1. Mike Freet
2. Craig Robinson
3. Dale Thomas
600 Sprint
1. Jim Young
2. Jake Murphy
3. Heath Hehnly
270 Sprint
1. Sean McAndrews
2. Justin Grosz
3. Colby Dice
Mini Stock
1. Frank Gordon
2. Tim Burkholder
3. Dave Friedrich
Thundercar
1. John Rasp
2. Terry Smith
3. Mark Grove

Langley Speedway

Hampton, Va.
Aug. 18, 2007
Late Model
1. Nick Smith
2. Mark Wertz
3. Danny Edwards
Super Street
1. Steve Dill
2. Jimmy Adkins
3. Jason Moore
Super Truck
1. Tommy Nixon
2. Evan VanLeeuwen
3. Craig Firman
UCAR
1. Randy Sample
2. Robert Rusinyak
3. Jamie Sample
Wolf Truck
1. Michael Farmer
2. Rob Hughes
3. Matt Carter

Hagerstown Speedway

Hagerstown, Md.
Aug. 18, 2007
Late Model
1. Brian Booze
2. Alan Sagi
3. J.T. Spence
URC Sprint
1. Kramer Williamson
2. Curt Michael
3. Josh Weller

Virginia Motor Speedway

Jamaica, Va.
Aug. 18, 2007
Late Model
1. Sommey Lacey, Jr.
2. Louis Timberlake
3. Walker Arthur
Modified
1. Tommy Shiflet
2. Brian Maxey
3. Bret Hamilton
VMS Charger
1. Bob Terry
2. Wesley Givens
3. Paul Bess

Allegany County Speedway

Cumberland, Md.
Aug. 18, 2007
Late Model
1. Randy Burkholder
2. Matt Emerick
3. Dave Troutman
Street Stock
1. Daniel Cornman
2. Mike Warrenfeltz
3. John Whitfield
Hobby Stock
1. Marcius VanMeter
2. Mike Moore
3. Steve Fadley
4-Cylinder Junk Car
1. Scott Krumanacke
2. Steve Riggleman
3. Steve Yokum
8-Cylinder Junk Car
1. Jimmy Moreland
2. Kevin Brown
3. John Swartzwelder

South Boston Speedway

South Boston, Va.
Aug. 18, 2007
Limited
1. Bruce Anderson
2. Lee Pulliam
3. Danny Willis, Jr.
Pure Stock
1. Joey Throckmorton
2. Courtney Crosby
3. Mark Francisco
Grand Stock
1. Eddie Capps
2. Troy Dowdy
3. Lee Anderson
Modified
1. Randy Smith
2. Donnie Lacks
3. Rodney Cook

Penn Can Speedway

Susquehanna, Pa.
Aug. 17, 2007
Modified
1. Jeff Rudalavage
2. Mike Gular
3. Joey Grammes
Sprint Car
Feature No. 1
1. Chuck Hebing
2. Jared Fink
3. Blake Breen
Feature No. 2
1. Justin Barger
2. Scott Kreutter
3. Tim Hogue
Sportsman
1. Paul Strohl
2. Ryan Olsommer
3. Paul Rooney
Late Model
1. Chad Hollenbeck
2. Tracy Gregory
3. Dave Zona
Super Stock
1. Denny Decker
2. Oliver Gage
3. Doug Polhamus

REGIONAL NOTES

Doug Iorio II continued a family tradition when he clinched the pro-stock championship on Aug. 12 at Tri-City Speedway in Franklin, Pa. His father, Doug Iorio, won the title in 1996 as did his uncle, Ron Iorio, in 2000…Hoping to end a recent streak of bad luck, **Dana Eiland** showed up at East Alabama Motor Speedway in Phenix City, Ala., on Aug. 11 with a stuffed monkey attached to his rear spoiler with the hopes of getting the monkey off his back. It worked, sort of. When **Dewayne "Flat Out" Johnson** was disqualified for being five pounds light in post-race inspection, Eiland was awarded the victory…**Mike Welch** picked up his seventh feature win of the season in the street-stock division on Aug. 11 at Canandaigua (N.Y.) Speedway…**Steve Bigley** captured a victory in street stocks on his birthday (Aug. 11) at Ohio Valley Speedway in Lubeck, West Virginia…Frequent sprint touring competitor **Dale Blaney** won for the fourth time in five appearances on Aug. 11 at Fremont (Ohio) Speedway, taking the KOT Trucking/Crown Battery 50-lap Challenge…After his sixth victory in the Junior Outlaw B Series at Sugar Hill Speedway in Weare, N.H. on Aug. 12, **Josh Annis** climbed the flag stand a'la **Tony Stewart** and gave flagman **Russ Huggins** a high five…15-year-old **Robby Imgrund** held off the top four point-leaders in the 4-cylinder strictly stock division for his first-career victory on Aug. 11 at Path Valley Speedway Park in Spring Run, Pa…**Dustin Ash** captured his fifth super late model victory of the season on Aug. 8 at The Bullring @ Las Vegas Motor Speedway…**Mike Wonderling**, who last raced at Genesee Speedway in the 1980s, returned Aug. 11 and was the winner in the crate late-model division.



CLIFFORD DOVE MOTORSPORTS PHOTOGRAPHY PHOTO

WHOA, NELLY: Keith Jackson (11) and Nathan Durboraw battled for much of the 25-lap main Saturday night at Hagerstown Speedway, finishing 10th and sixth, respectively.

Pure Stock
1. Charlie Gilbert
2. Chad Stone
3. Butch Green

Grandview Speedway

Bechtelsville, Pa.
Aug. 18, 2007
Modified
1. Jeff Strunk
2. Rick Schaffer
3. Duane Howard
Late Model
1. Chuck Schutz
2. Rick Todorow
3. Randy Stoudt
XCEL 600 Modified
1. Doug Manmiller
2. Scott Washburn
3. Mike Keppler

Selinsgrove Speedway

Selinsgrove, Pa.
Aug. 18, 2007
358 Sprint Car
1. Pat Cannon
2. Dave Calaman
3. Joey Borich
Pro Stock
1. Brad Trump
2. Gary Beward
3. Chad Davis
Roadrunner
1. Donny Murphy
2. Gary Kerstetter
3. Ray Rothfuss

Mercer Raceway Park

Mercer, Pa.
Aug. 18, 2007
Sprint Car
1. Arnie Kent
2. Rod George
3. Mike Lutz
Modified
1. Jeff Schaffer
2. Frank Guidace
3. Gary Smoker
Stock Car
1. Brian Booher
2. Shaun Hooks
3. Rick Norco
Mod Lite
1. Rod Jones
2. Mark Marcucci
3. Kenny Meadows
Mini Stock
1. Dillon Barr
2. Pete Wearing
3. Cameron McQuown

Hesston Speedway

Hesston, Pa.
Aug. 18, 2007
Late Model
1. Derek Byler
2. Rance Garlock
3. Mike Altobelli, Jr.
305 Sprint
1. Mike Heckman
2. Rod Ort
3. Andy Haus
Street Stock
1. Khi Swanger
2. Tom Williams
3. Scott White
Hobby Stock
1. Joe Dearmitt
2. Keith Russell
3. Darren Desch

Wythe Raceway

Wytheville, Va.
Aug. 18, 2007
Super Street
1. Keith Griffitts
2. Mike Keith
3. Daniel Moss
Late Model
1. Kenny Peeples, Jr.
2. Brandon Umberger
3. Phil Gann
Dirt Modified
1. Ron Lawson
2. Troy Loomis
3. Roby Orr
Pro Mini
1. Luke Golding
2. Gary Rudolph
3. Andy Jollife
UCar
1. Jake Eaton
2. Rob Favre
3. Leon McMahan
Rural Retreat
1. Cody Umberger
2. Pie Short
3. Trevor Cregger

Mountain Speedway

St. Johns, Pa.
Aug. 18, 2007
Late Model
1. Mike Higgins
2. Glenn Heckman
3. Joe Brown
Street Stock
1. Rich DiMarco
2. Frank Reakes
3. Jimmy White, Jr.
Thriller
1. Ricky Ross, Jr.
2. Harry Sager
3. Jeff Owler
4-Cylinder Thriller
1. Travis Fisher
2. Eric Wink
3. Gene Lash
FRCCA
Feature No. 1
1. Greg Honeycutt
2. Kirk Davis
3. John Tedesco
Feature No. 2
1. Greg Honeycutt
2. Kirk Davis
3. Oscar Pacheco

Bridgeport Speedway

Bridgeport, N.J.
Aug. 18, 2007
Modified
1. Doug Hoffman
2. Mike Iles
3. Billy Pauch
358 Sportsman
1. Jesse Hill
2. Kevin Collins
3. Bob Lineman, Jr.
GM Sportsman
1. Joseph Watson
2. Jordan Watson
3. Jon Haegele
Outlaw Stock
1. Ken Watson
2. Karl Wagner
3. Bill Miller

Tyler County Speedway

Middlebourne, W. Va.
Aug. 18, 2007
Late Model
1. Mike Benedum
2. Scott Peltz
3. Butch McGill
AMRA Modified
1. Anthony Huber
2. Donnie Nething
3. Corey Conley
SBLM
1. Sonny Conley
2. Mike Griffin
3. Joel Prosser
Pure Stock
1. Dave Kile
2. Danny Thomas
3. Bubba Nolan
Mod-Lite
1. Jerry Cushing
2. Jamie Watson
3. Robert Stackpole

Kutztown Fairgrounds

Kutztown, Pa.
Aug. 15, 2007
600cc Micro-Sprint
1. Tom Kohler
2. Brent Marks
3. Jason VanDoren
270cc Micro-Sprint
1. Nick Skias
2. Ross Perchak
3. Terry Schaeffer
125cc Micro-Sprint
1. Ralph Parks
2. Rich Mellor
3. Brian Sholley

Kutztown Fairgrounds

Kutztown, Pa.
Aug. 17, 2007
Xcel Modified
1. Brett Arndt
2. Jeremy Guistwite
3. Rich McGeady
Slingshot Tour
1. Ben Whitker
2. Ryan Smith
3. Jordan Henn
Champ Kart
1. Ian Detweiler
2. Gary Edwards
3. Tim Buckwalter

New Egypt Speedway

New Egypt, N.J.
Aug. 18, 2007
Modified
1. Rich Rutski
2. Pat Wall
3. Rick Wegner
Sportsman
1. Rich Scagliotta
2. Dave Hunt
3. Rocco Infante
Super Stock
1. Toddy Cray
2. Mick Search
3. George Quinlan
Crate –1
1. Pat Hires
2. Richie Cass, Sr.
3. E.J. Harrington
Outlaw Stock
1. Gary Klimeczak
2. Doug Debray
3. Chris Felber

Susquehanna Speedway Park

Newberrytown, Pa.
Aug. 18, 2007
Late Model
1. Carl Billet
2. Scott Richwire
3. Richard Walls
Street Stocks
1. Steven Dove
2. Wes Alleman
3. Dustin Hollinger
Xtreme Stock Car
1. Chris Heller
2. Jason Failor
3. Thomas Johns
XSC Rookie Rumble
1. Nancy Frye
2. John Stoll, Jr.
3. Daryl Sipe
4-Cylinder Stock Car
1. Grant Adams
2. Ralph Morgan, Jr.
3. John Stoll, Jr.
Mini Van
1. Jeff Svendsen
2. Lance Danmyer
3. Daryl Sipe
Young Guns Dash
1. Chad Smith
2. Eric Walker
3. Joey Hoffer

Mahoning Valley Speedway

Lehighton, Pa.
Aug. 18, 2007
Modified
1. Eric Beers
2. Chip Santee
3. Drian DeFebo
Street Stock
1. Justin Mooney
2. Todd Ahner
3. Shwn Sitarchyk
Pro Four Late Model
1. Barry Christman, Jr.
2. Chris Kuronya
3. Jeremy Miller
4-Cylinder Stock
1. Dave Freundt
2. Jon Smith
3. Dan Freundt

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A weekly report of action from across America

Factory Stocks
1. Justin Steigerwalt
2. Jeff Drofich
3. Justin Serfass



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Gas City I-69 Speedway

Gas City, Ind.
Aug. 17, 2007
Sprint Car
1. Billy Puterbaugh, Jr.
2. Critter Malone
3. Marc Arnold
Modified
1. Kevin McCarty
2. Bub Patrick
3. Andy Bishop
Street Stock
1. Randy Lines
2. Bob Weems
3. Dan Meyers
Thundercar
1. David Clark
2. Jerald Owens
3. Mike Fredrick

Madison Int'l Speedway

Oregon, Wis.
Aug. 17, 2007
Late Model
1. Jeremy Miller
2. Nathan Haseleu
3. Andrew Morrissey
Limited Late Model
1. Bobby Wilberg
2. Ryan Goldade
3. Scott Broughton
Bandit
1. Steve Dickson
2. Bobby Selsing, Jr.
3. Alex Jones

Indianapolis Speedrome

Indianapolis, Ind.
Aug. 17, 2007
Bomber Figure 8
1. Eddie Brown, Jr.
2. Steve Vickers
3. Derick Young
Modified
1. Johnny Hargraves
2. Max Olmsted
3. David Potter
Roadrunner Chase
1. Kevin Smith
2. Brian Canter
3. Johnny Byrd
Junior Faskarts
1. Jack Dossey, III.
2. Billy Van Meter
3. Kyle Norris
Indy Faskarts
1. Mike Rinker
2. Keith Sutphin
3. J.D. Blankenship
Hornet
1. Tom Courtney
2. Austin Tunny
3. Cary Abrell
Hornet Figure-8
1. Josh Goodin
2. Brian Cooper
3. Robby Mink, Jr.

Indianapolis Speedrome

Indianapolis, Ind.
Aug. 18, 2007
Stock Class
1. Speedy Teepe
2. Barry Tabor
3. Donnie Sloan
Late Model Oval
1. Charlie Hargraves
2. R.J. Norton, Jr.
3. Casey White
Late Model Figure-8
1. Casey White
2. Ben Tunny
3. Jack Dossey, Jr.
Roadrunner
1. Brian Canter
2. Richard Byrd
3. Steve Ott
Hornet
1. Melanie Coil
2. Robert Kelm
3. Marilyn Mayhew

Limaland Motorsport Park

Lima, Ohio
Aug. 17, 2007
Bud Thunderstock
1. Jeff Babcock
2. Earnie Woodard
3. Tim Rostorfer
Modified
1. Terry Hull
2. Jon Henry
3. Todd Sherman
Mini Sprint
1. Jared Horstman
2. Chris Smalley
3. Beau Stewart

Ponderosa Speedway

Junction City, Ky.
Aug. 17, 2007
Super Late Model
1. Jason Keltner
2. Johnny Wheeler
3. Jordan Bland
Crate Late Model
1. P.J. Feistritzer
2. Paul Feistritzer
3. Todd Coffman
Modified
1. Shon Flanery
2. Benji Lee
3. Dustin Linville
Sportsman
1. Rick King
2. Logan Whitis
3. Jimmy Bryan
Chevette
1. Randy Maybrier
2. Dusty Maybrier
3. Clayton Devine

Malden Speedway

Malden, Mo.
Aug. 17, 2007
Late Model
1. Steve Karnes
2. Scott Tracer
3. Chris Hall
Modified
1. Robbie Arnold
2. Ronnie Vernon
3. Larry Hull
Pure Street
1. Jared Wagster
2. Austin Rettig
3. Coot Wilson
Hobby Stock
1. Claudie Cook
2. Johnny Houart
3. Chris Kelley
E-Mod
1. Todd Gibbs
2. Jeff Jarrell
3. Paul Hicks
Mini Stock
1. Jimmy Newsome
2. Jimmy Null
3. Michael McCain

Macon Speedway

Macon, Ill.
Aug. 17, 2007
Modified
1. Jim Leka
2. Randy Myers
3. Al Crawley
Midget
1. Brad Kunz
2. Brad Lovet
3. Jay Hollingsworth
Mini Sprint
1. Ryan Leek
2. Daniel Robinson
3. Tyler Robbins

Bloomington Speedway

Bloomington, Ind.
Aug. 18, 2007
Sprint Car
1. Jeff Bland, Jr.
2. Jimmy Light
3. Chris Babcock
Modified
1. Ray Humphrey
2. Shelby Miles
3. John DeMoss
Bomber
1. Bubba Woods
2. Bobby Gardner
3. James Wilson

Central Missouri Speedway

Warrensburg, Mo.
Aug. 18, 2007
B-Modified
1. Scotty Martin
2. C.J. Lyle
3. Michael Mullins
Street Stock
1. Brian Johnson
2. Marc Carter
3. Jeff Lazenby
Late Model
1. Bob King
2. Fred King
3. Chad Clark
Modified
1. Tim Karrick
2. Terry Schultz
3. Joe Walker

Shady Bowl Speedway

DeGraff, Ohio
Aug. 18, 2007
Buses
1. Mike Carroll
2. Herb Newman
3. Jason Wells
Street Stock
1. Aaron Pippen
2. Greg Sparks
3. Brad Yelton
Compact
1. Steven Saylers
2. Justin Durflinger
3. Jimmy Massengill

Kil-Kare Speedway

Xenia, Ohio
Aug. 17, 2007
Modified
1. Shawn Stroble
2. Terry Humphrey
3. Derek Weatherhead
Sport Stock
1. Justin Miller
2. Dave Lecocq
3. Heath White
Compact
1. Aaron Harshbarger
2. Tim Haerr
3. Randy Walton
Legends
1. Bryan Nuckles
2. Toby Alfrey
3. Corey Smith
Bandolero
1. Dustin Sword
2. Justin Campbell
3. Brandon Nelson

Calumet County Speedway

Chilton, Wis.
Aug. 17, 2007
Sportsman
1. Aaron Thurwachter
2. Bob Cullen
3. Brian Genske
Street Stock
1. Ryan Brandes
2. Jesse Behnke
3. Kevin TeStroete

Tri-City Speedway

Pontoon Beach, Ill.
Aug. 17, 2007
C.A.R.S. Late Model
1. Nick Lyons
2. Mark Oller
3. Ronald Sensel
Factory Stock
1. David Shaw
2. Ryan Eilers
3. Rob Shaw
Late Model
1. Randy Korte
2. Bryan Collins
3. Billy Faust
Modified
1. Mike Harrison
2. Ken Schrader
3. Tommie Seets, Jr.
Street Stock
1. Andy Beavers
2. Richie Gabriel
3. Ricky Huebner

Skyline Speedway

Stewart, Ohio
Aug. 17, 2007
Mini Wedge
1. Randy Arms
2. Kaitlyn Davis
3. Ron Pickens
Late Model
1. Chris Garnes
2. Freddie Carpenter
3. Jason Montgomery
Modified
1. Doug Henry
2. Jason Brookover
3. Jeremy Berwanger
Pure Stock
1. Frankie Hall
2. George Klintworth
3. Mike Lower
Limited Late Model
1. Benny Hickel
2. Rick Hudnell
3. Tom Hendrix
Four-Cylinder
1. Dennis Adkins
2. Spike Rizer
3. Shawn McClain
Four-Cylinder Powder Puff
1. Trista Christopher
2. Karrie Lauer
3. Tiffany Hickel
Pure Stock Powder Puff
1. Karrie Lauer
2. Cheryl Reeves
3. Christine Yates

Anderson Speedway

Anderson, Ind.
Aug. 17, 2007
Legends
1. John Robbins
2. Rodney Smith
3. Kyle Lapier
Thundercar
1. Tim Dick
2. Tim Nickerson
3. Lonny Burton
Front Wheel Drive Oval
1. Tony Crum
2. Allen Wagner
3. Gary Bragg, Jr.
Front Wheel Drive Figure-8
1. Jeff Wright
2. Nick Warner
3. Andy Keller

Anderson Speedway

Anderson, Ind.
Aug. 18, 2007
SuperTruck
1. Tony Broyles
2. Brandon Phillips
3. Ronnie Rose
Street Stock
1. Jake Owens
2. Willy DeHart
3. Rich Boyer
Figure-8
1. Mike Riddle, Jr.
2. Rod Phipps
3. Herb Rose

Salem Speedway

Salem, In.
Aug. 18, 2007
Super Stock
1. Skeeter Crum
2. Chris French
3. Alan Huddleston
Street Stock
1. Frank Kimmel, II.
2. Scott E. Beeler
3. A.J. Kempf
Dash
1. Shawn Smith
2. Will Deaton
3. Ron Lasley

Moler Raceway Park

Williamsburg, Ohio
Aug. 17, 2007
Late Model
1. Jason Jamison
2. Eddie Carrier, Jr.
3. Duane Chamberlain
Modified
1. Josh Ferguson
2. Weasel Rhoades
3. Shawn Tolson
Super Stock
1. Timmy Proffitt
2. Adam Dixon
3. Jim Focht
Pure Stock
1. Ansel Walker
2. Travis Hornback
3. David Bowling
Chevette
1. Miles Tarvin
2. Brandon Elam
3. Rusty Yarger

I-55 Raceway

Pevely, Mo.
Aug. 18, 2007
Late Model
1. Randy Korte
2. Jeff Johns
3. Bryan Collins
Modified
1. Bobby Bittle
2. Mike Harrison
3. Scott Weber
Sportsman
1. Kent Nations
2. Troy Medley
3. Jimmy Cummins
Pro-4 Stock
1. Chris Fisher
2. Gary Price
3. Homer Mooney

St. Francois County Raceway

Farmington, Mo.
Aug. 18, 2007
Sprint
1. Tommy Worley, Jr.
2. Bryan Matthews
3. Rod Crabdree
Modified
1. Mike Francis
2. Billy Smith
3. Kasey Nations
Pure Street
1. Jared Wagster
2. Mike Savage
3. Chris Boyd
Multi
1. Mark Shirshekan
2. Jimmy Bridgeman
3. Brandon Nixon

Scotland County Speedway

Memphis, Mo.
Aug. 18, 2007
Modified
1. Michael Long
2. Mark VanWinkle
3. Martin Bennett
Stock Car
1. Matt Greiner
2. David Wietholder
3. Troy Alexander
B-Mod
1. Wyatt Lance
2. Jim Gillenwater
3. Jeff Waterman
Hobby Stock
1. Jason McDaniel
2. Bill Gibson
3. Mike Shelton
Outlaw Hobby
1. Jeff Soper
2. Brandon Symmonds
3. Jim Lynch
Hornet
1. Lew Aikman
2. Andrew Hustead
3. Luke Davidson
305 Winged Sprint
1. Chad Huston
2. Tasker Phillips
3. Josh Padellford

K-C Raceway

Chillicothe, Ohio
Aug. 18, 2007
Mossbarger
1. Todd Kane
2. Jimmy Nier
3. Dean Jacobs
Modified
1. Rick Hensley
2. Joe Hunley
3. Fireball Pinkerton
Hobby Stock
1. Steve Bigley
2. Jerry Hemming
3. Joe Williams

I-70 Speedway

Odessa, Mo.
Aug. 18, 2007
Enduro
1. Jacobee Deckman
2. Steve Bailey
3. Tommy Speakman
Dash
1. David Russell
2. Dave Hecker
3. Jeremy Roberts
Super Stock
1. Mike Higley
2. Mark Spillman
3. Brad Johnson
Super Truck
1. Ronnie Hartford
2. Randy Price
3. Chad Culp
Late Model
1. Terry Smith
2. Thor Anderson
3. Mike Vannoy, Jr.

Miami County Speedway

Peru, Ind.
Aug. 18, 2007
Junior Sprint
1. Addison True
2. Kolt Kinsler
3. Trenton Bitzel
Restrictor Class
1. Halen Shafer
2. Cody Fogelsong
3. Braxton Hanft
Open Class
1. Mark Monroe
2. Bob Bourff
3. Blake Nimee
Stock Class
1. Mark Monroe
2. Jacob Kincaid
3. John DeGood, II.

Lincoln Park Speedway

Putnamville, Ind.
Aug. 18, 2007
Sprint Car
1. Bobby Stines
2. Billy Puterbaugh
3. Jeff Bland
Modified
1. Ray Humphrey
2. Kenny Carmichael
3. Gary Hall
Super Stock
1. Marty Cooper
2. Doug McCullough
3. David Bumgardner
Bomber
1. Ben Williams
2. Derek Groomer
3. Travis Heramb

Sharon Speedway

Hartford, Ohio
Aug. 18, 2007
410 Sprint
1. Ed Lynch, Jr.
2. Jack Sodeman, Jr.
3. Bob Felmlee
E-Mod
1. Alan Dellinger
2. Russell Dunn
3. Jeff Sharp
Limited Sprint
1. Guy Griffin
2. Nathan Stein
3. Eric Williams
Pure Stock
1. Alan Dellinger
2. Bruce Redman
3. Randy Riffe
V-8 Modified
1. Russell King
2. Rex King, Jr.
3. Ron Smoker

Berlin Raceway

Marne, Mich.
Aug. 15, 2007
Late Model
1. Johnny Benson
2. Billy Shotko
3. Tom Thomas
Sportsman
1. Marc Coleman
2. Tim Stuart
3. Brian VanZalen
Super Stock
1. Chris Koslek
2. Andrew Nylaan
3. Dave Lake

Rockford Speedway

Loves Park, Ill.
Aug. 15, 2007
Roadrunner
1. Beau Lawson
2. Steve Cavin
3. Dennis Smith, Jr.
Hornets
1. Nick Lasher
2. Ryan Williams
3. Steve McBride
National Figure-8 League
1. Dennis Smith
2. Lennard Groleau
3. Steve Cavin
Winged Women on Wheels
1. Latasha Hillary
2. Sabrina Castillo
3. Pamela Vicencio

Rockford Speedway

Loves Park, Ill.
Aug. 18, 2007
Short Tracker
1. Boyce Sparkman
2. Randy Samples
3. Larry Dickinson II
Late Model
1. Jerry Gille
2. Matt Berger
3. Ricky Bilderback
Road Runner
1. Vachenzia Jester
2. Charlie Frisch
3. Chris Gantz
Bandolero
1. Vern Fagerberg
2. Dwight Dunlap
3. Jimmy Markeson
Legends
1. Max McNamar
2. Branden Allen
3. Jeremie Johnson

Wisconsin Int'l Raceway

Kaukauna, Wis.
Aug. 16, 2007
Super Late Model
1. Gregg Haese
2. Kyle Calmes
3. Jeff Van Oudenhoven
Limited Late Model
1. Andrew Kluck
2. Jerry Van Handel
3. Jeff Tisler
Wisconsin Sport Trucks
1. Dan Vixmer
2. Ryan Heiting
3. John Roeser
Super Stocks
1. Greg Hauser
2. George Schwalbach
3. Don Van Cap
Sizzlin' Fours
1. Scott Verboomen
2. Tim Richter
3. Tom Schweitzer
Figure-8
1. Jeff Wohlrabe
2. Jared Baughman
3. Jeff Beschta

Mt. Lawn Speedway

New Castle, Ind.
Aug. 15, 2007
USAC Regional Midget Car
1. James Robertson
2. Alex Pruett
3. Dakoda Armstrong
USAC Kenyon Midget Car
1. Blake Fitzpatrick
2. Ryan Miller
3. Caleb Armstrong
Indiana Ford Focus Midget Car
1. Robby Parish
2. Andy Nock
3. Eric Fehrman

Jackson Speedway

Jackson, Minn.
Aug. 16, 2007
Non-Winged Sprint
1. Donovan Peterson
2. Andy Anderson
3. Eric Schulz
Modified
1. Clayton Christensen
2. Reese Coffee
3. Dwaine Hanson
Stock Car
1. Trent Schroeder
2. Matt Scharn
3. Justin Luinenberg
Hobby Stock
1. Cody Lucas
2. Dan Strandberg
3. Jerry Gronewold

Jackson Speedway

Jackson, Minn.
Aug. 17, 2007
ASCS Sprint
1. Chuck Swenson
2. Gregg Bakker
3. Scott Winters
Limited Sprint
1. Jeff Metli
2. Marty Stephenson
3. Ryan Voss
IMCA Sprint Car
1. Curt Lund
2. Donovan Peterson
3. Neil Stevens

Red Cedar Speedway

Menomonie, Wis.
Aug. 17, 2007
WISSOTA Late Model
1. Chad Mahder
2. Jake Redetzke
3. Mike Goodremote

I-96 Speedway

Odessa, Mich.
Aug. 17, 2007
UMP Modified
1. Todd Feutz
2. Mark Anderson
3. Shannon Fisk
Hobby Stock
1. Ben Hidy
2. James Kimmel
3. Ronald Wiers
Road Beater
1. John Primm
2. Lyn Partridge
3. Scott Rumsey
Mini Sprint
1. Trevor Berry
2. John Slayton
3. Steve Turner
USAC Ford Focus Midget
1. Chett Gehrke
2. Ronnie Wuerderman
3. Craig Haack

Grundy County Speedway

Morris, Ill.
Aug. 17, 2007
Late Model
1. Eddie Hoffman
2. Tom Smith
3. Pat Kelly
Mid American Sportsman
1. Chuck Yuris
2. Jeff Olson
3. Josh Higgins
Street Stock
1. Chad Bayuk
2. Butch Wood
3. Rick Dawson
Four Cylinder
1. D.J. Werkmeister
2. Jim Beasley
3. Mike Jennings

Attica Raceway Park

Attica, Ohio
Aug. 18, 2007
410 Sprints
1. Mark Keegan
2. Byron Reed
3. Lee Jacobs
305 Sprints
1. Bryan Sebetto
2. Stuart Brubaker
3. Duane Zablocki
Late Model
1. Ryan Missler
2. Ken Hahn
3. Wayne Maffett, Jr.
Dirt Trucks
1. Brian Arnold
2. Bob Dible



BOWMAN GRAY PHOTO

THE CHAMP IS HERE: Burt Myers celebrates after clinching the modified championship Saturday night at Bowman Gray Stadium in Winston-Salem, N.C.



A weekly report of action from across America

3. Art Ball

Flat Rock Speedway

Flat Rock, Mich.
Aug. 18, 2007
Late Model
1. Scott Giroux
2. Eric Lee
3. Dennis Strickland
Street Stock
1. Randy DeMaggio
2. Brian Norton
3. Rich Frantz

Toledo Speedway

Toledo, Ohio
Aug. 17, 2007
Late Model
1. Mitch Hack
2. Scotty Haus
3. Tim Wilson
Sportsman
1. Rich Eichelberger
2. Danny Hager
3. Russ Mitten
Pro Stock
1. Dan Berry
2. Jim Palm
3. Terry Naugle
Enduro
1. Alan Noss
2. Jason Zook
3. Todd Eby

Lucas Oil Speedway

Wheatland, Mo.
Aug. 18, 2007
Hobby Stock
1. Cody Frazon
2. Daniel Sleeper
3. Adam Belt
A-Modified
1. Terry Beckham II
2. Rex Merritt
3. Scott Allen
Factory Stock
1. James Flood
2. Keith Webster
3. Troy Reasoner, Jr.
Late Model
1. Jeff Schlup
2. Ken Dickinson
3. Rylan Long

Steele County Speedway

Owatonna, Minn.
Aug. 16, 2007
USMTS Modified
1. Jason Hughes
2. Jon Tesch
3. Jason Krohn
Modified
1. Kenny Wytaske
2. Brandon Davis
3. Jarod Boumeister
Stock Cars
1. Nathan Finley
2. Scott Nelson
3. Bob Killby



Riverhead Raceway

Riverhead, N.Y.
Aug. 18, 2007
Modified
1. Wayne Anderson
2. Sal Accardi, Jr.
3. Dan Jivanelli
Late Model
1. Ken Matlach
2. Peter Eriksen
3. Dan Turbush
Charger
1. Tom Anderson
2. Kevin Orlando
3. Jim Donaldson
Blunderbust
1. Paul Parisi
2. Tom Sullivan
3. Tommy Walkowiak

Utica-Rome Speedway

Vernon, N.Y.
Aug. 19, 2007
358-Modified
Feature No. 1
1. Pat Ward
2. Willy Decker
3. Stewart Friesen
Feature No. 2
1. Willy Decker
2. Ted Lamb
3. Pat Ward
Sportsman
1. Steve Way
2. Casey Williams
3. Mike Button
Pro Stock
1. Jim Normoyle
2. Bret Belden
3. Tom Denton
Pure Stock
1. Russ Marsden
2. Matt Ball
3. Waylan Wilczek
IMCA Modified
1. Kevan Cook
2. Jim Roberts
3. Bob Banks

Centre For Speed

Shediac, New Brunswick
Aug. 18, 2007
Super Sportsman
Feature No. 1
1. Claude Gaudet
2. Ron Lane
3. Gary Hicks
Feature No. 2
1. Ron Lane
2. Claude Gaudet
3. Gary Hicks
Street Stock
1. Gérald Doiron
2. Mark Sherwood
3. Robbie McEwen
TigerCat
1. Gérald Brun
2. Daniel Gautreau
3. Marcel Goguen
Thundercat
1. Chris Powers
2. Phil Coombes
3. Mike MacDougall

Black Rock Speedway

Dundee, N.Y.
Aug. 17, 2007
Crate Sportsman
1. Brady Fultz
2. Todd Henderson
3. Justin Wright
Bandit
1. Dylan Cecee
2. Cody Moorehouse
3. Tom Austin, Jr.
Vintage Stock Car
1. James Hilimire
2. Brad Litzenberger
3. Rob Casti
4-Cylinder Enduro
1. Harold Secord
2. Dick Messenger
3. Mike Pielow

Oswego Speedway

Oswego, N.Y.
Aug. 18, 2007
Supermodified
1. Joe Gosek
2. Michael Barnes
3. Tim Snyder
Small-Block Supermodified
1. Dave Gruel
2. Rob Pullen
3. Mike Bond

Lebanon Valley Speedway

West Lebanon, N.Y.
Aug. 18, 2007
Modified
Feature No. 1
1. Andy Bachetti
2. Eddie Marshall
3. J.R. Heffner
Feature No. 2
1. Andy Bachetti
2. Kenny Tremont, Jr.
3. Matt Quinn
Sportsman
1. Kory Sandstedt
2. Kolby Schroder
3. Jeff Watson
Pro Stock
1. Paul LaRochelle
2. Jay Corbin
3. Jay Casey
Limited Pro Stock
1. Dave Colwell
2. Jay Kretuziger, Jr.
3. Nick Hilt
Pure Stock
Feature No. 1
1. Chris Streeter
2. Johnny Lane
3. Ron Hoyt, Jr.
Feature No. 2
1. Jeff Kreutziger
2. Robert Hammell
3. Pete Wiegand
Feature No. 3
1. Phil Wood
2. Jesse Murphy
3. Mike Eichstedt

Fulton Speedway

Fulton, N.Y.
Aug. 18, 2007
DIRTcar Sportsman
1. Sammy Reakes IV
2. Shawn Donath
3. Jeremy Pitcher
UMP Pro Stock
1. Billy Clark, Jr.
2. Jason Parkhurst
3. Frank Guererri, Jr.
UMP Street Stock
1. Dan Hofmann, Sr.
2. Jim Wallace
3. Gary Barton
ESDCA Mod Lite
1. Doug Williams
2. Lowell Zehr
3. Tod Simons
Crate Sportsman
1. Brad Godshalk
2. Timmy Sears, Jr.
3. Ron Ingison
4-Cylinder Enduro
1. Les Baker
2. Mark Johnston
3. Charles DeGroff

Chemung Speedrome

Chemung, N.Y.
Aug. 18, 2007
NASCAR SST Modified
1. T.J. Potrzebowski
2. Tony Hanbury
3. John Wilber
Super Stock
(make-up from Aug. 11)
1. Mike Nichols
2. Tom Cundy
3. Derrick Tarbox
Super Stock
Feature No. 1
1. Jeff Goodwin
2. Henry Brown
3. Lee Sharpsteen
Feature No. 2
1. Chris Daugherty
2. Henry Brown
3. Jeff Goodwin
INEX Legends
1. Patrick Albor
2. Matt Kurzejewski
3. Justin Petcosky
4-Cylinder
1. Gene Purvis
2. Jody Buckley
3. A Jay Potrzebowski
Speedrome Junior
1. Zack Curren
2. Fred Peters
3. Dusty Snell
Bandolero
1. Andrew Bickford
2. Matt Evans
3. Erick Bostwick

Thompson Int'l Speedway

Thompson, Conn.
Aug. 16, 2007
Modified
1. Tommy Cravenho
2. Geoff Gernhard
3. Bert Marvin
Pro Stock
1. Fred Astle, Jr.
2. Jeff Zuidema
3. Mike O'Sullivan
Late Model
1. Rick Gentes
2. Mark Jenison
3. Dennis Perry
Limited Sportsman
1. Ed Puleo
2. Keith DeSanctis
3. Joe Arena
Mini Stock
1. Rick Blanchard
2. Brad Caddick
3. Steve Michalski
TIS Modified
1. Roger Larson, Jr.
2. Tim Sullivan
3. Shane Michalski

Oxford Plains Speedway

Oxford, Maine
Aug. 15, 2007
Outlaws
Feature No. 1
1. Fred Clavet
2. Phil Knowlton
3. Dillon Coburn
Feature No. 2
1. Gordon Bell
2. Kevin Plummer
3. Rick Vining
Feature No. 3
1. Guy Childs
2. Dick Childs
3. Steve Moon
Runnin' Rebel
Feature No. 1
1. Jerry Goss
2. Josh Brown
3. David Childs
Feature No. 2
1. Gregg Norton
2. Craig Farrington
3. Zach Audet
Feature No. 3
1. Kyle Hawkins
2. Tyson Jordan
3. Nic Stanley
Sport Truck
1. Rick Hebert
2. Yogi Hiscock
3. Marvin Hamilton
Ladies
1. Patty Brannon
2. Deanna Bisbee
3. Kimberly Sessions
Renegade
1. John Childs
2. Jamie Heath
3. Gerard Cote

Thunder Road Int'l Speedbowl

Barre, Vt.
Aug. 16, 2007
ACT Late Model
1. Phil Scott
2. Marcel Gravel
3. Rich Lowrey
Sportsman
1. David Finck
2. Matt White
3. Chris Gendreau
Street Stock
1. Lloyd Blakely
2. Mike Martin
3. Jason Corliss
Junkyard Warrior
1. Chad Brown
2. Justin Gay
3. Del Jarvis

Genesee Speedway

Batavia, N.Y.
Aug. 18, 2007
Sportsman
Feature No. 1
1. Justin Wright
2. John Venuto
3. John Baker
Feature No. 2
1. Rob Pratt
2. John Venuto
3. Don Spatorico
Mini Stock
1. Ken Hixenbaugh
2. Dan Norton
3. Jason Hull
Street Stock
1. Jeff Maxwell
2. Colton Chappius
3. Bill Weller
Pro Stock
1. Pete Stefanski
2. Mike Martin
3. Steve Lewis
Pro Truck
1. Terry Povenski
2. Ken Houck
3. Jason White
Late Model
1. Jason Chaddock
2. Tim Kauffman
3. Jon Rivers

Waterford Speedbowl

Waterford, Conn.
Aug. 15, 2007
X Modified
1. Kevin Shea
2. Richard Brouwer
3. Chris Drouin, Jr.
Super X Car
1. Greg Moran, Jr.
2. Jon Porter
3. Steve Barrett
X Car
1. Patrick Williams
2. Mark Caise
3. Brad Voglesong
Legend
1. Jason Palmer
2. Ryan Morgan
3. Carl Blandina

Waterford Speedbowl

Waterford, Conn.
Aug. 18, 2007
Modified
1. Dennis Gada
2. Diego Monahan
3. Don Fowler
Late Model
1. Dennis Botticello
2. Bruce Thomas, Jr.
3. Ron Yuhas, Jr.
Sportsman
1. Jim Procaccini
2. Dwayne Dorr
3. Albert Stone III
Mini Stock
1. Danny Field
2. Joseph Godbout III
3. Phil Evans
All-Star Race Truck
1. Bill Leonard
2. Seth Duval
3. Walt Wosko



Irwindale Speedway

Irwindale, Calif.
Aug. 18, 2007
Late Model
1. Nick Joanides
2. Dan DiGiacomo
3. Scott Jenkins
Pro Truck
1. James Weston
2. Jeff Williams
3. David Timewell
Legends
1. Tom Landreth
2. Ryan Patridge
3. Gary Scheurell
Bandolero
1. Andrew Anderson
2. Aaron Anderson
3. Brianna Holley
Figure-8
1. Steve Stewart
2. Rusty Stewart
3. Billy Zieman

Tucson Raceway Park

Tucson, Ariz.
Aug. 18. 2007
Late Model
1. Mathew Williams
2. Ron Norman
3. Duane Hunt, Jr.
Modified
1. P.J. Megna
2. Pat Bush
3. Bill Harrington
Factory Stock
1. Tom Mikla
2. Casey Rohrer
3. Jeremy Smith
Mini Stock
1. Becky Harrington
2. David Bosley
3. Karen Heyse
Bomber
1. Bob Davis
2. Shawn Perrin
3. Mitch Milner
Bomber Lite
1. Dusty Gauthier
2. Lyle Gallegos
3. George Milburg

Marysville Raceway Park

Marysville, Calif.
Aug. 18, 2007
Wingless Sprint Car
1. Jeremy Hawes
2. John Anderson
3. Josh Tucker
Winged Sprint Car
1. Korey Lovell
2. Mike Monahan
3. Herman Klein
SORA Sprint Car
1. Tony Gaoiran
Dwarf Car
1. Kevin Bender
2. Nikc Davis
3. Pat Weger

Placerville Speedway

Placerville, Ca.
Aug. 18, 2007
Sprint Car
1. Andy Gregg
2. Andy Forsberg
3. Scott Russell
Pro Stock
1. Marek Bernert
2. Forryst Carnett
3. Dan Brown, Jr.
Pure Stock
1. Jason Englund
2. Rick Grunert
3. Mike McClure

Evergreen Speedway

Monroe, Wash.
Aug. 18, 2007
Super Stock
1. Shane Harding
2. Naima Lang
3. Roger Habich
Bomber
1. Scott Mann
2. Travis Blackwood
3. James Mugge
Stinger-8
1. Ashley Schukar
2. Ben Chandler
3. Mike Middleton
Super Figure-8
1. Bill Wade
2. Sean Peters
3. Brian Gunderson

Skagit Speedway

Alger, Wash.
Aug. 18, 2007
360 Sprint
1. Rod Perkins
2. Travis Jacobson
3. Robby Vaughn
410 Sprint
1. Jayme Barnes
2. Steve Kilcup
3. Tayler Malsam
Sportsman
1. Kelleigh Johnson
2. Glenn Reinstra
3. Kevin Smith
Hornet
1. Brett Lloyd
2. Wendy Johnson
3. Greg Hibma

Madera Speedway

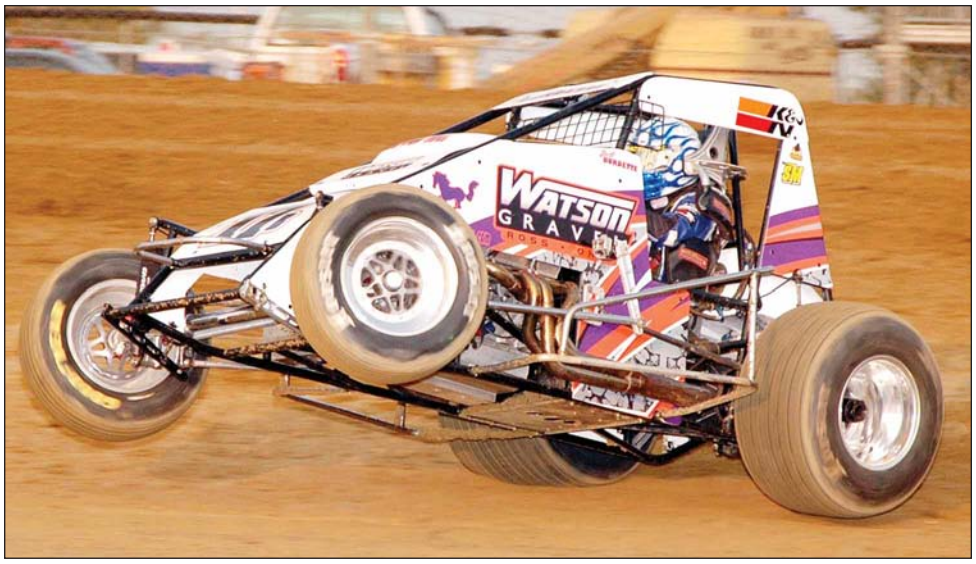
Madera, Calif.
Aug. 18, 2007
Western Late Model
1. Mark Holeman
2. Ross Strmiska
3. David Philpott
American Limited Stock Car
1. Donny Darter
2. Brian Vosburg
3. Tony Schmitz
NCMA Sprint
1. Michael Zarevich
2. Rob Hammond
3. Jeff Burrows
Toyota Sedan
1. Jason Kerns
2. Stan Hankins
3. Randy Fleming, Sr.
Hornet
1. CJ Dizney
2. Miles Humphreys
3. David Lander, Jr.

Orange Show Speedway

San Bernardino, Calif.
Aug. 18, 2007
Super Late Model
1. Rob Kiemele
2. Linny White
3. Frankie Gould
ASA Pro-4
1. Eddie Secord
2. Randy Becker, Jr.
3. Kurt Madsen
Factory-4
1. Spencer Samaro
2. Tony Dumont
3. Martin Huizenga
Mini Stock
1. Dean Caskey
2. Mike O'Hara
3. Joey McKeag
Junior Mini Stock
1. Benjamin Mahan
2. Tony Forfa IV
3. Toby Becker

Barona Speedway

Lakeside, Calif.
Aug. 18, 2007
Lightning Sprint Car
1. Brent Sexton
2. David Bezio



R. SELLS PHOTOGRAPHY PHOTO

TWO WHEELS GOOD: Brett Burdette powers his sprint car through turn two during action Saturday at Lawrenceburg (Ind.) Speedway.

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A weekly report of action from across America

3. Seth Kramer
Factory Stock
1. Eric Evans
2. Mark Bandelin
3. Russell Staley
Street Stock
1. Billie Baldwin
2. Dale Erwin
3. Steve Roche
Mini Dwarf Car
1. Danny Athans
2. Darren Brown
3. Blake Rogers
600 Sprint Car
1. Tommy Gerow
2. Gary Winter
3. Thomas Gagnon
Sportsman Dwarf Car
1. Kyle Morris
2. Scott Dunham
3. Darren Brent
Pro Dwarf Car
1. Bob Brown, Jr.
2. Bill Groves, Jr.
3. Jim Scribelito
Modified
1. Josh Thompson
2. Stephen Eaton
3. Bobby Groves, Jr.

PLAINS



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

Rocky Mountain Raceways

Salt Lake City, Utah
Aug. 18, 2007
USAC Utah Developmental
Ford Focus
1. Bob Brewer
2. Tim Savage
3. Billy Cox
USAC Rocky Mountain Sprint Car
1. Jim Waters
2. Jeff Bergener
3. Jim Campbell

Mid-Nebraska Speedway

Doniphan, Neb.
Aug. 18, 2007
Hornet
1. Richard Crow
2. Jamie Bergmark
3. Ben Hobbs
Hobby Stock
1. Jim Buss
2. Kyle Bond
3. Jarred Hackler
Grand National
1. Dave Cook
2. Josh Leonard
3. Jase Kaser
Wild & Wacky Cruiser
1. Adam Cook
2. Mike Poland
3. Kelly Murr

Miller Speedway

Miller, S.D.
Aug. 17, 2007
Super Stock
1. Charlie Bloomenrader
2. Dustin Arthur
3. Jeremy North
Modified
1. Don Zeman
2. Chad Koth
3. Lorin Johnson
Street Stock
1. Chris Serr
2. Jeremy Thorstenson
3. Jeff Rawstern
UCAR
1. Mike Wurts
2. Mike Miler
3. Jim Danburg

Davenport Speedway

Davenport, Iowa
Aug. 17, 2007
Late Model
1. Ray Guss, Jr.
2. Stephan Kammerer
3. Hershel Roberts
V-8 Modified
1. Thad Wilson
2. Marty Thompson
3. John Bull
Street Stock
1. Brad Tyler
2. Rob Henry
3. Chris Lawrence
B-Modified
1. Chris Stein
2. John Ahlers
3. Doug Burkhead
INEX Legends
1. Keith Meyer
2. Craig Peekenschnieder
3. Ken Burns
4-Cylinder Stock
1. Justin Kay
2. Ricky Kay
3. Steve Boyle

81 Speedway

Park City, Kan.
Aug. 19, 2007
Thumper
1. Derrick Dornbush
2. Jason Layman
3. Greg Duchow
AAA Modified
1. Jordan Whitehead
2. Bill Stahl
3. Mike Farrell
Rookie Modified
1. Bill Siemers
2. Steve Eye
3. Shawn Langhover, Jr.
Modified
1. Kenny Sweet
2. Brian Powers
3. Marc Hurd

Bloomfield Speedway

Bloomfield, Iowa
Aug. 17, 2007
Modified
1. Colt Mather
2. Brandon Banks
3. Dennis Elliott
Stock Car
1. Colt Mather
2. Matt Greiner
3. Nathan Wood
B-Mod
1. Andrew Schroeder
2. Mike Wanders
3. Paul Underwood
Hobby Stock
1. Jason McDaniel
2. Mike Shelton
3. Don Nunnikhoven
Sprint Car
1. Chad Huston
2. Bob Lamb
3. Josh Padellford
Hornet
1. Dale Porter
2. Gene Irwin
3. Jim Garrett

Dawson County Raceway

Lexington, Neb.
Aug. 19, 2007
Modified
1. Jay Steffans
2. David Murray, Jr.
3. Jamey Kennicutt
Stock Car
1. Casey Werkmeister
2. Corey Struckhoff
3. Zach Schultz
Hobby Stock
1. Kyle Bond
2. Aaron Koch
3. Greg Hoing
Late Model
1. Steve Kempt
2. Bo Egge
3. Rusty Miller

Adams County Speedway

Corning, Iowa
Aug. 18, 2007
Hobby Stock
1. Brad Bergren
2. Matt Hudson
3. Ryan Vicker
Pro Street
1. Ron Ballinger
2. Jeremy Swanson
3. Greg Miller
Modified
1. Ryan Peckham
2. Russell Stewart
3. Chris Hogan
Late Model
1. Paul Glendenning
2. Trent Jackson
3. Karl Ritterbusch

Tri-State Speedway

Pocola, Okla.
Aug. 18, 2007
Road Runner
1. Andrew Bohanan
2. Cody Jones
3. Ryan Williams
Super Stock
1. Jimmy Douglas, Jr.
2. Johnny Mitchell
3. Ray Phipps
Economy Modified
1. Clay Julian
2. Brandon Henry
3. Rodney Nobles
Modified
1. Brandon Watts
2. William Gould
3. Lonnie Robins
Mini-Stock
1. Kyle Ledford
2. Jake Davis
3. Scott Glover
Front Wheel Drive
1. Raymond Bieker
2. Brandon Morris
3. Ronnie Palmer

Junction Motor Speedway

McCool Junction, Neb.
Aug. 18, 2007
CNCTA Late Model
1. Chad Humston
2. Bo Egge
3. John Bridges
Modified
1. Dusty Blake
2. Wade Cross
3. Sean Burklund
Street Stock
1. Andy Wilkinson
2. Jason Van Winkle
3. Mel Franz
Hobby Stock
1. Jason Wilkinson
2. Brent Kassik
3. Brandon Wergin
Two-Person Cruiser
1. Dustin Nunnenkamp/Austin Carlson
2. Ken Barry/Drew Barry
3. Stacey Orlando/Brent Hager
4 Cylinder Front Wheel Drive
1. Chuck Wergin
2. Ryan Pedersen
3. Sam Wiarda

Lincoln County Raceway

North Platte, Neb.
Aug. 18, 2007
IMCA Modified
1. Dave Murray, Jr.
2. Dan Carl
3. Jeremy Herbst
Stock Car
1. Todd Chrisman
2. Buddy Brown
3. Zach Schultz
Hobby Stock
1. Austin Davis
2. Michael Brunswig
3. Michael Woodhead
Mini-Sprint
1. Josh Sabin
2. Jeremy Herbst
3. Arden Myers

McCook Speedway

McCook, Neb.
Aug. 17, 2007
IMCA Modified
1. David Murray, Jr.
2. Robby Haines
3. Matt Fabrizius
Stock Cars
1. Ritchie Wickizer
2. Zach Schultz
3. Bob Chalupa
Hobby Stock
1. Michael Brunswig
2. Justin Wagner
3. Leland Stute
Classic Modified
1. Rick Touslee
2. Matt Matson
3. Max Pollmann
Mini-Truck
1. Jake Olmstead
2. Alex Silos
3. Robin Runge

Beatrice Speedway

Beatrice, Neb.
Aug. 15, 2007
Modified
1. Jason Friesen
2. Kyle Berck
3. Dusty Blake
Hobby Stock
1. Pat Huggins
2. Shane Hiatt
3. Jarrod Hackler
4-Cylinder
1. Jason Miller
2. Alex Koehler
3. Troy Hofmann
GOTRA
1. Butch Lavisky
2. Ken Ganskow
3. Rich Anderson

Independence Motor Speedway

Independence, Iowa
Aug. 18, 2007
IMCA Late Model
1. Terry Neal
2. Darin Burco
3. Levi Benn
IMCA Modified
1. Brett Ladehoff
2. J.D. Auringer
3. Craig Haupt
Stock Car
1. Jarod Weepie
2. Tony Schimmels
3. Roger Samec
Hobby Stock
1. Quinton Miller
2. Joe Sprague
3. Wes Stanek
B Modified
1. Marty Rouse
2. Travis Brown
3. Joe Docekal

Sherman County Speedway

Oberlin, Kan.
Aug. 18, 2007
URSS
1. Jon Johnson
2. Smokey Fairbank
3. Ken Lutters

Creek County Speedway

Sapulpa, Okla.
Aug. 16, 2007
ACSC2 Non-Wing
1. Frank Flud
2. Trey Marcham
3. Steven Shebester

SOUTHEAST



Florida
Georgia
North Carolina
South Carolina
Tennessee

Desoto Super Speedway

Bradenton, Fla.
Aug. 18, 2007
Super Late Model
1. B.J. McLeod
2. David Wilson
3. Steve Dorer
4-Cylinder
1. Chelsea Lajoie
2. Dylan Bigley
3. Albert Nail
Modified
1. Mark Nelson
2. Bryan Rogers
3. Bruce Riggio
Outlaw Modified
1. John Parrish
2. Robert Campbell
3. Charles Lee
Pure Stock
1. Tyler Lau
2. Robert Crisp
3. Darrin Ellis
Street Stock
1. Dennis Wilson
2. Charles Ramsey
3. Gregory Krom

East Lincoln Speedway

Stanley, N.C.
Aug. 18, 2007
Late Model Modified
1. Ronnie White
2. Keith Bowman
3. Fabian Anderson
Micro-Sprint
1. Dwight Foley
2. Travis Flippen
3. Steve Cooke
Open Wheel Modified
1. Rob McLaughlin
2. Jamie Kuntz
3. Greg Brown
Renegade
1. Chris Stowe
2. Mickey Anderson
3. Jamie Starks
Rookie Four
1. Riley Dunford
2. Joshua Cook
3. Matthew Patterson
Stars of Tomorrow
1. Dylan O'Daniel
2. Justin Mauney
3. Timothy Carroll
Stock Four
1. Tony Paladino
2. Mark Woody
3. Adam Vandiver

Ace Speedway

Altamahaw, N.C.
Aug. 18, 2007
Late Model
1. Todd Massey
2. Dustin Rumley
3. Speedy Faucette
Modified
1. Brad Allen
2. Roy Cook
3. Randy Butner
Limited Sportsman
1. Mike Zimmerman
2. Joseph Tucker
3. Jimmy Rice
Mini Stock
Feature No. 1
1. A.J. Sanders
2. Michael Tucker
3. Jason Cook
Feature No. 2
1. Jason Cook
2. A.J. Sanders
3. Michael Tucker
X-treme Car
1. Harold Jefferson
2. Jamie Blaylock
3. Gene Fortner
Southern Ground Pounder Modified
1. Robert Isley
2. Keith Maready
3. Ken Faucette
Sportman
1. Matt Faucette
2. Corey Agee
3. Sam Faucette

New Smyrna Speedway

Samsula, Fl.
Aug. 18, 2007
Late Model
1. A.J. Curreli
2. Doug Moff
3. Joe Winchell
Mini Stock
1. Ted Vulpius
2. Jeff Pittsley
3. Mark Broat
Sportsman
1. Donny Williams
2. Philip Luizzo
3. Dale Howard
Strictly Stock
1. Sonny Pond
2. Doug Wolf
3. Jody Roberts
Super Stock
1. Bobby Holley
2. Geno Smith
3. Bruce McGonigal

Southern National Raceway Park

Kenly, N.C.
Aug. 18, 2007
USAC
1. Kyle Bonsignore
2. Rick Fedrizzi
3. Tanner Swanson

Crossville Raceway

Crossville, Tenn.
Aug. 18, 2007
Modified
1. Steve Mullinax
2. Greg Hoskins
3. Shane Stockton
Late Model
1. Brandon Williams
2. Dale Nance
3. Jason Butler
Street Stock
1. Chris Croinex
2. Jesse Lowe
3. Mike Tabors
Mini Stock
1. Derrick Hutchings
2. John Ross
3. Dustin Stephens
Front Wheel Drive
1. Jonathon Norris
2. Brandon Jenkins
3. Cody Rector
Crusier Car
1. Josh Profitt/Scott Brown
2. Tony Duncan/Stacy Griffin

Citrus County Speedway

Inverness, Fl.
Aug. 18, 2007
Modified
1. Teddy Nelson
2. Curtis Neumann
3. Doug Miller
Sportsman
1. Fred Tuski
2. Mike Veltman
3. Johnny Zuidema, III.
Street Stock
1. Curtis Flanagan
2. Tim Alexander
3. Richie Smith
Mini Stock
1. George Neumann
2. Steve Griffin
3. Robbie Yoakam
Pure Stock
1. Bill Ryan
2. Mike Veltman
3. Victor Shahid
4-Cylinder Bomber
1. Travis Hoefler
2. John DeGeorge
3. Brett Jenkins
Figure-8
1. Bobby Towe
2. Daryl Hage
3. Curtis Youmans
V-8 Thunder Stock Rookie
1. Richard Dinkins
2. Mike Martin
3. Josh Long

East Bay Raceway Park

Gibsonton, Fla.
Aug. 18, 2007
Outlaw-4
1. Shane Burrows
2. Mavrick Varnadore
3. Steve Miller
Open Wheel Modified
1. Jeff Mathews
2. Dale Kelley
3. Devin Dixon
Street Stock
1. Buck Skinner
2. Buckshot Meixner
3. Lonnie Smith
Limited Late Model
1. Tim Gay
2. JR Prather, Jr.
3. Bruce Harvey
4-Cylinder Bombers
1. Kever Raulerson
2. Kyle Eash
3. Robert Kissam

Concord Motorsport Park

Concord, N.C.
Aug. 17, 2007
Legends Pro
1. Jordan Anderson
Legends Master
1. James Stanton
Legends Semi-Pro
1. Christian Pahud
Legends Charger
1. Kyle Pierce
Bandolero Bandit
1. Stephen Bergh, Jr.
Bandolero Beginner-Bandit
1. Chandler Le Van
Bandolero Young Gun
1. Dylan Pack
Bandolero Outlaw
1. Kendall Sellars

Concord Motorsport Park

Concord, N.C.
Aug. 18, 2007
Late Model
1. Bryan Thomas
2. Shaun Mangum
3. Clark Crump
Limited Late Model
1. Mike Terry
2. Bobby Measmer, Jr.
3. Kenneth Cook
Pure Stock
1. Charles Hutto
2. Ben Smith
3. Clint Baker
Fast and Furious Four
1. Jake Simpson
2. Brad Kimrey
3. Jeremy Whitman
Pro Challenge
1. Devon Haun
2. Tripp Massengil
3. Trevor Cauble

Bowman Gray Stadium

Winston-Salem, N.C.
Aug. 18, 2007
Pit Crew Modified
1. Randy Butner
2. Jeremy Stoltz
3. Lee Jeffreys
Sportsman
1. Ronnie Clifton
2. Bobby Griffin
3. Daniel Beeson
Street Stock
1. John McNeal
2. Mitchell Stimpson
3. Johnny Arnder
Stadium Stock
1. Dale Barneycastle
2. Jimmy Absher
3. Mike Staley

Wartburg Speedway

Wartburg, Tenn.
Super Late Model
1. Anthony White
2. Curt Williams
3. Tim Damron
Pure Mini
1. Brian Frost
2. David Christmas
3. Darren Goins
Pure Street
1. Reagan Williams
2. Jason Capps
3. Wes Johnson
Front Wheel Drive
1. Spunky Brown
2. Randy Badd
3. Joe Freels

Carolina Speedway

Mooresville, N.C.
Aug. 16, 2007
Super Late Model
1. John Pursley
2. Furman Parton
3. Dennis Franklin
Crate Late Model
1. Johnny Pursley
2. John Pursley
3. Anthony Sanders
Street Stock
1. Mike Messer
2. Frank McGuire
3. Tommy Watson
Stock-4
1. Jerry Oliver
2. Greg Barker
3. Greg Carroll

Harris Speedway

Rutherfordton, N.C.
Aug. 18, 2007
Crate Late Model
1. David Smith
2. Jon Thornburg
3. Buddy Smith
Super Stock Four
1. Brett Cooper
2. Tony Adair
3. Brian Harris
Limited Sportsman
1. Chris Jackson
2. Greg Dimsdale
3. David Ayers
Young Gun
1. Mitchell Dickerson
2. Hunter Eubanks
3. Ethan Gregory
Renegade
1. Lloyd Dean Burgess
2. William Teems
3. Dusty Edmonds
Pure Stock
1. Willie Fowler
2. Steve Penson, Jr.
3. Scott Humphries
Street Stock Four
1. Blake Bently
2. Jeremy Nodine
3. Wayne Laws
Stock Eight
1. Chris Lytle
2. Dale Chapman
3. Dale Edmonds

Traveler's Rest Speedway

Traveler's Rest, S.C.
Aug. 18, 2007
King of the Hill Series
1. Lee Cooper
2. Bill Morgan
3. Greg Pilgrim
Limited
1. Scott Galloway
2. Nathan Hughes
3. Donnie Atkins
Stock-8
1. James Hudson
2. Donnie Atkins
3. Timmy Smith
Renegade
1. Timmy Smith
2. Chris Harvell
3. Donnie Leonard
Super Stock-4
Feature No. 1
1. Joey Kelly
2. Will McGrew
3. Andy Mattison
Feature No. 2
1. Joey Kelly
2. Matthew McDonald
3. Bo Guker
Young Guns
1. Ashley Harvey
2. Lyndsey Phillips



PAUL OYLER PHOTO

THE CHAMP IS HERE: Kenny Meadows (10t), J.J. Metheney (center) and Garrett Krummert race three-wide Saturday in lite modified action at Mercer (Pa.) Raceway Park. Meadows finished third.

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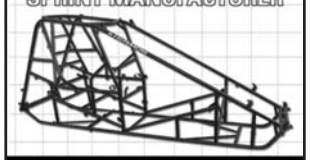
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Wickham Wins First, VanDusen Dominant

Saturday

BROCKVILLE, Ontario — Going into the Lucas Oil Canadian Invasion Series event Saturday night at Brockville Ontario Speedway, Tommy Wickham had never won an Empire Super Sprint (ESS) race. That all changed after he held off some of the top sprint-car drivers from the U.S. and Canada over 25 laps on the fast quarter-mile oval.

ESS

Wickham passed Lance Yonge for the lead, taking charge just before a caution and then fended off challenges from Alain Bergeron and Jeff VanDusen.

VanDusen settled for second, while Steve Poirier, Kyle Wilson and Chris Jones rounded out the top five, respectively.

The finish:

Tommy Wickham, Jeff VanDusen, Steve Poirier, Kyle Wilson, Chris Jones, Alain Bergeron, Lance Yonge, Rick Wilson, Bubby Kerrick, Lee Ladouceur, Mike Stelter, Jeff Cook, Michael Parent, April Wilson, Rich Van Keuren, Cory Sparks, Brian McDonald, Russ Bennett, Lori Cook.

Sunday

CORNWALL, Ontario — Jeff VanDusen dominated Sunday night's Empire Super Sprints feature at Cornwall Motor Speedway.

The race, which was rained out on July 15, saw Van Dusen out in front from start to finish.

"I missed the dash so I watched the race to see where the cars were running and then I walked the track a bit after," VanDusen said. "Most thought it was just going to be a one-lane, on-the-bottom track. But, they watered the top and I noticed with the dew in the air, the moisture was starting to come back through."

Jeff Cook finished second, ahead of Lance Yonge, Steve Poirier and Bubby Kerrick.

The finish:

Jeff VanDusen, Jeff Cook, Lance Yonge, Steve Poirier, Bubby Kerrick, Alain Bergeron, Mike Stelter, Chris Jones, Michael Parent, Kayle Robidoux, Brian McDonald, Russ Bennett, Anthony Cain, Tommy Wickham, Rich Van Keuren, Lori Cook.

Crawley, Gray On Top

Friday

MALDEN, Mo. — Tim Crawley won the 25-lap O'Reilly United Sprint Car Series Mid South Thunder race Friday night at Malden Speedway.

USCS

It was only Crawley's second visit to the three-eighths-mile oval, and he made the most of it, setting a track record during qualifying at the wheel of Mike Ward's No. 88.

From there, he dominated, leading all 25 laps of the feature.

Terry Gray finished second, with Marshall Skinner, Raymond Stull and Jerrod Hull following.

The finish:

Tim Crawley, Terry Gray, Marshall Skinner, Raymond Stull, Jerrod Hull, Brian Bell, Dustin Barks, Steve Short, Dylan DeJournett, Derek Hager, Cody Gardner.

Saturday

ATWOOD, Tenn. — Defending O'Reilly United Sprint Car Series champion Terry Gray won the 30-lap O'Reilly USCS Outlaw Thunder Tour event at Clay Hill Motorsports Park Saturday night.

Gray inherited the lead from the previous night's winner, Tim Crawley on lap 15. Crawley dropped out of the event with a suspension failure.

Gray was in control the rest of the way, holding off Bryce Vowan for the triumph. Marshall Skinner, Raymond Stull and Jerrod Hull rounded out the top five.

The finish:

Terry Gray, Bryce Vowan, Marshall Skinner, Raymond Stull, Jerrod Hull, Wade Oliver, Greg Merritt, Clint Weiss, Cody Gardner, Brian Bell, Derek Hagar, Tim Crawley, Dewayne Prince, Don Young.

Linkenhoker Earns Second VSS Triumph

ELM CITY, N.C. — Anthony Linkenhoker held off Jerald Harris to post his second Virginia Sprint Series victory of the season on Saturday at County Line Raceway.

VSS

Ivan Shaver led the first 11 laps before Linkenhoker reeled him in to take over the top spot. Shaver battled with Eric Keck for second before Harris muscled his way past to take over the second spot. With Linkenhoker far ahead of the field, Harris turned up the wick to try and make up ground, but ran out of laps. Keck, Billy Norfleet and French Grimes made up the rest of the top five.

The finish:

Anthony Linkenhoker, Jerald Harris, Eric Keck, Billy Norfleet, French Grimes, Ivan Shaver, Pete Kingrea, Scott Vasbinder, Donnie Rodeffer, Satch Worley, Chris Ware, Danny Miller, Paul White, Bill Rice, Dick Talley.

Mitrisin Breaks Through

DONNELLSON, Iowa — Jeff Mitrisin put on a dominating performance to win Saturday's 25-lap Ideal Ready Mix Sprint Invaders event at Lee County Speedway to notch his first season victory.

INVADERS

Mitrisin started on the pole and moved out to a comfortable lead as Jordan Goldesberry and Korey Weyant waged a 15-lap battle for the runner-up spot, with Weyant coming out on top just as the caution waved to set up a five-lap dash to the finish.

With an eight-lapped-car cushion, Mitrisin easily outdistanced Weyant, who faded all the way back to sixth.

Nick Eastin took over second, but had no chance to mount a challenge as Mitrisin cruised to the finish. Bobby Mincer came home third, followed by Matt Sutton and Kaley Gharst.

The finish:

Jeff Mitrisin, Nick Eastin, Bobby Mincer, Matt Sutton, Kaley Gharst, Korey Weyant, Russ Hall, Skip Jackson, Dustin Selvage, Jordan Goldesberry, Josh Schneiderman, John Schultz, Ryan Jamison, Matt Harms, Bart Andrews, Tyler Thompson, Lauren Densely, Jimmy Davies, Lance Gullo, Brian Stansberry, Dan Avery, Gary Bonar.

CLASSIFIEDS

RACING MARKETPLACE

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Indy Cars 1



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Midgets 5



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Go-Karts 12



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Parts/Engines 15

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Trucks/Haulers 17

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3. Sprint Cars
4. Mini/Micro Sprints
5. Midgets
6. Supermodifieds
7. Modifieds
8. Stock Cars
9. Formula Cars
10. Sports Cars
11. Dragsters
12. Go-Karts
13. Legends Cars
14. Vintage/Classic Cars
15. Parts/Engines
16. Tools
17. Trucks/Haulers
18. RVs/Campers
19. Safety Equipment
20. Collectibles
21. Apparel
22. Books/Magazines
23. Videos/Photos
24. Tickets
25. Positions Available
26. Positions Wanted
27. Rides Available
28. Rides Wanted
29. Services
30. Trade Shows
31. Auctions
32. Real Estate
33. Business Opportunities
34. Sponsorships
35. Miscellaneous

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NSSN RACING MARKETPLACE

CLASSIFIEDS

Trucks/Haulers 17

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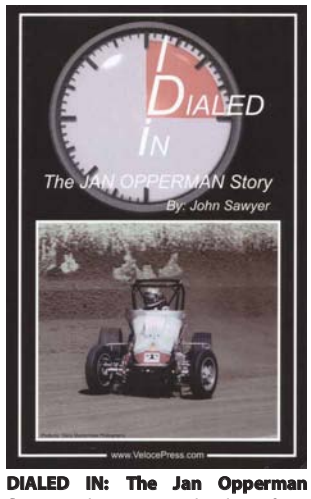
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Saini Clinches

Round-7 Victory At Trois-Rivierés Delivers MX-5 Cup

MAZDA CUP

TROIS-RIVIÈRES, Quebec — Starting on pole and leading all 29 laps, Jason Saini not only won Round Seven of the SCCA Pro Racing SIRIUS Satellite Radio Mazda MX-5 Cup at the Grand Prix de Trois-Rivières, but also clinched the 2007 MX-5 Cup Championship.

Todd Buras and Andrew Caddell completed the podium.

Rounds Seven was a clean sweep for Saini. In addition to qualifying on pole and leading every lap, he reset the MX-5 Cup lap record, entering a fast time of 1:16.170 (71.886 miles per hour) around the 11-turn, 1.521-mile temporary street circuit and taking home the Hawk Hot Lap award. Three caution periods slowed the average speed of the race to 58.109 mph.

The finish:

Jason Saini, Todd Buras, Andrew Caddell, Ara Malkhassian, Pratt Cole, Mark Jenkins, Brad McAllister, Mike Jenkins, Andrew Carbonell, Forest Barber, Patrick Dempsey, Barr A. Fromberg, Randy Hale III, Bill Sweedler, Carlos Tesler-Mabe, Jesse Combs, Harrison Williams, Mike Gatto, Brad Adams, Donnie Barnes, Dale Alexander, Ed Brown, Rick Bellew, John C. Kuitwaard, Bob Michaelian, Chris Sarian, Matt Cross, Kim Ouye, Tim Probert.

Margeson Sweeps

WMRA

EAST WENATCHEE, Wash. — Evan Margeson's run toward his first Washington Midget Racing Ass'n championship continued Saturday when he completed a three-race season sweep of events at the Wenatchee Valley Super Oval.

Carrying a strong 162-point lead over Brea Lopez going into the event, Margeson solidified it further with his seventh win in nine races this year.

Margeson started the 35-lap event inside the fifth row and took the lead from Ken Ferris on lap 16 and romped through lapped traffic to claim the victory.

"The car was hooked up. Everyone was hugging the inside so I tried the outside and it worked," Margeson said.

Ken Ferris was second, with Snake Livernash, Brea Lopez and Brad Curtis rounding out the top five.

The finish:

Evan Margeson, Ken Ferris, Snake Livernash, Brea Lopez, Brad Curtis, Tony Seidelman, Eric Hector, Dallas Melby, Chris Petersen, Skeeter Flake, Kenny Burns.

8-Time Champ Kimmel Answers His Challenge

ARCA NOTES

SPRINGFIELD, Ill. — When the going gets tough, the tough get going.

After rookie **Michael McDowell** climbed to within 20 points of eight-time ARCA RE/MAX Series champion **Frank Kimmel** in the standings, Kimmel went on the attack and with his 70th-career victory Sunday at the Illinois State Fairgrounds, extended his margin to 95 points.

Kimmel also inched closer to Iggy Katona's all-time ARCA victory mark of 79. It was Kimmel's sixth victory at the Springfield Mile in the last eight races there.

"I don't think we've ever had a car better than that," Kimmel said of his **Larry Clement**-owned Ford.

■ Kimmel sailed to victory a full 6.245 seconds ahead of McDowell, who finished second.

■ **Patrick Sheltra** posted a career best third place finish in this weekend's Allen Crowe 100. Sheltra had a previous career best of fourth, which he earned at Berlin Raceway in July.

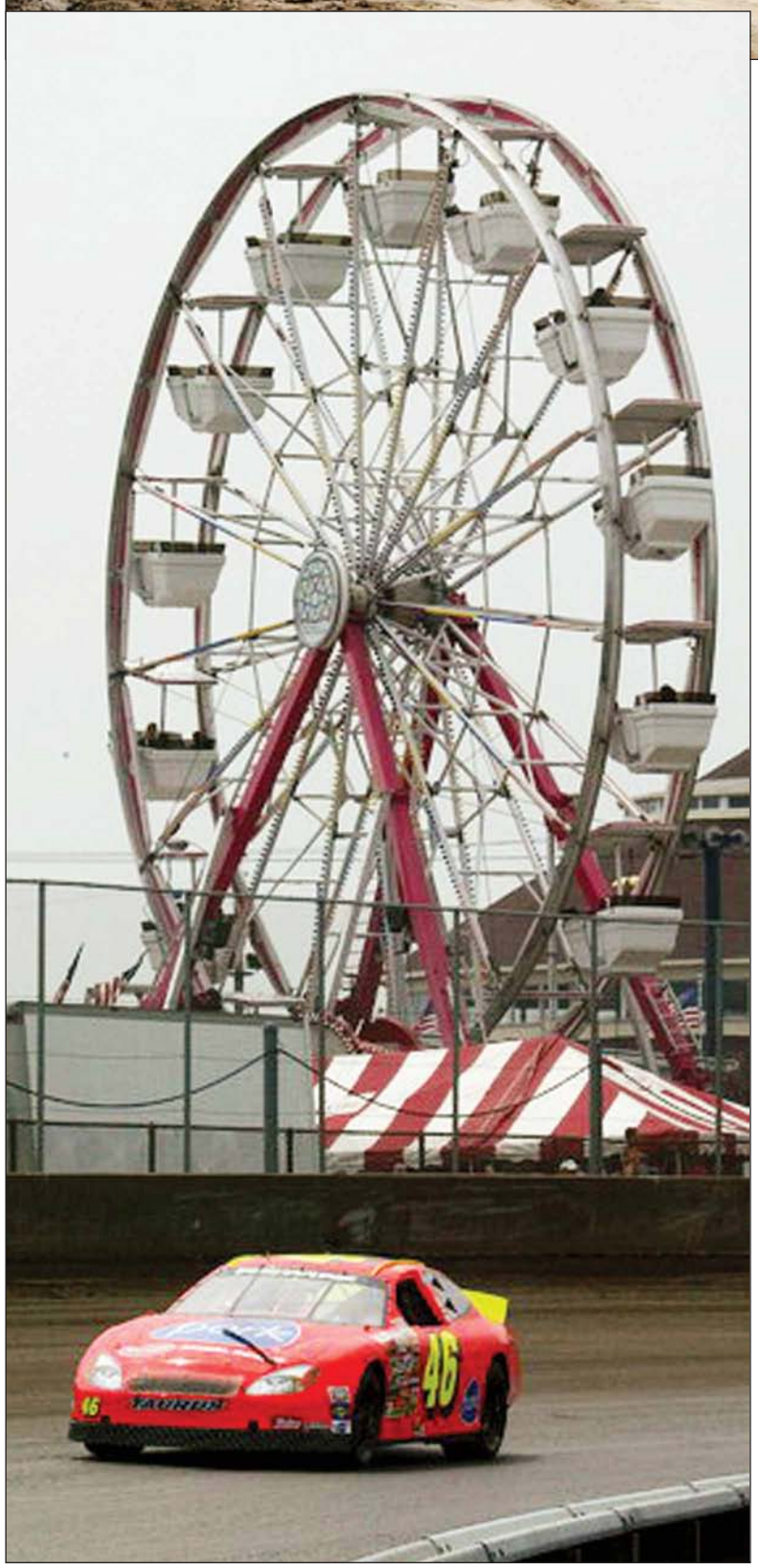
■ Although **Justin Marks** grew up attending dirt track races with his grandfather, the RAB Racing driver had never actually competed on a clay oval until this weekend. To help prepare for the Allen Crowe 100, Marks took a few warm-up laps around the Springfield mile dirt in a Norm Weaver-owned ARCA Lincoln Welders Truck, finishing eighth in the Lincoln Welders 30 on Saturday afternoon. The experience paid off for the Rocklin, Calif., native as he posted a season-best fourth-place finish in the No. 65 Crocs Dodge.

■ **Kelly Kovski**, in the No. 39 Levi Home Construction-Aspen Real Estate Chevrolet, topped the eight Illinois natives in Sunday's ARCA RE/MAX Series race at the Illinois State Fairgrounds by posting a sixth-place finish after starting 29th.



GORDON GILL PHOTO

FAIR DAY: The USAC Silver Crown field passes the grandstands Saturday at the Illinois State Fairgrounds in Springfield, Ill.



ROBERT COSTANZO PHOTO

FERRIS APPEAL: Frank Kimmel navigates the Illinois State Faigrounds in Springfield, Ill., during Sunday's ARCA RE/MAX race.



AUTOIMAGERY.COM PHOTO

SMOKE OUT: Del Worsham smokes his tires during NHRA Funny Car eliminations Sunday at Maple Grove Raceway in Reading, Pa.

BOB BENKO PHOTO

PREPARING: A crew member streches before Saturday's Busch Series Carfax 250 at Michigan Int'l Speedway.





PAUL OYLER PHOTO

DIRT SHOW: Tony Stewart made an appearance Thursday at Lernerville Speedway in Sarver, Pa., for NASCAR Stars Night.

ECONOMAKI:

Badger Midget Club Is Trying Something New

CONTINUED FROM PAGE 4

Shanghai to a suburb.

Up, up and up. Most big-name drivers now have charitable entities bearing their name, and **Jeff Gordon** was one of the first. His foundation's first bowling tournament six years ago raised $4,000 for the Riley Children's Hospital in Indianapolis. Its 2007 renewal late last month generated $244,700 for the hospital. The highlight was spirited bidding for a **Peyton Manning**-donated T-shirt that went for $6,000.

Members of SCCA's New England Region say final approval for their proposed road course in Palmer, Mass., is close at hand and construction of its 2.14-mile raceway, designed to be run in either direction, should start soon. Racing in 2009 is the plan. The $5 to $7 million project will be a "for-profit" undertaking owned by NER Investments LLC, and investors are sought. Interested? Call **Dick Patullo**, (413) 530-1393 for specifics, and please mention *NSSN*.

One of this country's better fan clubs, the Badger Midget Auto Racing Ass'n club, is trying something new to spur interest, a show car. Painted up to showcase the club and its activities, its home base is at Angell Park Speedway in Hales Corners, Wis. And, the club's latest yearbook is now available, $10 from BMARA, 215 Sunset Dr., Dane, Wis. 52529. I'd throw in an extra buck for postage.

Hard-core New England fans and members of NEAR (New England Antique Racers) are gearing up for one of the area's biggest annual gatherings, the day-long **Ron Bouchard** Auto Stores show at his five-make dealership in Fitchburg, Mass., on Saturday, Sept. 22nd. Everyone is invited to enjoy the show and partake of the free lunch. For more call (860) 628-0517.

A kick in the pants for open-wheel buffs. On-track action at the Racing Legends Reunion at New York's Little Valley Speedway on Aug. 26 won't be the Empire Super Sprints gentry as advertised, but rather the Super Late Models. Other hardtop classes will run in support. Repeated rainouts for the late models apparently caused the change.

ARGABRIGHT:

Giving Kids A Chance To Learn Through Reading

CONTINUED FROM PAGE 4

There was a discussion that Union City ought to have a stand-alone library. Doggone it, why can't we at least give our kids a place to go to find knowledge, to find adventure, to find something other than video games and television?

People laughed at the idea. A new library, in this old, tired, one-horse town? You might as well wish for Cinderella's castle, right here by the river across the street from the Chatter Box café.

That kind of talk irritated Carman. Irritated him a lot. He wasn't ready to accept that Union City was a hopeless town, even though the glitz of faraway suburbs have pushed these places to the margins and made them somehow irrelevant.

Carman, who recently retired at age 65, now had a mission. And everybody knows you can't stop a racer on a mission.

The next thing you know, Carman began to lobby people in town. Why can't we build a library? Everybody agreed that it would be nice, but…the money. Michigan law states that local communities are responsible for the construction of libraries, so the state could offer not one dime of help.

Undeterred, Carman recruited several others and a fundraising and planning committee was formed. Several people have pitched in, but Carman has remained the front man, doing the legwork and gentle persuasion that in the beginning allowed a few rays of hope to shine through the apathy.

It has truly been a grassroots effort, and it hasn't been glamorous. The money has come from bake sales, breakfast buffets, and the like. Today, for example, Carman has organized a car show and cruise through Union City, and across the way a smattering of race cars, classic muscle cars, and antique rods sit shining under the sun. It's been nickels and dimes and wrinkled up dollar bills, but the project has inched along.

In what has to be one of the feel-good surprise stories of the year, the group has now raised more than $200,000, which is two-thirds of the way toward their goal of $300,000.

It couldn't be a more unlikely story, or a more unlikely leader. You see, Marv Carman isn't a reader. In fact, he jokes that he's still working on finishing his second book since high school; he means reading the books, not writing them.

All those years ago as a schoolboy, Carman found reading excruciatingly difficult. Today, he would be immediately diagnosed with a reading disability, and educators would know how to help him. But times were different then, so Carman slid through the system, cutting corners and making the best of it.

As an adult he enjoyed success not just in racing, but in the car business, and he later spent many years working for a leasing company. His people skills allowed him to enjoy a successful life and career, and he slowly overcame much of his reading disability. Still, he struggles to digest long blocks of text.

It's sweetly ironic that a man for whom reading is an enormous challenge would work so hard to allow Union City kids to have access to books. But that's his dream; he envisions a child reaching for the bookshelf in the official Union Township Library, opening a volume and feeling the bright rays of knowledge and enlightenment pouring over them.

This library is about more than bricks and mortar and books. It's about pride, and purpose, and citizens who won't allow their town to die. It's about investing in people, and giving them a chance to make better human beings of themselves. When you learn, you grow; no amount of apathy can overcome that irrefutable fact.

One of these days when they have the official ceremony to open their new library — and there will be such a ceremony, there is simply no doubt — the people of Union City can look at themselves and realize that good things happen because good people make it so.

Marv Carman believes in Union City. Just like the racer he once was, he refuses to lose. This is his calling, his mission. And you know what? You just can't stop a racer on a mission.

Number Two For Scott Payea

ACT LM

NORTH WOODSTOCK, N.H. — Scott Payea grabbed his second American-Canadian Tour (ACT) victory of the season and of his career in the Kancamagus 100 at New Hampshire's White Mountain Motorsports Park Saturday night.

Payea led twice, including the final 18 circuits after passing Ben Rowe. With his win, Payea becomes the first multiple winner in nine ACT Late Model Tour events this year.

"It means a lot to get a win at White Mountain," said Payea in victory lane. "This is where I started racing my late model back in 2004, this is where I learned how to race these cars. I passed Ben Rowe on the outside lane for the lead, and that felt pretty good, he's one of the best there is. This is a big win for my team."

Rowe, a multi-time champion in various forms of New England short-track racing, passed Payea for the lead on lap 61, but was outgunned by Payea one lap after the race's third restart, which came on lap 81. Incidental contact cut Rowe's right-front tire, and he fell out of the race two laps after losing the lead.

Roger Brown took advantage to finish second, followed by Brent Dragon in third, Jean-Paul Cyr in fourth and John Donahue in fifth.

The finish:

Scot Payea, Roger Brown, Brent Dragon, Jean-Paul Cyr, John Donahue, Joey Polewarczyk, Robbie Crouch, Patrick Laperle, David Avery, Scott Dragon, Brad Leighton, Brockton Davis, Donald Theetge, A.J. Begin, Eric Chase, Marc Curtis, Jr., Bobby Dragon, Randy Potter, Pete Potvin III, Jamie Fisher, Joey Laquerre, Ron Henry, Jamie Aube, Brian Hoar, Mike Gosselin, Ryan Vanasse, Ben Rowe, Mark Anzaline, Jr., Dean Weber.

FORUM:

IndyCar's Return To The Road Is Questionable

CONTINUED FROM PAGE 4

courses.

I admit that I'm 66 and definitely a traditionalist, but this direction seems wrong to me.

Dennis L. Bencher
Lagrangeville, N.Y.

Hit Delay Button

If the "holier-than-thou" crowd known as NASCAR wants to enforce post-race language in interviews, why don't they demand that TV coverage hit the delay button? I, like Ye Ed, wonders where the money goes.

If ESPN thinks Tony is a bad role model for drinking a case of beer on his week off, maybe they should look around at the thousands of fans who drink a case every race day. Take the alcohol out of a NASCAR race and everybody will see how boring it really is. I'll take my hard-earned money and spent it to see real racing at places like my role model's track — Eldora.

Mike Magurn
Redondo Beach, Calif.

Move To Cable Hurts

I have just gotten home from church at 10:30 a.m. (PST) and would now settle in and watch the NASCAR Cup race. Now, I can't because after the first half of the season, NASCAR has put the coverage on cable. Thousands of race fans — myself included — who do not have cable or satellite are out of the viewing audience.

I read about NASCAR's concern of losing television ratings, yet deprive those of us who would be watching.

I gave cable television the boot over five years ago because of the continual rise in costs and other unused trash channels, which were included in the package. If our officials in Congress and NASCAR could band together, they could allow the cable and satellite networks to offer only what their viewers wanted, and then charge accordingly.

I see that as a vast opportunity to recover a lost audience.

Bob Ebel
Fresno, Calif.

Car Of Tomorrow Fails Today

I just watched the NASCAR clone race at Watkins Glen. What a sorry car. It won't turn. It won't stop. It wheel hops. If this is NASCAR's future, then it doesn't have one.

Why doesn't NASCAR just build the things, then on race day, pass them and the decals out to the drivers?

I guess Gary Nelson dreamed up this nightmare, but he doesn't have to drive it. I wish the drivers and the team owners had some backbone and would stand up to NASCAR. I wish they would boycott next season rather than drive that dog.

What is safe about a car that the brakes won't last the entire race? Guess the wind-tunnel people will be out of a job. This has the aero of a brick. I couldn't watch eight races this year with this thing, never mind the 36 next year.

NASCAR, if you look down, you'll notice that both feet are missing. You have shot them off with this one. You have no one to blame but yourself for low TV ratings. Watch them fall next year.

Why would anyone pay big bucks to see 43 bricks with decals race for four hours? NASCAR has completely ignored the loyal fans – the ones that have been loyal all these years. Go ahead and cater to the 20s tuner set and see how loyal they are.

The CoT is an all-time low for NASCAR.

Dee Goss
Mt. Ida, Ariz.

Speedweek Turned Dusty

After driving from Texas to Lawrenceburg, Ind., for Indiana Speedweek and seeing two days of cars iron the racetrack away, hot-lap the racetrack away, then time-trial the racetrack away, three laps into the first heat race dust — not dirt — covered the stands, and you could not even see across the track.

The push entrance was not even wet down, after asking officials to water the push area so wind did not blow push-off dust into the stands.

After four heat races, an hour was spent watering the track, ironing the track away, and three laps into the B-feature, dust was everywhere. Other than selling concessions for another hour, it was a complete waste of the fans' time.

The feature was so dusty, cars on the backstretch could not be seen.

But we saw the fastest thing on dust — the USAC sprint car!

We blew off Gas City to travel to Eldora for two days of the Greatest Show on Dust. Once again, the same story.

We heard Steve Kinser won the Night Before the Kings Royal, and Donny Schatz won the Kings Royal but did not see it happen for the dust.

It was two days of the World of Outlaws present the "Greatest Show on Dust." (I saw the NASCAR show on Speed, and the NASCAR drivers' track did not look like a dust-track on TV.)

Conclusion: Promoters will not have money for the purses because fans eventually will not continue to pay to see dust-track racing. Racers will not have a track to run because the promoters have no money. Eldora had three water trucks in the pits. Why was the track dry?

If you are going to race on a dust-track, don't waste the fans' time watering the track while you sell concessions. Just raise the ticket price $10 and skip the four concession sales breaks and just race on the dust.

Thanks to *NSSN* for listening to the suggestions of the fans and expanding the Motorsports Calendar for the traveling work force to plan ahead for races in the areas where they will be working.

Larry Bartoli
Weatherford, Texas

Hell To Freeze Over?

If F-1 does not want to run at Indy, Tony George should let Champ Car have the date. What a great way for the two groups to make nice.

Tony George makes some money and Champ Car can stay with their road courses.

Leslie Whitfield
Chicago, Ill.

Ear Of The Beholder

Have never thought of Tony Stewart's four-letter word for excrement as a curse word, although it may offend some delicate folks. Or perhaps, we don't want to offend bulls.

All we warm-blooded creatures do it, maybe not as bulls do it, though. Maybe "BS" would have been a more acceptable term — just a thought.

Jerry Niemann
Noblesville, Ind.



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