

ALL MAJOR SERIES
SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
FEATURES AND PHOTOS
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SINCE 1934



NATIONAL SPEED SPORT NEWS

Hannagan Snags
Speedweek Crown

ALL STARS

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Herbert Wins One For The Boys



NHRA

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MIKE GBUR/JMS PRO PHOTO

JULY 2, 2008

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\$3

GOOD CALL

*Pit Strategy Pays Off For
Busch When Rain Comes*

SPRINT CUP

PAGES 20-21



JIM MCISAAC/GETTY IMAGES PHOTO

REWARDED: Kurt Busch gets a hug from wife Eva after winning Sunday's rain-shortened NASCAR Sprint Cup Lenox Industrial Tools 301 at New Hampshire Motor Speedway.

Kanaan Claims Richmond Crashfest

IRL INDYCAR

PAGES 3, 22-23



Herbert Snaps To At Norwalk

Arana Gets First Win; Pedregon, Anderson Add To Wally Collections

NORWALK, Ohio — Doug Herbert raced to an emotional Top Fuel victory Sunday at the Summit Racing Equipment NHRA Nationals and dedicated his first victory of the season to the memory of his two young sons, who were tragically killed in an accident in late January.

Tony Pedregon, Greg Anderson and Hector Arana also were winners of the NHRA POWERade Drag Racing Series event at Summit Racing Equipment Motorsports Park.

Herbert, who has titled his season campaign "For My Boys," powered his SnaFonFranchise.com dragster to a 4.636-second run at 311.70 miles per



FRANK SMITH PHOTO

ENDING THE DROUGHT: Doug Herbert gets the front tires off the lane Sunday at Summit Racing Equipment Motorsports Park in Norwalk, Ohio.

NHRA

HERBERT: CONTINUED ON PAGE 26

NHRA Releases Findings Following Kalitta Crash

N.J. State Police, Delphi, Ford Among Groups Assessing Fatal Incident

GLENDORA, Calif. — While still conducting its investigation into the details of last week's tragic accident that took the life of driver Scott

NHRA

Kalitta, NHRA shared some of its initial findings and is continuing its efforts to make the sport safer.

It has been determined that a tragic series of events took place that fateful afternoon. An engine explosion near the end of the run resulted in separating most of the car's body from the chassis. The car's parachutes did not blossom, and the vehicle continued down the right

side of the shutdown area at a high rate of speed. It went off the top end of the track, up into the right catch net pole, and hit the television camera boom beyond the end of the sand trap before coming to a rest.

The New Jersey State Police investigation team was on site the same day, working with NHRA officials as both conducted their investigation. Once it becomes available, NHRA will analyze the State Police report for any additional information on the incident. NHRA also continued its own investigation by bringing mechanical engineer and accident reconstruction expert David McCandless, M.S. M.E., P.E., to the site.

McCandless is an independent

FINDINGS: CONTINUED ON PAGE 33

LEFT BEHIND

Former WoO Competitors Out In The Cold

Former World of Outlaw champion Danny Lasoski is running up front again on a consistent basis.

The only catch is, he's doing it weekly at Knoxville (Iowa) Raceway.

"The Dude" gained fame by mastering the historic half-mile Marion County

By CRAIG MURPHY
NSSN CORRESPONDENT

INSIDE LOOK

Fairgrounds dirt track before joining the World of Outlaws. Lasoski won the 2001 WoO title and has won the Knoxville Nationals four times.

After his relationship with Tony Stewart went south, Lasoski reunited with team-owner Dennis Roth and promptly won the only National Sprint Tour title in 2006. But after finishing third in WoO points in 2007, Lasoski was

left looking for a ride.

Lasoski hooked up with another former car owner, Guy Forbrook, and the two have shown why they were such a formidable pairing in the past.

"Knoxville is a fantastic place," Lasoski said. "I consider this my hometown track."

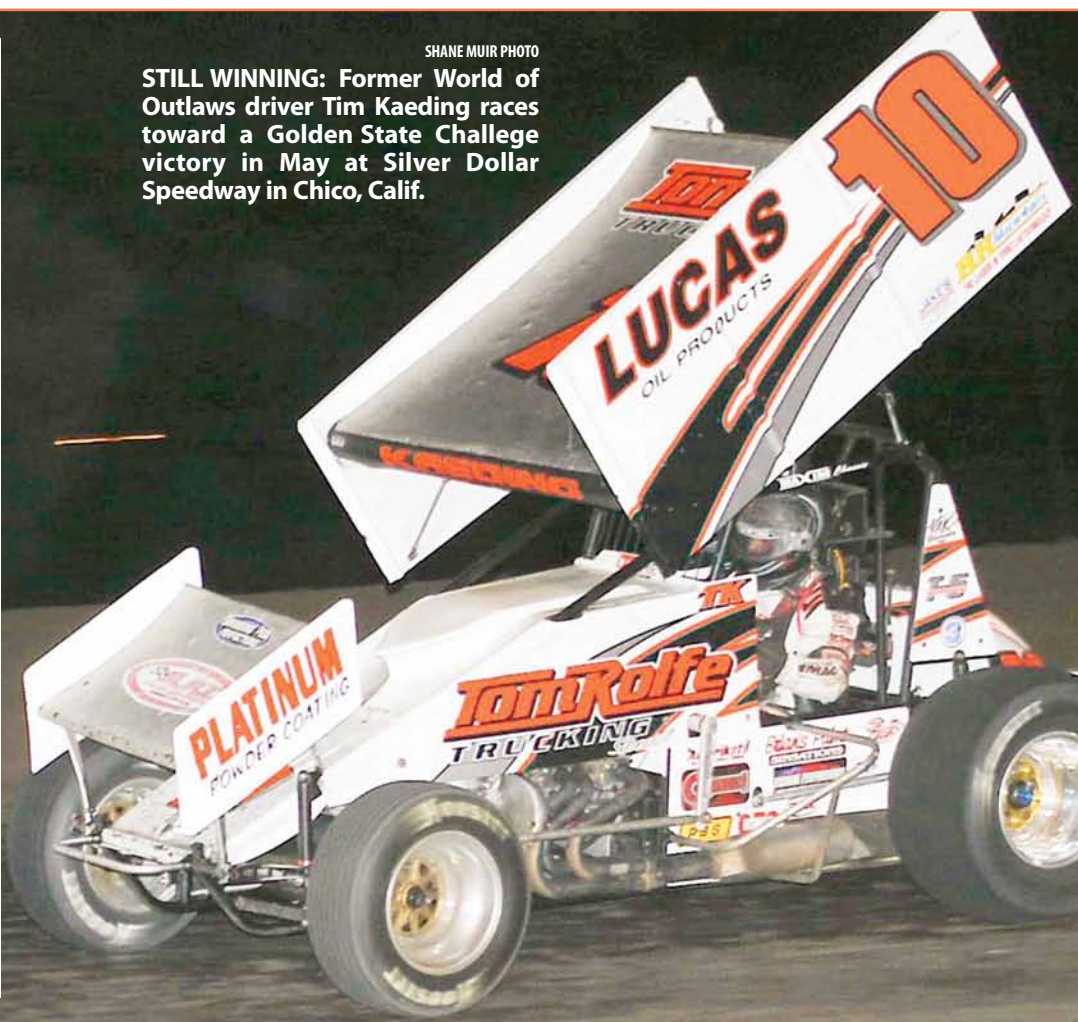
But as good as Knoxville is, and as well known as the track's Championship Cup Series may be, Lasoski is racing with a void.

Simply put, it hurts to be on the outside looking in.

"That's self-explanatory," Lasoski said after finishing sixth in the WoO feature at Knoxville June 7. "I haven't missed an Outlaw race (until this year) since 1998.

BEHIND: CONTINUED ON PAGE 33

STILL WINNING: Former World of Outlaws driver Tim Kaeding races toward a Golden State Challenge victory in May at Silver Dollar Speedway in Chico, Calif.



SHANE MUIR PHOTO

NSSN RACING LINE

The Week In Motorsports For July 2, 2008

Fillip Gets 'Big Boost' From Richmond Silver Crown Score

RICHMOND, Va. — USAC veteran Chet Fillip used experience to win the K&N USAC Silver Crown Series James River Grounds 100 at Richmond Int'l Raceway Saturday evening.

SILVER CROWN PAGE 10 Fillip started 10th on the three-quarter-mile tri-oval, but the wily veteran had shown his hand earlier in the day when he posted the fastest practice time.



JOHN DADALT PHOTO

Schatz Doubles Up With Cedar Lake, River Cities Triumphs

NEW RICHMOND, Wis. — Donny Schatz has had a lot of strong months during his career with the Advance Auto Parts World of Outlaws Sprint Car Series, but he had never won more than five features with the series during a single month.

That all changed on Sunday night, as he picked up his third-consecutive victory and sixth in the month of June.

WOO SPRINTS PAGE 32

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Kanaan Survives At RIR

Pit Strategy Puts TK Out Front To Notch First IndyCar Race Of Season

By **BRUCE MARTIN**
NSSN CORRESPONDENT

RICHMOND, Va. — Just one week after suffering what he called “the hardest hit of his career,” Tony Kanaan won Saturday night’s crashfest at Richmond Int’l Raceway.

Kanaan’s victory in the SunTrust Indy Challenge was the first victory of the season for the Andretti Green Racing driver from Brazil.

This year’s race was extended to 300 laps to give the fans more action. But with a record-tying nine caution flags for 102 laps, the extra 50 laps could have been added to ensure the only lengthy green-flag run of the race.

“We had 72 laps of green flag racing at the end, so it was a great move because at least the fans got to see that many laps in a row, which didn’t happen up until then,” Kanaan said. “Well, a lot of action and definitely a lot of yellows. We benefitted from being in the front, for sure. That’s just a typical Richmond race, a very difficult, very long race. At one point, I looked, it was lap 245, and I just wondered if it was five laps to go like last year, but I knew we still had 55.

“So, it was a tough race. I think we had a strong car. Marco Andretti did, too. We did split the strategies just to try to cover both bases, and finally, the luck was on my side.”

Kanaan started on the pole and led twice for 166 laps, including the final 94. Andretti led once for 90 laps and appeared to have the best car in the field, but AGR’s pit strategy didn’t fall in his favor, dropping him to a ninth-place finish, one lap off the pace.

Andretti gave up the lead when he made a green-flag pit stop on lap 206 for four tires and fuel, which put him one lap down. The team was hoping the race would finish under the green, but when Jaime Camara crashed on lap 218, it allowed the top-nine cars in the race, including Kanaan, to pit under green.

Camara was running third at the time and led 44 laps — the first time he has been in front during his IndyCar career.

Kanaan was the first car off pit road after his stop on lap 220, and he stayed in front to defeat Helio Castroneves by 4.7691 seconds. IndyCar point-leader and Indianapolis 500 winner Scott Dixon was third, followed by his Target Chip Ganassi Racing teammate Dan Wheldon, who ran out of fuel at the end of the race, giving up the position to Dixon.

Oriol Servia was fifth.

With more than one-third of the race run under the yellow flag, the average speed was 108.790 miles per hour, leaving many in the estimated



STEVE SNODDY/IRL INDYCAR PHOTO

TK TOPS RIR: Tony Kanaan celebrates his victory in Saturday’s IRL IndyCar Series SunTrust Indy Challenge at Richmond (Va.) Int’l Raceway.

Will It Be Turbos In 2011 For Indy Cars?

By **BRUCE MARTIN**
NSSN CORRESPONDENT

RICHMOND, Va. — An impressive list of engine manufacturer’s from around the world attended last week’s Engine Roundtable at the Indianapolis Motor Speedway, which was hosted by the IndyCar Series and Honda.

And there appears to be strong indication that the next engine used by IndyCar racing will be turbocharged.

“The best positives associated with it are twofold,” said Brian Barnhart, president of competition for the IndyCar Series. “One being with the diversity of the schedule that we run, it is a great power control and helps us adjust power levels. If we need a little more power on the street and road courses, we can certainly adjust the boost up. And if we need less power, we can turn it down and control the boost level down from that standpoint.

IRL INDYCAR

“And also you can’t underestimate the second positive that is also just the sound. It’s a natural muffler. With more road and street courses, city streets that type of deal, it’s nice to turn our adjustables down a little bit, and it’s got a great sound to it.”

Audi, BMW, Chevrolet, Fiat, Mazda and Volkswagen sent representatives to discuss the future specifications for Indy car racing. Engine builders Cosworth, John Judd, Ilmor and AER were also in attendance.

Fiat owns Ferrari, Alfa Romeo and Maserati and is heavily involved in Formula One, as is BMW. Audi recently won the 24 Hours of Le Mans for the third-straight year.

“We talked about whether it should be turbocharged or normally-aspirated,” Barnhart said. “We talked about the number of cylinders and configuration. There was a lot of discussion. But, again, all of that was from them to us, as our guests at the roundtable, it was our role to sit and listen to the manufacturers and their opinions.

“We didn’t tell them a whole lot about what our positioning was with regards to specifications. We spent more time telling them what our business plan is, making sure they were educated about what the IndyCar Series is, where we’re going, where we’re racing, what our market is, what our audience is, that kind of stuff.”

“We talked a lot about our schedule, the diversity of tracks that we run and versatility required by our equipment, the challenges faced by that. And then we listened to them talk about specifications, whether it’s turbocharged or normally aspirated or V-6 or a V-8 or V-12 or whatever. We talked about alternative fuels and all that type of stuff.”

Volkswagen was involved in Super Vees in the early 1970s and is not involved in auto racing at the moment outside of its off-road team that competes in the Paris to Dakar rally.

“It raises the challenge to us to make sure we raise the value of the series, deliver that marketing value to each company considering participation...Everyone understands what large companies can bring to a business like ours. And to me, that was really reinforced at the meeting.”

TERRY ANGSTADT
INDYCAR COMMERCIAL DIVISION
PRESIDENT

TURBO: CONTINUED ON PAGE 22

KANAAN: CONTINUED ON PAGE 22

OPINIONS

ECONOMAKI: Richmond tests the skills of IndyCar drivers. **PAGE 4**
FLETCHER: The art behind the blue-and-yellow flag. **PAGE 4**
MARTIN: Servia is no stranger to oval track racing. **PAGE 23**

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| Paulsen | 5 | Wade | 27 |

EXCLUSIVE

New Approach Bringing ARDC Midget Racing Back To Life

While statistics may not tell the whole story, there are two numbers that help portray the current health of the American Racing Drivers Club. The numbers are 70 and 36.

GOING WINGLESS PAGES 24-25 The significance of 70 — the birthday ARDC will celebrate in 2009.

Except for the World War II years, it has been in continuous operation longer than all but one other midget club in the country.

WINNER'S LIST

| Series | Winner | Where | Page |
|-----------------|-------------------|------------------------|------|
| WoO LMS | Josh Richards | Canandaigua, N.Y. | 8 |
| WoO LMS | Darrell Lanigan | Minersville, Pa. | 8 |
| ARCA RE/MAX | Justin Allgaier | Nelles Corner, Ontario | 17 |
| Nationwide | Tony Stewart | Loudon, N.H. | 28 |
| Craftsman Truck | Ron Hornaday, Jr. | Memphis, Tenn. | 30 |
| NASCAR Mods | Chuck Hossfeld | Loudon, N.H. | 30 |
| USAC W. Sprints | Porter Smith | Tracy, Calif. | 45 |
| USAC W. Midgets | Shane Golobic | Tracy, Calif. | 45 |

THE FINISH

“I thought about it later. I feel really bad about it. I really threw Scott Sharp under the bus.”

ED CARPENTER ON HIS COMPARISON OF DANICA PATRICK TO SCOTT SHARP

IRL INDYCAR, PAGE 44



▶ PUBLIC FORUM

Let your voice be heard

The Junior Rules?

I can't believe NASCAR let Dale Earnhardt, Jr. pass the pace car (at Michigan) and didn't put him at the back of the line.

That's what I hate about NASCAR — they change the rules for certain drivers. Also, the "lucky dog" stinks. All races should be ended by racing the last three laps, period.

I'll stick to sprint cars on dirt. Thank God there is no announcer, like Michael Waltrip or Brad Daugherty, who knows nothing.

Richard D. Burch
Mansfield, Ill.

Back To Dave's Point

In the June 11 edition of Public Forum, Mr. Krauss, Jr. used nearly an entire column to simply restate the facts of a racing incident and criticize Dave Argabright in regards to his editorial titled, "Confrontation With Danica."

I agree that Ryan Briscoe was to blame and Danica had every right to be angry and want to confront Briscoe. Although in your lengthy letter you failed to address the actual topic and offer a valid option, which a male driver can choose — and not lose face — when put into a "Confrontation with Danica."

Chad Mercer
Fresno, Calif.

On Kalitta Tragedy

In the wake of Scott Kalitta's tragic death, I wonder if some of the more innovative minds in the sport like Jim Head or John Medlin could find a way to automatically deploy the chutes at the end of the run or in the event of engine failure.

In recent years, as a fan and spectator, I've witnessed many nitro drivers get into trouble because they were late getting their chutes out. A dramatic recent example was Del Worsham at Pomona. He had a blower explosion that buckled the body, and he

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.



Driving Is One Thing, Racing Another

Richmond's IndyCar Contest Revealed The Difference

MIDLAND PARK, N.J.

The recent Indy Racing League whirligig at Richmond Int'l Raceway, at which eight yellow flags were displayed before the halfway mark was reached, showed, if nothing else, that the tight Richmond Int'l Raceway requires skills beyond the ability of some IRL regulars. Of interest was the classification by our latest Indy 500 winner, New Zealander **Scott Dixon**, of **Danica Patrick** as "a menace," which lost him some friends state-side. When the Richmond checkered finally waved, Danica was not only the best-placed American driver among those finishing, but was the top American driver in IRL series points heading into Watkins Glen this weekend. Name-calling is new to the IRL. Will it continue? The Glen may well provide the answer.

Beyond the announcement that retired World Driving Champion **Michael Schumacher** has been named chairman of the newly created Motor Sport Safety Development Fund, no details of the organization's objectives or goals have been received.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

It should be fun and games for Indy Racing League members come Nov. 5 as its annual awards banquet will be held at The Palms in Las Vegas.

Seeing obituaries for leggy dancing star **Cyd Charisse** reminded Ye Ed of auto racing's very first national convention, organized by this newspaper: It was in 1939 or 1940 at the hotel New Yorker at 8th Avenue & 34th Street in Manhattan. Its planning was elaborate and grandiose and the hotel management had gone out of its way to cooperate. Attention getters in the lobby included a few midget-racing cars — static exhibits — including the beautiful California-built **Rudy Adams JAP**. A day or two into the convention, which was highlighted by an endless succession of cocktail parties, a few spirited delegates decided to fire up the Adams JAP in the hotel's main lobby. One partygoer climbed behind its wheel while other partygoers — including Ye Ed — became a push-start crew. Back and forth, forth and back across the lobby we pushed and pushed until it finally fired. The car had no clutch, but an in-and-out gearbox lever on the lower-left outer side of the cockpit, which the driver — whose name cannot be recalled — managed to disengage just as the engine roared to life. Now, idling loudly, the driver engaged the gearbox lever and, instead of the car lurching forward, it



JOHN DADALT PHOTO

BANG: Will Power (8) was one of many drivers that tasted the Richmond (Va.) Int'l Raceway concrete during Saturday night's IndyCar Series race.

gathered huge sheets of the lobby's carpeting, depositing it in a huge pile against the hotel's registration desk before the car moved. Across the spacious hotel lobby, the car sped, swerving into a hallway leading into the hotel's celebrated "The Room," at which guests were enjoying the dancing of **Cyd Charisse** and singing of **Tony Martin** while partaking of dinner. The midget racing car bumped down two steps, nudging open doors to "The Room" just as it stalled. At this point the bluecoats, called by hotel security, arrived and we participants fled. Shameful? Yes, but always fond are such memories.

Talent rewarded. **Chris Powell**, general manager at the Las Vegas Motor Speedway, a Speedway Motorsports, Inc. property, has been elevated to the presidency of the big oval. This track has been in the news of late, due to SMI's headman **Bruton Smith** making noise about a second Sprint Cup Series date for the track. In addition, LVMS may be part of a five-track package of IndyCar Series events, SMI is attempting to negotiate with the Indy Racing League.

The announcement that German carmakers Porsche and Audi will cooperate on matters technical has car types wondering if they will adopt a similar look. Insiders say the cooperation will be on hybrids, rather than standard models. Audi makes no bones about its desire to become the world's most successful

ECONOMAKI: CONTINUED ON PAGE 47

What Good Is The Blue Flag With The Yellow Stripe?

EAST LEROY, MICH.

The guy on the flagstand was wearing his arm out waving the blue flag with the wide, yellow stripe emblazoned across the middle of it. Some of the slower-moving late-model drivers were doing a decent job of moving over on the narrow dirt surface to let faster cars speed by, some others were reluctant to do so.

The track was a quarter-mile bullring and drivers were almost always in traffic. The fastest racing groove was on the bottom; lapped cars were moving to the top.

Watching that flagman work so hard really got me to thinking: That blue-and-yellow flag, is there really any use for it? It means different things to different people at different places. Those differing perceptions combined with differing rules that vary from track to track all lead to a lot of confusion.

It must be confusing because I'm always hearing late-model drivers complaining about lapped cars.

At some tracks, the flag is used only as a warning to let slower drivers know that faster machines are coming. Other tracks instruct drivers to move high or low out of the preferred racing groove when the flag is waved in their direction, while still oth-

BETTER THAN THIS



PAUL FLETCHER

ers tell drivers to stay in the groove they're in until faster cars pass.

Some tracks don't even use the flag at all. See, that's confusing.

There are even different names for the flag depending on where you happen to be attending a racing program. I've heard it called a move-over flag, layover flag, passing flag and so on. My brother came up with a real good name for it several years ago, but I'm not repeating it here.

I'm sure it would be asking way too much to have a standardized protocol on using the blue-and-yellow flag. Yeah, that ain't never gonna happen.

And in reality, it's likely not possible because of several factors.

Which brings us back to the original question: Is there really any use for it? Personally, I'd like to see it used on most interstate I travel, but most likely, only a few of us would understand. And only a handful of those who knew what it was would pay any attention to it. Just like at a lot of race tracks.

In reality, at some tracks the flag might be beneficial to let drivers know when other competitors are catching them. Other

FLETCHER: CONTINUED ON PAGE 47

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The
Audit
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If Not Money, What Do Racers Want?

FONDA, N.Y.

When Fonda Speedway promoter Ric Lucia dug up enough sponsorship to make his new five-race "Go Green NMX Fonda Thunder Series" feasible, he expected numerous outsiders would challenge his modified regulars for race wins and the series' point fund money.

The 40-lap opener and another 40-lapper in late June sported a \$4,000 winner's share, with upcoming 50-, 60- and 100-lap events set to pay \$5,000, \$6,000 and \$9,500 to win, respectively. And the top three in points are guaranteed \$4,000, \$3,000 and \$1,500.

With most central New York tracks paying \$1,500 to win, observers expected 10 or 12 outsiders for the series. But the region's all-time leading winner, Brett Hearn, was the only "name" to appear.

"Race car guys live to complain, mostly about money," said the disappointed Lucia. "Then, when the real deal comes to town, they don't show up. Why do they complain about purses all the time, then go race for \$500 or \$1,500 to win? They need to sit down and be quiet. They complain about money, but that can't be the real issue. Otherwise, they'd show up."

If it's not money, then what is it that attracts racers to a particular track?

"Whether they admit it or not, guys are results oriented," said Lucia. "They'll tell you it's money, but they're looking to go somewhere they know they can win, or at least get a deal. But if we're trying to elevate the sport, and everyone tells you that's what they're trying to do, you can't race where it's easy or for the perks, the extra \$100 the promoter gives you not to go somewhere else. You've got to go race for the purse. And besides, only the chosen few get the perks anyway."

According to Lucia, his regular Saturday night purse is in the \$9,800 to \$10,200 range, with the 40-lap specials paying some \$14,860.

"It's hard to get guys to move around on a Saturday night for any amount of money, though one of the five is a mid-week show and another is on a Sunday, so it's not all Saturdays," offered Hearn. "I came because I think if a promoter puts up that kind of money, plus a point fund, you should come."

THE LONG LOOK



RON HEDGER

And you'd think the guys running for \$1,500 to win, who can't possibly win a track title because they'll miss races for some DIRTcar Tour events would be here, too."

Former champion Bobby Varin, who along with defending Fonda titlist Matt DeLorenzo and Ronnie Johnson tops the local contingent, agreed with Hearn.

"There should be more cars here," he declared. "A purse like this deserves more cars. I'm glad to be involved with a track trying to make things better for everyone and I hope it works out for Ric in the long run."

Lucia's frustration was obviously stoked by the lack of newcomers, but that wasn't the initial source. He's been upset since another track opened nearby and, because it was new, offered much smaller purses than the long-established Fonda. And when Varin's owner, who Lucia says has complained for years that Fonda should pay more, took over the track last season, things got worse.

"This is all about taking care of my local guys, both the racers and the fans, by giving them series events without them having to travel all over and buy a lot of gas," said Lucia. "But it's a world of double standards. I still can't understand how guys can buy a new TEO chassis and a good Enders small block and go over there to race for \$500 to win. And how can a car owner say I don't pay enough, then pay a fraction of my purse at his track?"

"Why wouldn't it make sense for everybody to cut their purse? If this series doesn't succeed in drawing cars and people, why shouldn't I cut my winner's share to \$1,500 like the DIRT tracks in central New York, or even lower; down to what Glen Ridge pays?"

"If we're not careful about managing our sport differently, we're looking at a sunset for racing as we know it. You can't have all this fragmentation, with guys racing for \$500 and \$4,000 to win a couple of miles apart. It's not a great time for the sport."

DeLorenzo won round one and Pat Ward took the second event in the series.

"The bottom line?" summed up Lucia. "I can't make it any easier for guys to race for extra money."

Trying Something Different

FARGO, N.D.

If you love what you do for a living, everything is supposed to be gravy, right? Easier said than done when your profession is driving a 900-horsepower sprint car more than 80 times a year from coast-to-coast. I've been fortunate to build a career in racing, but every time I get into a sprint car my expectations are to win.

In the past couple of weeks, I've had the chance to have some fun racing outside my normal World of Outlaws job. Two weeks ago, Danny Lasoski came over to me at the last minute and asked me to be in the annual Michael Ross Memorial Celebrity Race of Champions in Sedalia, Mo. The Dude was in a pinch, so I figured I'd help him out.

There were a handful of guys from different types of racing in the event like Gary Scelzi and Jim Head from NHRA, some NASCAR guys like Clint Bowyer, Dave Marcis and Randy LaJoie, and me, racing modifieds right in the middle of a regular World of Outlaws points race.

Tony Synder, from Kansas, built an awesome race car, and I got to hot-lap it for about three laps...the first three laps I've ever made in one of those cars. I was pretty squirrely, but that's what happens when you get in a car that works exactly the opposite of a sprint car.

When I went back over by my sprint car, my dad says, "Man, Tony (Stewart) didn't look real good in the modified. You think he is OK?" I told him that was me out there and thanked him for the vote of confidence.

After warm-ups the car owner told me to just run it in there, and it would stick through the corners, and I'd go to the front. Not quite the "matched set of tires" speech that Cole Trickle got, but it worked. We started fifth and drove to the front.

There was a late restart, and we had a green-white-checked finish. I was leading and Clint Bowyer was right behind me. I knew Clint brought a good car to this event, and I've seen him race a modified and late model on dirt before, so I knew I would have my hands full. He was running the bottom and we were on the high side and I just kept it as straight

SNAP SCHATZ



DONNY SCHATZ

as I could. I jumped the cushion at one point and thought I was doomed, but he never got under me.

The other fun thing that I got to do recently was race against Tony, Kasey Kahne and Dave Blaney in sprint cars. The Ollie's 360 Challenge is a three-race event that we are excited to be a part of, and it kicked off last week at Sharon Speedway.

I hadn't been in a 360 since 1996, so I was really looking forward to it. Logistics were a bit of an issue since the two Tony Stewart Racing Outlaw rigs were in Kansas. We ended up using my transporter that we used last year, and both Tony and I worked out of it.

I always get asked what's it like to drive for him, so the fun part about this event is that we get to work out of the same trailer, talk about the track and race each other. He asked me a few things here and there, and we talked a little bit about making sure he didn't get too balled up in the corners during the starts, but for the most part, he had it figured out.

Dave Blaney and his family have done a great job with Sharon. It's a perfect place to race because you can roll the corners nice and either keep it held to the bottom or slide up to the cushion. Tony did a good job moving forward in both his heat and the B. I lapped him late in the feature and (Stewart's crew chief for the night) Jimmy (Carr) told me after I lapped him, he got behind me, followed my tracks and did pretty well. The bottom line is that he had a blast.

We'll get to do it again right before the Kings Royal, and, fortunately for us, we have a \$50,000 incentive. The series organizers put up a bonus for any driver that could win two of the three challenge races.

Paul Kistler, who builds the motors for the Bass Pro Shop World of Outlaws team, built a phenomenal engine for us. We took the lead in the feature on lap 12 and went on to win the race.

I couldn't think of a better way to start the Kings Royal week than by picking up \$50,000.

It's fun to be able to get away from our regular World of Outlaws stuff on occasion. Not too often though; things are going OK there, too.

Keeping Your Engine Cool Is A Year Around Job

BROWNSBURG, IND.

It's that time of the year. The heat of summer and the challenge of cooling your race car when temperatures are in the '90s.

Although we've talked about cooling in this column before, I don't think we can stress enough the importance of maintaining your cooling system. It is an area that many overlook.

For this column, we're going to assume that your race car has the proper radiator for the horsepower and car you're racing, and that all other components are correct for the application. Let's look at the components and what needs to be done to make sure they're up to the task of cooling your car.

■ Radiator Maintenance — The

radiator is the primary component in cooling. It's the heat exchanger that rejects the heat created by the engine. The most important thing to do is keep it clean, inside and out. The inside of the radiator is often overlooked, but very critical in keeping the radiator efficient. Typical tap water is full of minerals like lime, iron and calcium. When water is heated and cooled, the minerals separate and stick to aluminum surfaces, not only inside the radiator tubes but also the block and cylinder heads.

When these deposits coat the metal surfaces, it hurts the efficiency of heat transfer. Block rust will also reduce efficiency. It's a good idea to use an anti-corrosive additive to help keep the deposits to a minimum. Products like NEO Keep Cool or Red

THE TECHNICAL SIDE



CHRIS PAULSEN

Line Water Wetter have very good anti-corrosive agents in them. If possible, use distilled water.

The cooling fins are also very important to keep clean. The integrity of the fins is critical. Engineers are always working on cooling-fin design. Inside the fins are thousands

of tiny louvers that direct the air and carry the heat away. If the fins are filled with dirt or rubber, it reduces efficiency. When cleaning the radiator, be very careful not to damage the fins. On aluminum cores, the fin is very delicate.

■ Water Pumps — There isn't too much that can go wrong with a water pump. The pump seal is about the only vulnerable part. Keep up on the pulley and belt in the case of belt-driven applications.

■ Fans — Electric fans are the predominant choice on race cars today. Make sure they are performing to the manufacturer's specification in regards to CFM. Typically, the fan will not work when it fails. The best way to check out the performance is with an Ohm meter. Every fan will

have an amp draw rating for start up and continuous run. These numbers are part of the spec of the fan. If the amp draw is substantially higher than the spec, chances are it's not performing properly.

■ Duct work — It takes air to cool. Duct work into the radiator is critical. As the season goes on and a little beating and banging takes place, the integrity of the duct work needs to be maintained. Proper duct work ensures that all the air goes through the radiator core. Make sure the radiator is sealed to the duct work.

All of these things will help keep your race car cool during the hot days of summer racing. Keep it clean and maintained so you can be there at the finish.



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STEVE ETHERINGTON PHOTO

NOT COMING TO AMERICA: Felipe Massa (2) leads the way during the recent Formula One French Grand Prix. But Massa and his competitors do not appear headed back to the United States in 2009.

Indianapolis Not On '09 Slate

FIA Plans One-Make Feeder Series, Utilizing Formula 2 Name

By **DAN KNUTSON**
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — While the United States Grand Prix is not listed in the provisional 19-race 2009 F-1 schedule released by the FIA, Indianapolis Motor Speedway President **Joie Chitwood** said that the track is keen to host the F-1 race, perhaps as soon as next year.

F-1 NOTES

“The Indianapolis Motor Speedway continues to be interested in the return of the United States Grand Prix,” Chitwood told *National Speed Sport News*, “and discussions will continue toward a solution that meets the goals of both Formula One Management and IMS. We believe that a return during our Centennial Era of 2009-2011 would be appropriate, but it must be on terms reasonable to all parties.”

Australia kicks off the season on March 29, and the new race in Abu Dhabi closes it on Nov. 15. The iffy French GP will return to Magny-Cours and the British race moves from its traditional July date to June.

■ **Robert Kubica** has expressed concern that BMW Sauber is lagging behind McLaren Mercedes and Ferrari in developing their 2008 cars.

■ The FIA plans to resurrect the Formula 2 name with a new, one-make feeder series for F-1. According to the FIA, the series, launched in 2009, would be used as “an inexpensive platform to develop emerging driver talent for F-1.” It is hoped this can be achieved within a budget of around 200,000 euros [\$315,000] a car per season. Seeing that top go-kart teams spend that much annually in Europe, it remains to be seen if F2 can realistically run on such a budget. But many teams would welcome an alternative to the overpriced GP2 series owned by CVC.

■ Although its drivers have been penalized three times in the past two races, McLaren has denied speculation that the FIA is picking on the team.

■ BMW Sauber is restructuring its technical department. **Willy Rampf**, currently the technical director, becomes technical coordinator in November. He will still be responsible for the vehicle concept and will lead the team at the race track, but the responsibility for business operations and line management will pass to **Walter Riedl**, who already heads up operations at the team's Swiss base and overall project management in his capacity as managing director.

■ Rumors are circulating that GP2 racer **Bruno Senna** will become BMW

Sauber's test driver in 2009.

■ Following a meeting of the FIA's World Motor Sport Council in Paris, the FIA announced it will enter into a wide-ranging consultation with the F-1 teams to examine plans for improved efficiency, including new technical regulations for the championship. This will also involve a review of the governance of F-1.

The less than subtle message here is that the FIA wants to strengthen its links with the teams and thus weaken the stance of the third member of the group — commercial rights holders **Bernie Ecclestone** and the CVC group.

But Ecclestone says that FIA cannot interfere with the commercial side of F-1.

“Under the agreement with the European Commission, the FIA are the regulators of the sport — like the police — and Formula One Management are the commercial rights holders,” he said.

Entry fees for the 2009 championship will be 309,000 euros [\$486,675] per team. Initially, the FIA considered a drastic hike, but it decided on just the 2008 fee plus a three percent increase in line with inflation. However, the FIA will launch a consultation with the F-1 teams for the introduction of further fees to cover improved safety systems and equipment at every Grand Prix.

Entries for 2009 must be filed this July. If any teams were considering joining or forming a breakaway series, they now have only a few weeks to do so before they have to commit to the current championship.

■ All 10 teams tested at Silverstone last week as they prepared for the upcoming British Grand Prix. **Felipe Massa's** Ferrari was quickest on the opening day, but McLaren Mercedes took over the top spot with **Heikki Kovalainen** and **Lewis Hamilton**, respectively, fastest on the following two days.

Ecclestone Denies Setting Up Mosley

By **DAN KNUTSON**
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — F-1 czar Bernie Ecclestone denied speculation that he set up the sex scandal that disgraced FIA President Max Mosley.

“It is nothing in the world to do with me in any shape or form,” Ecclestone told *The Times*. “Secondly, this sort of

thing is not my style — not the sort of way I would operate. Thirdly,

there is no way in the world that I would want to destroy Max.

“To suggest I would want to do that is such a lot of bollocks, quite frankly — it's not true.”

The Times subsequently revealed that Ecclestone warned Mosley that someone was plotting to destroy his reputation. The newspaper says that London-based intelligence consultant Dean Attew of Titon International was approached in January by someone who wanted to get rid of Mosley.

“During the conversation,” Attew explained, “I said to the guy, ‘What's your budget?’ and he said, ‘It's an open budget,’ and I said, ‘OK, be specific here, are you after Max, are you after the FIA or are you after Bernie?’ They then went back and they came

back a little while later and said, ‘We are not going to pursue it for the time being.’”

Attew has worked with Ecclestone and Mosley in the past.

“I sat down with Bernie and told him what I'd heard,” Attew said.

“Bernie then told Max. I know this because Max later confirmed this to me. Because of the relationship I have with both of them, and Max knowing who I was, I assumed that the warning would be taken seriously.”

Attew added, “Bernie said, ‘Dean, you are not going to find anything because there's nothing there, he's Mr. Boring in that sense.’ Mosley had kept this a good secret.”

All this happened two months before a British tabloid broke the story on Mosley.

“It was very clear that Max had disregarded both the advice he had been given and had failed to realise his vulnerability at that stage,” Attew told *The Times*. “The issue for me was his total disregard for genuine advice from individuals that he knew had his best interests at heart. When we saw what was in the *News of the World*, Bernie was as flabbergasted as I was.”

Just who approached Attew in the first place remains a mystery.

Ford's Davis Will Retire; Toyota Promotes White

HARRISBURG, N.C. — Veteran Ford Racing Technology Director Dan Davis is retiring Aug. 1 after 32 years with the company.

Meanwhile, Toyota promoted Lee White as president and general manager of Toyota Racing Development.

Brian Wolfe, a 26-year Ford veteran who has held a series of management positions within Ford's powertrain operations, has been named the new director of Ford Racing Technology, replacing Davis.

“Dan has done a great job for the company and its racing program, and he's going to be a tough act to follow,” said Wolfe. “I look forward to the challenge of taking the program forward and continuing the record of success he brought to us.”

Wolfe, 47, has been director, Powertrain Calibration and Controls, Product Development, since 2002. In his most recent job, Wolfe had global responsibility for all powertrain computer-control software applications and powertrain calibration, including drivability and emissions.

He began his career at Ford Motor Company in 1982 and has held various positions within Ford's powertrain-development area.

Wolfe received bachelor's and masters degrees in Mechanical Engineering from the University of Michigan-Dearborn.

White and Laukes will replace Jim Aust, who retired June 30 from his position as vice president of motorsports at TMS and president at TRD.

“As the Toyota racing program continues to grow and we enhance our motorsports marketing activities, these changes will allow Lee and Ed to focus on their key areas of responsibility, both on and off the track,” said Dave Illingworth, TMS senior vice president, chief planning and administrative officer.

White, who will report to Illingworth, will be responsible for all TRD activities in the U.S.

Laukes has served as corporate manager of motorsports marketing since last year and will now be responsible for all TMS motorsports activities, including public relations and marketing operations, which encompass strategy, research, sponsorship, advertising and merchandising activation. He will continue to report to Randy Pflughaupt, TMS group vice president, marketing.

2009 Provisional F-1 Sked

| Date | Location |
|----------|-------------------|
| March 29 | Australia |
| April 5 | Malaysia |
| April 19 | Bahrain |
| May 10 | Spain |
| May 24 | Monaco |
| June 7 | Canada |
| June 21 | Great Britain |
| June 28 | France |
| July 12 | Germany |
| July 26 | Hungary |
| Aug. 9 | Turkey |
| Aug. 23 | Europe [Valencia] |
| Sept. 6 | Italy |
| Sept. 13 | Belgium |
| Sept. 27 | Singapore |
| Oct. 11 | Japan |
| Oct. 18 | China |
| Nov. 1 | Brazil |
| Nov. 15 | Abu Dhabi |

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Shirley Goes Two-For-Five

June 24

SEDALIA, Mo. — Brian Shirley pulled off a dramatic victory, passing Billy Moyer for the lead on the final circuit to win the 30-lap UMP DIRTcar Summer Nationals June 24 feature at Sedalia State Fair Speedway.

“It was a really exciting night,” said Shirley, who registered his first victory of the 2008 Summer Nationals in the tour’s ninth event. “The last five laps, I just hit my marks perfect.”

Competing in the first Summer Nationals event at the big, fast Sedalia half-mile oval since 1992, Shirley proved patience was a virtue after starting third. He rode for 29 laps on the bottom before making a last-lap pass of six-time Summer Nationals champion Moyer, pulling alongside the legend through turns one and two and then surging ahead on the backstretch. Moyer led laps 1-29 after starting second, but settled for runner-up money.

Former Summer Nationals champion Don O’Neal registered a third-place finish, while Dennis Erb, Jr. and Jeep VanWormer rounded out the top five.

The finish:
Brian Shirley, Billy Moyer, Don O’Neal, Dennis Erb, Jr., Jeep VanWormer, Randy Korte, Steve Sheppard, Jr., Darren Miller, Jeremy Payne, Wes Steidinger, Will Vaught, Terry English, Eric Turner, Dewayne Kiefer, Jason McBride, Terry Phillips, Rusty Dukes, J.D. Hubert, Jason Feger, Jordan Bland, Ryan Unzicker, Larry Clawson.

June 25

ELDON, Mo. — One night after the low groove did him in at the historic Sedalia State Fair Speedway, veteran Billy Moyer was determined to avoid a repeat performance.

A six-time UMP DIRTcar Summer Nationals champion, Moyer emerged victorious for the first time on the 2008 tour and for a record 63rd time in his Summer Nationals career with a victory in the June 25 40-lap feature at Lake Ozark Speedway.

Moyer, 50, made a strong jump from the fourth-starting spot and maneuvered around defending UMP Summer Nationals champion Dennis Erb, Jr. for the lead on lap five and never looked back en route to the \$6,000 winner’s share.

“It was a long time coming this year, it seemed,” said Moyer. “We’ve had some good runs, but just been a little off. We keep learning on this car, and I made some adjustments.”

Darren Miller charged

from his 11th-starting spot to finish third. Brian Shirley was fourth and Randy Korte rounded out the top five.

The finish:
Billy Moyer, Dennis Erb, Jr., Darren Miller, Brian Shirley, Randy Korte, Ryan Unzicker, Wes Steidinger, Denny Woodworth, J.D. Hubert, Mike Hammerle, Andrew McCay, Dewayne Kiefer, Don O’Neal, Terry English, Rusty Dukes, Jordan Bland, Mark Burgdorf, Steve Sheppard, Jr., Will Vaught, Jeep VanWormer, Craig Smith.

Thursday

PADUCAH, Ky. — Kevin Claycomb certainly experienced his shares of frustrating runs on the 2008 UMP DIRTcar Summer Nationals tour.

On Thursday night, however, the driver from Vincennes, Ind., got the monkey off his back, racing to victory in the 40-lap Summer Nationals A-main at Paducah Int’l Raceway.

Back behind the wheel this season after ending a four-year retirement, Claycomb became the 10th driver in 11 Summer Nationals events to reach victory lane. The 1991 UMP DIRTcar Super Late Model national champion recorded his fourth-career Summer Nationals win and first since 2000, also at Paducah.

“It feels really good,” said Claycomb, who retired after shutting down his family-operated team in 2004. “We thought we had one at MountVernon last week, but went too soft on tires.”

The same gamble that led to his demise last week paid dividends this time around. “We gambled again tonight, and it paid off,” he said.

Defending Summer Nationals champion Dennis Erb, Jr. finished second, while Duke Whiseant, Brian Shirley and Jeff Walston rounded out the top five.

The finish:
Kevin Claycomb, Dennis Erb, Jr., Duke Whiseant, Brian Shirley, Jeff Walston, Kevin Weaver, Wes Steidinger, John Tindal, Dylan Thompson, Jordan Bland, Tim Brown, Jeep VanWormer, Billy James, Darren Miller, Tim Lance, Steve Sheppard, Jr., Randy Korte, Will Vaught, Dewayne Kiefer, Jason Feger, Terry English.

Friday

LAWRENCEBURG, Ind. — Dennis Erb, Jr. is back on top and eyeing a second-straight UMP DIRTcar Summer Nationals title.

The tour’s defending champion was flawless on Friday night at the redesigned Lawrenceburg Speedway, leading from flag to flag to capture the 40-lap feature.

Erb, 36, of Carpentersville, Ill., pocketed \$10,000 for his second Summer Nationals victory of 2008 and the ninth of his career. He joined Darren Miller as the only repeat winners through 12 events on the highly competitive tour.

The triumph propelled Erb

into the Summer Nationals point lead over Brian Shirley, who finished seventh.

Erb, who started second in his Rayburn No. 28, captured the first dirt-late-model event held on the reconfigured Lawrenceburg track. Formerly a quarter-mile oval, the showplace facility was rebuilt during the off-season to a high-banked, three-eighths-mile layout complete with a concrete outside wall.

Randy Korte finished second, ahead of Steve Sheppard, Jr., Wayne Chinn and Steve Casebolt.

The finish:
Dennis Erb, Jr., Randy Korte, Steve Sheppard, Jr., Wayne Chinn, Steve Casebolt, Jeep VanWormer, Brian Shirley, Scott James, Brad Neat, Wes Steidinger, Ryan Dauber, Will Vaught, Jordan Bland, Jesse Lay, Jason McBride, Tim Lance, Darren Miller, Matt Miller, Josh Williams, Justin Rattliff, Duke Whiseant.

Saturday

CLARKSVILLE, Tenn. — Saturday night’s UMP Summer Nationals event at Clarksville Speedway was postponed because of rain. The event has been rescheduled for July 19.

Sunday

LINCOLN, Ill. — Brian Shirley turned his luck around on Sunday night, taking advantage of other drivers’ misfortunes to win the rain-shortened UMP DIRTcar Summer Nationals A-main at Lincoln Speedway.

After a blown tire during heat action two nights earlier at Lawrenceburg (Ind.) Speedway sent him down a road that cost him the Summer Nationals points lead, Shirley had everything go his way at the quarter-mile fairgrounds oval.

He inherited the lead on two occasions from drivers who retired with mechanical trouble and was in front when rain arrived and forced officials to declare the race official with 26 of a scheduled 40 laps completed.

Shirley recorded his second victory of the 2008 Summer Nationals, joining Darren Miller and defending champion Dennis Erb, Jr. as repeat tour winners.

Wes Steidinger advanced from the ninth-starting spot to finish second. Erb maintained a slim point lead over Shirley by placing third, with Ryan Unzicker and 16th-starter Randy Korte rounding out the top five.

The finish:
Brian Shirley, Wes Steidinger, Dennis Erb, Jr., Ryan Unzicker, Randy Korte, Matt Taylor, Steve Lance, Jr., Steve Sheppard, Jr., Will Vaught, Jeep VanWormer, Jayme Zidar, Eric Smith, Don O’Neal, Mike Hammerle, Kevin Weaver, Nick Bauman, Tim Lance, Donny Walden, Michael Kloos, Jesse Stovall, Derek Chandler.



RICH KEPNER PHOTO

DIRT DEMON: Darrell Lanigan (29) dives under Shane Clanton en route to winning the June 25 World of Outlaws Late Model Series event at Big Diamond Raceway in Minersville, Pa.

Lanigan Finds A Diamond

MINERSVILLE, Pa. — Everything is going Darrell Lanigan’s way in the World of Outlaws Late Model Series.

Proof positive came June 25 at Big Diamond Raceway where Lanigan continued his surge to the top of the tour’s standings with an eventful victory in the inaugural Jack Rich, Inc. Coal Country 40.

Angry after being penalized two spots from his outside-pole starting position because officials ruled he jumped the race’s original green flag, Lanigan came back to secure his second WoO LMS triumph of 2008, thanks to a little assist from Lady Luck.

Lanigan, 38, of Union, Ky., appeared headed to a runner-up finish in his GottaRace.com Rocket when Shannon Babb saw his thrilling high-side charge to the front end with a flat left-rear tire on lap 34, putting Lanigan in the lead for good.

“I figured we’d run second and be happy with that,” said Lanigan, who earned \$7,150 for

Rain Stops Lernerville

SARVER, Pa. — Mother Nature wouldn’t allow the second-annual Firecracker 100 to be completed on Sunday at Lernerville Speedway. Rain delayed the World of Outlaws Late Model Series event from Saturday, but lingering showers forced postponement of the \$150,000 event.

Officials are seeking a make-up date for the \$40,000-to-win race, which saw 62 dirt late models take time during Friday’s qualifying activities.

his 10th-career victory with the WoO LMS. “We got behind when (officials) put us back (to fourth) on that start, but it came back to us.”

Polesitter Clint Smith chased Lanigan for the final six circuits, but never offered a serious challenge, finishing second, 0.741 of a second behind his fellow WoO LMS traveler.

Josh Richards finished third in the Mark Richards Racing/Seubert Calf Ranches Rocket. He led laps 1-29 before

losing the top spot — and two additional positions — when a scrape with Babb momentarily sent him sliding off the track in turn two, effectively ending his bid for a third-straight WoO LMS triumph.

Completing the top five was eighth-starter Shane Clanton and sixth-starter Rick Eckert.

The 34-year-old Babb, meanwhile, finished 10th — a tough pill to swallow for the driver who got the evening’s near-capacity crowd jumping with a show-stopping, cushion-pounding run to the front.

“I went into (turn) one, got into the (rough) stuff at the top and pulled the left-rear tire off the rim,” Babb said. “It was real disappointing after we got going so good on the outside, but actually, our day was doomed anyway. Our right-rear (tire) had a rock hole in it and was losing air, so we probably wouldn’t have made it to the finish.”

The finish:
Darrell Lanigan, Clint Smith, Josh Richards, Shane Clanton, Rick Eckert, Steve Francis, John Blankenship, Jason Covert, Chub Frank, Shannon Babb, Ricky Elliott, D.J. Myers, Jim Yoder, Jimmy Bernheisel, Vic Coffey, Joe Isabell, Danny Johnson, Scott Haus, Jeff Rine, Mike Marlar, Dan Stone, Tim Fuller, Jeremy Miller, Jeff Strunk, Chad McClellan.

Richards Makes This One Look Easy

CANANDAIGUA, N.Y. — This time, Josh Richards made it look easy.

Two days after pulling off a dramatic, come-from-behind victory in Canada, Richards rolled to a dominant flag-to-flag victory

before a standing-room-only crowd in the June 24 World of Outlaws Late Model Series event at Canandaigua Speedway.

The 20-year-old sensation from Shinnston, W.Va., raced from the pole to register his second-straight triumph on the WoO LMS, following up his score June 22 at Cornwall (Ontario) Motor Speedway. It was his fourth triumph this season, tying him with Billy Moyer for the tour lead in that category.

“I’ve seen everybody else get on these little waves and run

really good, and it’s so fun when it happens to you,” said Richards, who has already matched his career-high single-season WoO LMS win total, achieved in 2007. “Everything is just going our way — we’ve been fast, and of course, I’ve been lucky.”

Richards drove his Mark Richards Racing/Seubert Calf Ranches Rocket No. 1 across the finish line with a commanding edge of 2.753 seconds — nearly a full straightaway — over Rick Eckert. Eckert challenged Richards briefly, early in the A-main, but his Raye Vest-owned GRT car wasn’t quick enough to keep pace with ‘Kid Rocket’ as the race wore on.

Tim McCreadie, who spent several years as a DIRTcar big-block modified regular at Canandaigua, advanced from the 11th-starting spot to finish third. Point-leader Darrell

Lanigan finished fourth after passing Chub Frank on the final lap.

There were few worries during the event for Richards, who maintained a consistent speed from start-to-finish.

“The car was just awesome,” said Richards, who earned \$7,150 for his 10th-career win on the WoO LMS. “The only real problem I had was on the initial start. I drove (turns) three and four a little easier than I should have and I kinda pushed up the race track, so Chub was able to get by me. Luckily, the caution came out (for a multi-car tangle between turns three and four) — and I didn’t do the same thing the next time.”

The summary:
Josh Richards, Rick Eckert, Tim McCreadie, Darrell Lanigan, Chub Frank, Clint Smith, Shane Clanton, Steve Francis, Tony Knowles, Tim Fuller, Shannon Babb, Billy Decker, Vic Coffey, Brent Rhebergen, John Blankenship, Greg Oakes, Danny Johnson, Rich Gardner, Ricky Elliott, Mike Marlar, Joe Isabell, Dan Stone, David Scott, Jeremy Miller.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



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

Dale Earnhardt with his Curb Records Winston Cup Championship Car



Alex Barron - Beck/Curb/Agajanian Indy Car
Entered in 2008 Indianapolis 500
2007 - Top 15 Indianapolis 500



Joey Saldana - 12 Victories 2007 Runner-up World of Outlaws Championship



Brad Coleman 2008 Baker/Curb Nationwide Series



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JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

| | |
|------------------------|-------|
| 1. Kyle Busch | 2,496 |
| 2. Jeff Burton | 2,432 |
| 3. Dale Earnhardt, Jr. | 2,352 |
| 4. Carl Edwards | 2,262 |
| 5. Jimmie Johnson | 2,220 |
| 6. Jeff Gordon | 2,171 |
| 7. Denny Hamlin | 2,150 |
| 8. Greg Biffle | 2,119 |
| 9. Tony Stewart | 2,042 |
| 10. Kasey Kahne | 2,031 |
| 11. Clint Bowyer | 2,021 |
| 12. Kevin Harvick | 2,016 |
| 13. Matt Kenseth | 2,001 |
| 14. Martin Truex, Jr. | 1,945 |
| 15. Ryan Newman | 1,905 |
| 16. Brian Vickers | 1,903 |
| 17. David Ragan | 1,888 |
| 18. Kurt Busch | 1,794 |
| 19. Travis Kvapil | 1,731 |
| 20. Juan Pablo Montoya | 1,705 |

Nationwide

| | |
|--------------------|-------|
| 1. Clint Bowyer | 2,649 |
| 2. David Reutimann | 2,467 |
| 3. Carl Edwards | 2,461 |
| 4. Brad Keselowski | 2,452 |
| 5. David Ragan | 2,351 |
| 6. Mike Bliss | 2,334 |
| 7. Kyle Busch | 2,263 |
| 8. Mike Wallace | 2,171 |
| 9. David Stremme | 2,089 |
| 10. Jason Keller | 2,048 |

Craftsman Truck

| | |
|----------------------|-------|
| 1. Ron Hornaday, Jr. | 1,742 |
| 2. Matt Crafton | 1,715 |
| 3. Todd Bodine | 1,688 |
| 4. Johnny Benson | 1,686 |
| 5. Rick Crawford | 1,668 |
| 6. Mike Skinner | 1,629 |
| 7. Erik Darnell | 1,605 |
| 8. Jack Sprague | 1,578 |
| 9. Terry Cook | 1,553 |
| 10. Chad McCumbee | 1,514 |

IndyCar Series

| | |
|----------------------|-----|
| 1. Scott Dixon | 351 |
| 2. Helio Castroneves | 308 |
| 3. Dan Wheldon | 299 |
| 4. Tony Kanaan | 269 |
| 5. Danica Patrick | 220 |
| 6. Hideki Mutoh | 216 |
| 7. Marco Andretti | 211 |
| 8. Ryan Briscoe | 210 |
| 9. Oriol Servia | 194 |
| 10. Ed Carpenter | 185 |

ARCA RE/MAX

| | |
|-------------------------|-------|
| 1. Ricky Stenhouse, Jr. | 2,490 |
| 2. Scott Speed | 2,360 |
| 3. Matt Carter | 2,340 |
| 4. Frank Kimmel | 2,315 |
| 5. John Wes Townley | 2,200 |
| 6. Justin Allgaier | 2,160 |
| 7. Tom Hessert III | 2,120 |
| 8. Tayler Malsam | 2,085 |
| 9. Patrick Sheltra | 2,070 |

Formula One

| | |
|----------------------|----|
| 1. Felipe Massa | 48 |
| 2. Robert Kubica | 46 |
| 3. Kimi Raikkonen | 43 |
| 4. Lewis Hamilton | 38 |
| 5. Nick Heidfeld | 28 |
| 6. Heikki Kovalainen | 20 |
| 7. Jarno Trulli | 18 |
| 8. Mark Webber | 18 |
| 9. Fernando Alonso | 10 |
| 10. Nico Rosberg | 8 |

WoO Sprints

| | |
|----------------------|-------|
| 1. Donny Schatz | 3,510 |
| 2. Jason Meyers | 3,414 |
| 3. Craig Dollansky | 3,389 |
| 4. Joey Saldana | 3,358 |
| 5. Jac Haudenschield | 3,205 |
| 6. Steve Kinser | 3,201 |
| 7. Kerry Madsen | 3,122 |
| 8. Chad Kemenah | 3,052 |
| 9. Terry McCarl | 3,016 |
| 10. Daryn Pittman | 2,976 |

WoO Late Models

| | |
|----------------------|-------|
| 1. Darrell Lanigan | 2,159 |
| 2. Josh Richards | 2,121 |
| 3. Rick Eckert | 2,115 |
| 4. Steve Francis | 2,109 |
| 5. Chub Frank | 2,103 |
| 6. Shannon Babb | 2,073 |
| 7. Shane Clanton | 2,057 |
| 8. Clint Smith | 2,017 |
| 9. Tim Fuller | 1,959 |
| 10. John Blankenship | 1,905 |

Badger Midget

| | |
|---------------------|-----|
| 1. Mike Hess | 778 |
| 2. Jerry Coons, Jr. | 776 |
| 3. Scott Hatton | 642 |
| 4. Brandon Waelti | 640 |
| 5. Davey Ray | 585 |
| 6. Aaron Fiscus | 578 |
| 7. Gary Altig | 520 |
| 8. David Gough | 510 |
| 9. Joe Wipperfurth | 457 |
| 10. Chad DeSelle | 450 |

National Midget Driver Of The Year

| | |
|---------------------|-----|
| 1. Dave Darland | 645 |
| 2. Bobby East | 588 |
| 3. Jerry Coons, Jr. | 577 |
| 4. Tracy Hines | 519 |
| 5. Brad Loyet | 422 |
| 6. Kody Swanson | 408 |
| 7. Brad Sweet | 379 |
| 8. Cole Whitt | 375 |
| 9. Mike Hess | 372 |
| 10. Brady Bacon | 358 |

NHRA Top Fuel

| | |
|--------------------|-------|
| 1. Tony Schumacher | 1,062 |
| 2. Antron Brown | 809 |
| 3. Larry Dixon | 791 |

NHRA Funny Car

| | |
|------------------|-----|
| 1. Tim Wilkerson | 863 |
| 2. Tony Pedregon | 712 |
| 3. Ashley Force | 708 |
| 4. Robert Hight | 690 |
| 5. John Force | 661 |
| 6. Cruz Pedregon | 644 |
| 7. Gary Densham | 581 |
| 8. Ron Capps | 580 |
| 9. Mike Neff | 548 |
| 10. Bob Tasca | 494 |

NHRA Pro Stock

| | |
|--------------------|-----|
| 1. Greg Anderson | 878 |
| 2. Kurt Johnson | 826 |
| 3. Jason Line | 777 |
| 4. Jeg Coughlin | 767 |
| 5. Mike Edwards | 634 |
| 6. V. Gaines | 626 |
| 7. Allen Johnson | 615 |
| 8. Greg Stanfield | 592 |
| 9. Ron Krisher | 589 |
| 10. Warren Johnson | 534 |

NHRA Pro Motorcycle

| | |
|-------------------|-----|
| 1. Andrew Hines | 613 |
| 2. Chip Ellis | 532 |
| 3. Matt Smith | 514 |
| 4. Chris Rivas | 459 |
| 5. Eddie Krawiec | 403 |
| 6. Matt Guidera | 396 |
| 7. Angelle Sampey | 392 |
| 8. Craig Treble | 384 |
| 9. Hector Arana | 345 |
| 10. Steve Johnson | 308 |

NASCAR East

| | |
|-----------------------|-----|
| 1. Austin Dillon | 807 |
| 2. Matt Kobyluck | 759 |
| 3. Brian Ickler | 731 |
| 4. Trevor Bayne | 731 |
| 5. Marc Davis | 702 |
| 6. Eddie MacDonald | 690 |
| 7. Jesus Hernandez | 677 |
| 8. Steve Park | 669 |
| 9. Ricky Carmichael | 654 |
| 10. Jeffrey Earnhardt | 631 |

Whelen Modified

| | |
|--------------------|-----|
| 1. Chuck Hossfeld | 855 |
| 2. Ted Christopher | 819 |
| 3. Todd Szegedy | 750 |
| 4. Eric Beers | 685 |
| 5. Ed Flemke, Jr. | 662 |
| 6. Matt Hirschman | 643 |
| 7. Rowan Pennick | 639 |
| 8. Mike Stefanik | 634 |
| 9. Ryan Preece | 604 |
| 10. James Civali | 602 |

Sprints on Dirt

| | |
|--------------------|-----|
| 1. Brett Mann | 932 |
| 2. Ben Rutan | 926 |
| 3. Dain Naida | 910 |
| 4. Tim Norman | 885 |
| 5. Gregg Dalman | 865 |
| 6. Ryan Grubbaugh | 809 |
| 7. Joe Bares | 775 |
| 7. Gary Fast | 775 |
| 9. Aaron Shaffer | 722 |
| 10. Dustin Daggett | 636 |

USAC National Sprint

| | |
|---------------------|-----|
| 1. Levi Jones | 555 |
| 2. Jerry Coons, Jr. | 528 |
| 3. Cole Whitt | 523 |
| 4. Tracy Hines | 495 |
| 5. Brady Bacon | 486 |
| 6. Darren Hagen | 453 |
| 7. Damien Gardner | 426 |
| 8. Shane Cottle | 421 |
| 9. Dave Darland | 413 |
| 10. Brad Sweet | 397 |

USAC W. Sprint

| | |
|----------------------|-----|
| 1. Tanner Swanson | 365 |
| 2. Nick Rescino, Jr. | 352 |
| 3. Eric Humphries | 326 |
| 4. Porter Smith | 306 |
| 5. Jojo Helberg | 301 |
| 6. Greg Anderson | 273 |
| 7. Chase Scott | 223 |
| 8. Tony Hunt | 186 |
| 9. Snake Livemash | 176 |
| 10. John Sarale | 165 |

USAC Silver Crown

| | |
|------------------------|-----|
| 1. Tracy Hines | 102 |
| 2. Jerry Coons, Jr. | 89 |
| 3. Levi Jones | 84 |
| 4. Mat Neely | 76 |
| 5. Wayne Reutimann | 75 |
| 6. Shane Cottle | 74 |
| 7. Shane Hollingsworth | 67 |
| 8. Chet Fillip | 63 |
| 9. Bud Kaeding | 60 |
| 9. Brian Tyler | 60 |

O'Reilly ASCoT

| | |
|--------------------|-------|
| 1. Gary Wright | 1,969 |
| 2. Jason Johnson | 1,947 |
| 3. Wayne Johnson | 1,883 |
| 4. Zach Chappell | 1,823 |
| 5. Garry Lee Maier | 1,754 |
| 6. Eric Baldaccini | 1,577 |
| 7. Nick Smith | 1,479 |
| 8. Kenneth Walker | 1,416 |
| 9. Travis Rilat | 1,364 |
| 9. Jack Dover | 1,364 |

MSA Super Mod

| | |
|--------------------|-----|
| 1. Charlie Schultz | 305 |
|--------------------|-----|

BoB Super LM

| | |
|-------------------|-------|
| 1. Victor Lee | 2,161 |
| 2. Tyrel Todd | 1,768 |
| 3. Tim Tungate | 1,701 |
| 4. David Webb | 1,695 |
| 5. Eric Wells | 1,572 |
| 6. Zach Carney | 1,540 |
| 7. Mike Jewell | 1,487 |
| 8. Larry Gray | 1,444 |
| 9. Arnie Fields | 1,240 |
| 10. Royce McGowan | 1,189 |

O'Reilly All Star

| | |
|----------------------|-------|
| 1. Lance Dewease | 2,868 |
| 2. Dale Blaney | 2,834 |
| 3. Randy Hannagan | 2,780 |
| 4. Greg Wilson | 2,689 |
| 5. Brian Ellenberger | 2,539 |
| 6. Brandon Martin | 2,444 |
| 7. Ryan Myers | 2,098 |
| 8. Brock Mayes | 2,063 |
| 9. Lee Stark | 1,984 |
| 10. Paul McMahan | 1,952 |

Northern Pro Cup

| | |
|---------------------|-----|
| 1. Benny Gordon | 570 |
| 2. Mikey Kile | 535 |
| 3. Derek Kale | 508 |
| 4. Gary St. Amant | 499 |
| 5. Brandon Ward | 476 |
| 6. Ray Love, Jr. | 469 |
| 7. Jeff Agnew | 467 |
| 8. Mike Hampton | 459 |
| 9. Tim Baine, Jr. | 448 |
| 10. Allen Purkhiser | 444 |

ASCS Coastal

| | |
|---------------------|-----|
| 1. Don Young | 696 |
| 2. Lane Whittington | 662 |
| 3. Kenny Adams | 572 |
| 4. Matt Tiffany | 568 |
| 5. Bryn Gohn | 540 |

ASCS Rebel

| | |
|--------------------|-------|
| 1. Kenny Adams | 1,316 |
| 2. Matt Tiffany | 1,256 |
| 3. Bryn Gohn | 1,230 |
| 4. Samantha Taylor | 1,218 |
| 5. Red Stauffer | 1,210 |

ASCS N

| | |
|-------------------|-----|
| 1. Lee Grosz | 414 |
| 2. Eric Lutz | 408 |
| 3. Wade Nygaard | 292 |
| 4. Chad Meyer | 284 |
| 5. Jody Rosenboom | 280 |

ASCS Sooner

| | |
|---------------------|-------|
| 1. Brian McClelland | 1,443 |
| 2. Kolt Walker | 1,408 |
| 3. Gary Taylor | 1,360 |
| 4. Joe Wood, Jr. | 1,344 |
| 5. Matt Covington | 1,284 |

USAC W. Midget

| | |
|----------------------|-----|
| 1. Nic Faas | 383 |
| 2. Robby Josett | 342 |
| 3. Scott Pierovich | 331 |
| 4. C.J. Sarna | 293 |
| 5. Josh Ford | 280 |
| 6. Ernie Bartley III | 240 |
| 7. Paul Zimmerly | 219 |
| 8. Shannon McQueen | 214 |
| 9. Joey Fabozzi | 202 |
| 10. Daniel Bedford | 171 |

ASCS Patriot

| | |
|--------------------|-----|
| 1. Bryan Howland | 916 |
| 2. Jared Zimbardi | 898 |
| 3. Don Adamczyk | 872 |
| 4. Chris Muhleisen | 842 |
| 5. Chuck Hebing | 806 |

ASCS Southwest

| | |
|------------------|-------|
| 1. Ben Gregg | 1,032 |
| 2. Shawn Sander | 984 |
| 3. Rick Ziehl | 966 |
| 4. Cody Cambensy | 960 |
| 5. Steve Martin | 954 |

POWRi National Midget Driver

| | |
|--------------------|-----|
| 1. Zach Daum | 955 |
| 2. Brett Anderson | 950 |
| 3. Mike Hess | 910 |
| 4. Brad Loyet | 740 |
| 5. Tyler Robbins | 660 |
| 5. Nick Knepper | 660 |
| 7. Bubba Altig | 640 |
| 8. Derek King | 615 |
| 9. Daniel Robinson | 600 |
| 10. Tim Siner | 520 |

ASCS Midwest

| | |
|-------------------|-----|
| 1. Brian Brown | 300 |
| 2. Natalie Sather | 276 |
| 2. Jack Dover | 276 |
| 4. Gregg Bakker | 274 |
| 5. Billy Alley | 262 |
| 5. Ryan Anderson | 262 |

ASCS Rocky Mtn.

| | |
|-------------------|-------|
| 1. Derrick Ortega | 1,130 |
| 2. Chad Corken | 1,122 |
| 3. Colt Treham | 1,036 |
| 4. Jeremy McCune | 1,024 |
| 5. Bob Schaeffer | 1,017 |



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



HEIN BROTHERS PHOTO

WRONG WAY: Drivers Dean Jacobs (55), Greg Wilson (20) and Bryon Reed get tangled up during the June 24 Ohio Speedweek sprint-car event at Hilltop Speedway in Millersburg, Ohio.

▶ COMING IN THE JULY 9 NSSN

Shane Hmiel was suspended from NASCAR in 2006 after violating its substance-abuse policy for the third time.

Hmiel has completed rehab and is now racing in USAC and other open-wheel series. The 28-year-old North Carolina native tells his story in the July 9 issue of *National Speed Sport News*.

The following is an excerpt from that story:

"I realize that I'm one of the fortunate ones," Hmiel told *NSSN's* Bob Gates. "Some who I was with in rehab have already died because of their addictions. I just wish I could have found out about myself when I was 19, rather than 27. I lost a lot of time doing the wrong things. And, that bothers me more now since I've got things straightened out, and I'm thinking clearly. But, I gotta' forget about that, and move on."

▶ BOOK OF THE WEEK

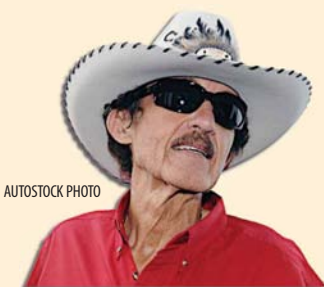
Racing Through The Alphabet

By Scott and Judy Pruett

Veteran road-racer Scott Pruett and his wife Judy recently completed their fourth children's book titled "Racing Through The Alphabet."

Published by the couple's in-house publishing company, Word Weaver Books, the Pruetts say the book is the result of inspiration from their seven-year-old son Cameron, the youngest of two children. The book includes full-color illustrations and features racing words for every letter of the alphabet.

\$12.95. Published by Word Weaver Books. Available in Target stores and from www.wordweaverbooks.com.



AUTOSTOCK PHOTO

▶ BY THE NUMBERS

27

NASCAR Grand National races won by **Richard Petty** in 1967

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"Paul Page, whom we've criticized many times in the past, was flawless. He chose his words carefully, and he chose them well. His professionalism and composure in a difficult situation was the rock that anchored two days of exceptional work by the ESPN2 crew."
— Mike Kerchner, June 24 blog

"And for Tim Wilkerson, it was obvious he was thinking as a father...and questioning the logic in climbing into a Funny Car, especially when it comes to his 20-year-old son."
— Sheena Baker, June 25 blog



JOHN DADALT PHOTO

LOOKING FOR ROOM: Chet Phillip (77) sneaks to the outside of Tracy Hines en route to winning Saturday night's K&N USAC Silver Crown Series race at Richmond (Va.) Int'l Raceway.

Experience Rules At RIR

RICHMOND, Va. — USAC veteran Chet Phillip used experience to win the K&N USAC Silver Crown Series James River Grounds 100 at Richmond Int'l Raceway Saturday evening.

Phillip started 10th on the three-quarter-mile tri-oval, but the wily veteran had shown his hand earlier in the day when he posted the fastest practice time.

Phillip took the lead from Tracy Hines on lap 39 and paced the remainder of the 100 laps in the event that preceded the IndyCar Series at RIR.

"The weekend didn't start so good. We didn't qualify so good," Phillip

reported after banking \$16,100. "But this morning the car was really nice. I was able to pass cars and make my way up to the front. If you run out front, the heat isn't going to bother you. This car is eight years old and I know it inside and out.

"This win means a lot to me. This is really a big boost for me. This ranks right up there with my starts at Daytona and Indy."

Second was 2007 USAC Silver Crown Rookie-of-the-Year Cameron Dodson, who worked his way up from 16th on the grid.

"It was an excellent run. It felt like it was on a rail," Dodson explained. "We had a shock package we tried and it worked. I was chilling out there in the middle because I thought Tracy

(Hines) was taking it easy. By the time I realized that Chet had taken off, it was too late to catch him. Chet drove a great race."

A.J. Fike started sixth and managed a third-place finish, while polesitter and point-leader Hines was fourth and Wayne Reutimann, Jr. fifth.

The summary:

Qualifications: 1. Tracy Hines, Stewart 22, 20.517; 2. Ryan Smith, S & S 155, 20.594; 3. Shane Cottle, Contos 4, 20.702; 4. Wayne Reutimann, Jr., Reutimann 00, 20.754; 5. Brian Tyler, Team Six-R 21, 20.769; 6. A.J. Fike, RFMS 32, 20.773; 7. Levi Jones, Stewart 10, 20.863; 8. Eric Gordon, Boca/Bowman 2, 20.953; 9. Shane Hollingsworth, Nolen 20, 20.956; 10. Chet Phillip, Advanced Racing 177, 21.043; 11. Jerry Coons, Jr., RW 27, 21.055; 12. Zach Schiff, East 3, 21.086; 13. Tom Capie, Capie 153, 21.093; 14. Jacob Wilson, Wilson 07, 21.301; 15. Mat Neely, RW 17, 21.451; 16. Cameron Dodson, Edwards/RE 199, 21.535; 17. Mike Murgoitto, Team Six-R 19, 21.597; 18. Steve Arpin, Edwards/RE 35, 22.136.

Feature (100 laps): Chet Phillip, Cameron Dodson, Fike, Hines, Reutimann, Smith, Jones, Gordon, Hollingsworth, Murgoitto, Neely, Coons, Arpin, Wilson, Cottle, Tyler, Schiff, Capie.

Coons Wins Another One For Hoffman 69

RICHMOND, Va. — Jerry Coons, Jr. won the 60-lap USAC National Sprint Car Series Showdown at Sundown at Richmond Int'l Raceway Friday night.

He started outside the front row, only to see former NASCAR racer Shane Hmiel grab an early lead. Coons came back to take the lead just before the half-way mark and held on through the second 30-lap portion of the race.

Coons, driving the Hoffman No. 69 sprint car, said, "My car was really good. I made an air pressure adjustment at the break and I had a real consistent car throughout the race."

It was the 70th USAC sprint-car victory for the Hoffman team, which is the winningest operation in series history.

Tracy Hines finished second after starting sixth in his No. 21 Tony Stewart Racing Beast.

"We didn't have the best car," Hines said. "I didn't know if we had any-

thing for Jerry. We made a little adjustment during the break. The car went from tight to loose. I was just hanging on at the end. We thought some guys were running way too hard early. Sixty laps are tough on tires, here."

Damion Gardner, Levi Jones and Mike Murgoitto rounded out the top five, as only 15 cars, many of them visitors from Florida, were on hand for the event at the three-quarter-mile oval.

Jones regained the point lead in part because of the absence of Cole Whitt, who stayed in Indiana and won the sprint-car feature at Gas City I-69 Speedway.

The summary:

Qualifications: 1. Brady Bacon, Kahne 99, 19.667; 2. Jerry Coons, Jr., Dynamics 69, 19.727; 3. Brad Sweet, Kahne 9, 19.747; 4. Shane Hmiel, Kunz 67k, 19.751; 5. Jacob Wilson, Wilson 07, 19.762; 6. Tracy Hines, Stewart 21, 9.778; 7. Levi Jones, Stewart 20, 19.903; 8. Damion Gardner, Leffler 71, 19.942; 9. Brian Gingras, Ram 50m, 19.981; 10. Darren Hagen, Kunz 67, 20.042; 11. Shane Cottle, Contos 4, 20.120; 12. 20.240; 12. Mike Murgoitto, Murgoitto 80, 20.240; 13. Mario Marietta, Marietta 85, 20.925; 14. David Slawiak, McDole 79, 21.491; 15. Wayne Reutimann, Jr., Reutimann 00, no time.

Feature (60 laps): Coons, Hines, Gardner, Jones, Murgoitto, Bacon, Gingras, Cottle, Slawiak, Wilson, Hmiel, Sweet, Hagen, Marietta, Reutimann.



Jerry Coons, Jr.

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**AUTHENTIC 1998 DALE EARNHARDT
RACE-USED FIRESUIT - AUTOGRAPHED**

OPENS JULY 7, 2008

This GM Goodwrench Plus uniform was worn by the legendary Earnhardt at the Rockingham race as well as in a special public service commercial that he filmed for the North Carolina highway patrol. The commercial capitalized on a bit of irony, as it was to bring awareness to the dangers of aggressive driving. Shortly after filming ended, Earnhardt personally autographed the uniform and donated it to a charity auction.



**TJ BISHOP "MEMORIES OF THE
FUTURE" ARTIST'S PROOF REMARQUE**

OPENS JULY 7, 2008

This is truly a one-of-a-kind piece of artwork, that has been personally autographed by Dale Earnhardt, Dale Earnhardt Jr. Martha Earnhardt, Kerry Earnhardt, Cathy Earnhardt Watkins, and Randy Earnhardt.



**AUTOGRAPHED GIBSON
LES PAUL DALE EARNHARDT
GUITAR W/ CUSTOM DISPLAY**

OPENS JULY 7, 2008

This incredible Gibson Les Paul Dale Earnhardt electric guitar was designed by Sam Bass, and is serial #DE-007 of only 333 produced. The previous owner had the guitar PERSONALLY AUTOGRAPHED by Dale Earnhardt, and then had an absolutely stunning custom shadow-box display case made to house it.



**AUTOGRAPHED RACE-USED 2002
JEFF GORDON DUPONT FIRESUIT**

OPENS JULY 7, 2008

This race-used firesuit is one of a handful that Jeff Gordon wore during the 2002 NASCAR Winston Cup season. It was personally autographed by the 4-time Cup Series champion during a personal appearance that he did at the GoMotorBids.com facility.

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What's making news in motorsports

POWER RANKINGS

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

Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz takes over at No. 1 for the first time since the early weeks of the season. No one has been hotter than the defending WoO Sprint Car champion, who earned two victories last week to bring his WoO tally to nine on the season to go with 18 top fives and 24 top-10 finishes.

NO. 1



JULIA JOHNSON PHOTO

REST OF THE BEST

2. Kyle Busch

No. 18 Toyota, NASCAR Sprint Cup/Nationwide Series
A late scrape with Juan Pablo Montoya cost Busch a decent Sprint Cup finish after a third-place run in the Nationwide Series.

3. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon was back on the podium with a third-place finish at Richmond and is still the series' point-leader.

4. No. 20 NASCAR Nationwide Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
With Tony Stewart back behind the wheel at New Hampshire, the No. 20 team visited victory lane for the eighth time this season.

5. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA
Schumacher's victory total stands at five this season after a second-round exit at Norwalk, Ohio.

6. Felipe Massa

No. 2 Ferrari, Formula One
Massa heads to Silverstone on the heels of a French Grand Prix victory — his third of the year — and with the World Championship lead.

7. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer picked up a UMP Summer Nationals victory one night after a frustrating second-place finish. It was Moyer's 12th win of the season.

8. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
Pruett and Rojas will try and rebound from their worst performance of the season in this week's Brumo's Porsche 250 at Daytona.

9. Greg Anderson

KB Racing Pontiac GXP, NHRA Pro Stock
Anderson has overtaken the division point lead with back-to-back victories, giving him four for the season.

10. Josh Richards

No. 25 Rocket Late Model, World of Outlaws Late Models
"Kid Rocket" picked up a pair of victories on a Canadian swing, giving him four WoO triumphs on the season, tying him for the season-high.

Honorable Mention

David Harrison picked up his first All Star sprint-car victory Thursday night at Fremont (Ohio) Speedway, which is the home track for Harrison, a product of nearby Burgoon, Ohio.

Last Week

Schatz moved up one spot, replacing Busch atop the rankings. Kasey Kahne and Craig Dollansky both fell out of the rankings, while Greg Anderson and Josh Richards made their debuts.

Concrete Poured At Carolina Strip

Herta & Fittipaldi Replaced On AGR ALMS Team

CONCORD, N.C. — Construction crews poured concrete long into the night June 25 as the four-lane, quarter-mile drag strip at zMAX Dragway @ Concord, located on the property of Lowe's Motor Speedway, is rapidly taking shape.

When the concrete trucks went home Thursday morning, 700 feet of both right-side lanes, including the burnout boxes, were complete.

"We're going to have the greatest drag strip in the world right here in Charlotte," said Top Fuel racer Doug Herbert, who visited during the process. "I'm hoping a lot of spectators and fans from the NASCAR races are going to come see what this is all about, watch these cars go zero to 330 mph in 4.5 seconds and make 8,000 horsepower. It's exciting."

The inaugural NHRA Nationals at the track is scheduled Sept. 11-14.

IMSA Will Sanction Atlantic Championship

BRASELTON, Ga. — The International Motor Sports Ass'n (IMSA) recently signed a deal with the Atlantic Championship, making IMSA the official sanctioning body of the series' events for the remainder of 2008.

Taking effect immediately, the IMSA sanction was in place for the Circuit Mont-Tremblant (Ontario) event June 27-29. The Atlantic Championship will continue under the current ownership of Kevin Kalkhoven and Gerald Forsythe and the operation of Atlantic Championship President Vicki O'Connor, while IMSA rules will govern the operation and execution of events.

"Whether a driver's goals lie in open-wheel, stock-car or sports-car racing, the IMSA family of sanctioned series provides a solid foundation," said IMSA COO Tim Mayer of the recent addition. "We believe that the Atlantic Championship provides a great basis for professional drivers."

Inman To Speak At PRI Breakfast

ORLANDO, Fla. — One of the greatest crew chiefs in NASCAR history, Dale Inman will serve as the opening-day breakfast speaker at the 21st-annual Performance Racing Industry Trade Show Dec. 11 at the Orange County Convention Center.

Inman, who continues to work with Petty Enterprises, won eight championships as a crew chief — seven with Richard Petty and one with Terry Labonte.

AGR Hires Montagny For ALMS Program

LAKEVILLE, Conn. — Marco Andretti will return to American Le Mans Series competition, teaming with Franck Montagny in the Andretti Green Racing



LOWE'S MOTOR SPEEDWAY/HAROLD HINSON PHOTO

CONSTRUCTION WORK: Crews poured concrete for the launching pads at the new zMAX Dragway @ Concord (N.C.) last week.

Acura ARX-01b at Lime Rock Park July 12.

Montagny has been hired as the permanent lead driver for the team and will work with various co-drivers for the remainder of the season, as previous drivers Bryan Herta and Christian Fittipaldi are no longer with the team.

"Making a change in the middle of the season isn't something you enjoy, and I think it's even tougher in this case because we are talking about Bryan and Christian," said team owner Michael Andretti. "Bryan has done everything we've ever asked him to do since he joined Andretti Green in 2003, including help us win the 12 Hours of Sebring in our first ALMS start last year. Christian joined us this year and wanted to win

as badly as we did. We always appreciated the effort that both Bryan and Christian gave to the team."

At Lime Rock, Marco Andretti will fly back and forth from the IndyCar Series event at Nashville (Tenn.) Superspeedway.

'Lone Wolf' Named Book Of The Year

FISHERS, Ind. — "Lone Wolf," the autobiography of sprint-car driver Doug Wolfgang and co-authored by Dave Argbright, was named Book of the Year by the American Auto Racing Writers and Broadcasters Ass'n (AARWBA).

"To be honest, it's something I never

expected," said Wolfgang of the book's success. "I just wanted to tell my story in the best way possible and never envisioned anything like this."

The hardbound book opens its 352 pages with a forward by sprint-car veteran Steve Kinser and was released in August 2007. Wolfgang and Argbright are planning to follow the second printing of the book July 5 with a book-signing tour at various race venues this summer.

Doty Classic Lands Title Sponsor

LIMA, Ohio — Ohio Logistics has signed on as title sponsor of the 20th-annual Brad Doty Classic sprint-car race sanctioned by the Advance Auto Parts World of Outlaws at Limaland Motorsports Park.

The Ohio Logistics Brad Doty Classic will be held July 9 at the quarter-mile dirt track.

Gilbertson Suspends NHRA Team Operations

CHARLOTTE, N.C. — Bob Gilbertson, owner/driver of the Tradicion Azul Tequila Nitro Funny Car, announced that he will temporarily suspend his racing activities for a few months in order to devote all of his attention to his business, Truck Equipment Manufacturing Company.

"This is one of the toughest decisions I've ever had to make," said Gilbertson from his Charlotte office. "This is strictly a business decision. TEMCO is at a critical turning point and I've got to be at the tank plant everyday to oversee all the new contracts with TACOM/ARMY that we're bidding on so we can take TEMCO to the next level and make sure that the company continues to grow."

Gilbertson also said the team is in negotiations with sponsor Tradicion Azul Tequila on a three-year extension. He plans to return to competition in mid-September.

NUTS AND BOLTS

Lucas Oil has become title sponsor of the USAC-CRA Sprint Car Series. . . **Bobby Hamilton Racing** signed Tahoe Smokeless to sponsor the No. 18 Craftsman Truck entry wheeled by Dennis Setzer for the remainder of the season...The Advance Auto Parts World of Outlaws Sprint Car Series event scheduled July 5 at **I-55 Raceway** has been postponed because access roads to the Pevely, Mo., oval continue to be flooded. A make-up date has not been announced. However, the series will instead race at Riverside Int'l Speedway in West Memphis, Ark. on July 5...The WoO event rained out June 28 at **River Cities Speedway** in North Dakota has been rescheduled for Aug. 12...The recent 11th annual **Michael Ross Memorial Foundation** Golf Tournament and Ditzfield Transfer Summer Nationals held in Sedalia, Mo., raised \$110,000 for the Bay Cliff Health Camp...Two **Carolina Ford Focus Championship** events scheduled for this weekend (July 4-5) at Spencer (N.Y.) Speedway and Chemung (N.Y.) Speedrome have been cancelled...Recently retired former NASCAR Sprint Cup champion **Dale Jarrett** has been named grand marshal for Saturday's Coke Zero 400 at Daytona Int'l Speedway...The ASA Kwik Trip Midwest Tour has added the 100-lap **Kim Parsons Memorial** race to its 2008 schedule. The event will take place Sept. 7 at Marshfield (Wis.) Super Speedway...The O'Reilly NCRA sprint-car division added a July 12 date at **81 Speedway** in Park City, Kan., to its 2008 schedule...Veteran dirt-late-model driver **Dale McDowell** joined Speed's broadcast team for World of Outlaws Late Model Series coverage. McDowell was to begin working with announcer Shane Andrews and pit reporter Sarah Jane Hunt with the July 13 airing of the Firecracker 100 at Lernerville Speedway, but the race was rained out...Speed will be offering multiple replays of the **Prelude to the Dream** all-star late-model race held June 4 at Ohio's Eldora Speedway. The first airing will be Saturday (July 5) at 1 p.m...The **ASCS Sooner Region** event at Cowtown Speedway, which was rained out Saturday, has been reset for July 26.



DOUG JOHNSON PHOTO

TWO FOR TWO: Jason Johnson drove to his 34th-career American Sprint Cars on Tour victory Saturday at Dakota State Fair Speedway in Huron, S.D.

It's Fair Play For Johnson

HURON, S.D. — The annual ASCS Northern Swing ended in spectacular fashion Saturday night as Jason Johnson nabbed his sixth O'Reilly American Sprint Cars on Tour victory of the year with a late move in traffic at Dakota State Fair Speedway.

Johnson snared the point from race-long leader Garry Lee Maier on the 23rd lap and fought off Maier and Wayne Johnson over the final two circuits to claim his 34th-career ASCS National Tour triumph aboard Lanny Row's Wesmar-powered The Shop Motorsports-Custom Equipment Design No. 41 Eagle.

Maier and J. Johnson led the feature field to the green flag, with Maier gunning into the lead. Johnson briefly took the lead away from Maier on the ninth lap when he slid into the top spot in turns one and two. Maier wasted little time returning the favor, however, racing back into the lead a half lap later.

With Maier setting the pace, action simmered to a boil as lapped traffic became a factor over the final seven circuits.

The slightest of hesitations in traffic by Maier on the 23rd lap was all J. Johnson needed to scoot into the lead. As the leaders continued to work traf-

fic, J. Johnson split a pair of lapped cars on the final lap to put the victory on ice.

J. Johnson flashed under the checkered flag with a two-car-length advantage for his second ASCoT win in as many tries at Dakota State Fair Speedway, as Maier nipped W. Johnson for second. Point-leader Gary Wright moved from 12th to finish fourth, with Eric Baldaccini fifth.

The finish:

Jason Johnson, Garry Lee Maier, Wayne Johnson, Gary Wright, Eric Baldaccini, Zach Chappell, Gordy Vogelaar, Jody Rosenboom, Chad Meyer, Kenneth Walker, Lee Grosz, Nick Smith, Ron Rosenboom, Eric Lutz, Jordan Martens, Dustin Evinck, Chad Chenoweth, Kevin Ingle, Jack Dover, Chuck Swenson, Kathryn Minter, Dave Glennon, Shawn Van Wyhe.

Bruce Holds Off 'Old Guy' Wright

HARTFORD, S.D. — Tony Bruce, Jr. posted his second O'Reilly American Sprint Cars on Tour triumph of the season on the second leg of the ASCS Northern Swing at I-90 Speedway June 24.

Bruce battled into the lead on the opening lap and fought off several bids from Gary Wright to secure the win aboard the Kistler-powered Best Well Service No. 18 Maxim.

Gridging inside the second row, Bruce emerged from an opening-lap scramble for the point with front-row mates Wright and Aaron Berryhill.

With Wright pressuring Bruce for the lead, action came to a quick halt on the fifth lap when Bryan Dobesh flipped wildly in turn four and took down a portion of the fence in the process. Dobesh escaped injury, while the track crew made quick repairs to the fence.

"On that restart, I was thinking about Gary Wright passing me on the last lap at Devil's Bowl," Bruce commented, alluding to the final night of the Devil's Bowl Spring Nationals in March. "I couldn't let that happen again.



DOUG JOHNSON PHOTO

INSIDE MOVE: Tony Bruce, Jr. (18) battles with Gary Wright (9) for track position June 24 at I-90 Speedway.

I had to keep him behind me." Wright turned up the heat soon after the restart, pulling even on the low side of turns one and two on the seventh lap only to have Bruce power back in front as they charged down the backstretch.

Bruce adeptly worked his way through lapped traffic over the final 15 circuits, opening up a half dozen car-length advantage over Wright, who was busy fending off Sam Hafertepe, Jr. over the final half of the race.

"I saw his nose under me a time or two and knew I had to get my elbows up," Bruce explained. "That old guy is still awful tough to beat."

Wright came home second, with Hafertepe, Zach Chappell and Eric Baldaccini rounding out the top five.

The finish:

Tony Bruce, Jr., Gary Wright, Sam Hafertepe, Jr., Zach Chappell, Eric Baldaccini, Jack Dover, Jason Johnson, Aaron Berryhill, Scott Winters, Jake Peters, Jason Sides, Wayne Johnson, Clint Garner, Garry Lee Maier, Wade Nygaard, Chad Meyer, Donovan Peterson, Eric Lutz, Gregg Bakker, Jody Rosenboom, Troy Vink, Kathryn Minter, Nick Smith, Bryan Dobesh.

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Wild Salem Finish To Kile

SALEM, Ind. — How wild was the finish of the Lucas Oil 200 at Salem Speedway Saturday night?

Well, consider this: Benny Gordon was running third and figured he was in the right place on a restart with four laps remaining.

"I really thought they were going to wreck each other, and I was going to get a win," said Gordon.

HOOTERS PRO CUP

Gordon was referring to leader Allen Purkhiser and rookie Mikey Kile, who were both searching for their first Hooters Pro Cup wins and leaving nothing on the table.

Gordon's premonition proved incorrect, but just barely.

With two laps to go, Purkhiser carried the lead into turn one before slipping up the track, allowing Kile to close within a car length. On the final lap, Kile closed enough to nudge Purkhiser up the track in turn two, slid past and inched away from Purkhiser to win his first Pro Cup event in his fifth start.

"There was a lot of give and take, and a lot of good racing between us," Kile said of his battle with Purkhiser. "I didn't want to get into him, but I was fighting for the win. I would've expected the same out of him."

Though the last-lap battle went into overtime as the two bounced off each other during the cool-down lap, Purkhiser agreed.

"That was just hard racing," said Purkhiser. "If I was in his position, I would have done the same thing."

Purkhiser actually did the same thing on lap 174. After catching Kile for the lead, Purkhiser bumped Kile high, moved to the point with 25 laps remaining and began to pull away



KATHY BOND/USAR PHOTO

ALL SMILES: Mikey Kile celebrates his \$10,000 victory in the Hooters Pro Cup Series' Lucas Oil 200 at Salem (Ind.) Speedway Saturday night.

from the field. But the late-race caution on lap 194 changed that.

"It was a good thing for us that we got that last caution, or I wouldn't have caught him," said Kile, who took home \$11,800 for the win. "I was able to cool the tires off and make a run at him. It looked like his car got a little tight on the restart, and I was able to get under him. Then, it was a drag race down to turn three."

Purkhiser tried to close on Kile in the final turn, but he came up .170-second shy of his first Pro Cup win.

Gordon finished third ahead of Gary St. Amant and Mike Hampton.

The finish:

Showing driver, car, laps completed and money won: 1. Mikey Kile, Chevrolet, 200, \$11,800; 2. Allen Purkhiser, Ford, 200, \$7,000; 3. Benny Gordon, Ford, 200, \$6,200; 4. Gary St. Amant, Chevrolet, 200, \$6,200; 5. Mike Hampton, Ford, 200, \$4,700; 6. Brandon Ward, Ford, 200, \$3,800; 7. Travis Miller, Chevrolet, 200, \$2,600; 8. Tyler Young, Chevrolet, 200, \$3,300; 9. Tim Baine, Jr., Ford, 199, \$2,300; 10. Ray Love, Jr., Chevrolet, 198, \$2,200; 11. Danny Jackson, Chevrolet, 198, \$2,750; 12. Michael Kidd, Chevrolet, 198, \$2,000; 13. Matt Merrell, Chevrolet, 191, \$1,900; 14. Jeff Agnew, Ford, 187, \$2,300; 15. A.J. Frank, Chevrolet, 183, \$1,700; 16. Brett Butler, Ford, 153, \$1,600; 17. Derek Kale, Chevrolet, 150, \$2,000; 18. Derrick Kelley, Ford, 104, \$1,600; 19. Ronnie Souders, Chevrolet, 94, \$1,600; 20. Tim Kerr, Ford, 63, \$1,600; 21. Sam Fullone, Chevrolet, 54, \$1,800; 22. Joe Harrison, Jr., Chevrolet, 20, \$1,400; 23. Jay Fogleman, Ford, 9, \$2,550; 24. Jason Sarvis, Chevrolet, 3, \$1,800.

Goede Outlasts Pyle For ASA Late Model Loot

MANSFIELD, Ohio — The ASA Late Model Series presented by GM Performance Parts reached the mid-

ASA LM

point of its season Saturday night at Mansfield Motorsports Park, with Jacob Goede claiming his first victory of the season.

Goede took the lead from defending ASALMS Challenge division champion Travis Dassow on lap 84 and held off the advances of Columbus,

Ohio, veteran and home-state favorite Robbie Pyle over the last 101 laps.

Pyle threw every trick he had in his arsenal at Goede's Laketown Electric Chevrolet, but came up just short as Goede withstood the advances of Pyle to score his third-career ASALMS triumph.

Pyle, who started 13th, earned the Performance Concepts Hard-Charger Award with his runner-up showing, while Peter Cazzolino scored his

fourth podium finish in four starts, taking third.

Kris Stump finished fourth with Jimmy Lang rounding out the top five.

With the victory, Goede leads Cazzolino by six points in the championship race.

The finish:

Jacob Goede, Robbie Pyle, Peter Cazzolino, Kris Stump, Jimmy Lang, Alec Carlil, Brent Downey, Jordan Dahlke, Griffin McGrath, Mike Osgar, Brian Campbell, Sean Murphy, Kyle Srizzotti, Drew Brannon, Jimmy Weller, Gene Kirila, Jack Smith, Travis Dassow, Darren Robertson, Blake Brown, Jordan Sims.

It's Carlson By Inches In Madison Big 8 Late Models

OREGON, Wis. — Ryan Carlson won a race nearly too close to call, defeating Michael Bilderback by .003

BIG 8 LM

second for his third-career BRB Big 8 Late Model Series victory June 24 at Madison Int'l Speedway.

Carlson and Bilderback, who led the white-flag lap, raced wheel to wheel for the final five laps of the 38-lap feature before Bilderback was handed his second close loss at the track this season.

Jeremy Miller, who defeated Bilderback at Madison earlier this

year, finished third. Matt Byrne came to the stripe in fourth place and Scott Broughton completed the top five.

The finish:

Ryan Carlson, Michael Bilderback, Jeremy Miller, Matt Byrne, Scott Broughton, Skylar Holzhausen, Ryan Goldade, Bobby Willberg, Chad Stevens, Brady Liddle, James Swann, Nathan Opliger, Mike Ehde, Rob Braun, Ed Szelagowski, Ryan Miles, Tim Sargent, Kyle Shear, Becca Kasten, Kevin Knuese, Ross Kenseeth, Jim Duchow, Steve Dobbratz, Tyler Sauter, Andrew Kulka, Mark Miller.

Lady Turns Luck Around With Mid-Am 141 Trophy

FRANCIS CREEK, Wis. — Crystal Wood put her name in the record books Saturday night as the first female driver to win a Mid-American Stock

MID-AM

Car Series event.

Wood, who is also the first female to win a track title in Wisconsin state history, led from the green flag to claim the victory at 141 Speedway.

"This year has been really bad. I'm

just happy that we finally won," said Wood, who has multiple feature wins racing weekly at 141.

Andy Casavant finished second, with Brett Piontek, Mike Oswald and Daryl Gerke rounding out the top five.

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A look back at the formative years of racing



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

JOURNEYMAN: Al Keller was the fastest qualifier for the 1961 Indianapolis 500 and finished fifth.

Keller Was Making Waves When Fate Intervened

By GARY LONDON

There was a time when journeyman racers were a big part of the sport. Often, they were half the field at the Indianapolis 500. These men were racers all the way, but didn't have a regular ride.

There was no such thing as using sponsorship to get a ride and only the very elite drivers had legal contracts from car owners.

Many drivers went race to race carrying nothing more than a helmet bag and lots of hope. One such driver was Al Keller.

Born in upstate New York on April 11, 1920, Keller was like so many who took up racing after WWII ended. Keller started with modified stock cars. Settling in New Jersey, he frequently raced as often as nine times per week.

In 1954, Keller competed in the NASCAR Grand National division. He won in a Hudson at Savannah, Ga., before becoming part of history with a victory on the Linden Airport course in New Jersey while driving a Jaguar. It was the only foreign car to win in NASCAR's senior division until Toyota broke into victory lane earlier this year.

Keller switched to sprint cars, driving for the four-car team operated by Pennsylvania Sam Traylor. Traylor acquired an ex-Rex Mays Champ Car, and Keller was assigned to drive it at Indianapolis, putting the six-year-old car 22nd on the grid. In the race, Keller was involved in the crash that claimed the life of Bill Vukovich.

Keller returned to Indy in the same car the following year and finished 14th.

In 1957, Keller had a brand-new ride, another jet-black car, owned by veteran owner Pat Clancy. It was one of many Kurtis 500 G-2s that turned out to be bad handling dogs. He started in the middle of the third row at Indianapolis, but crashed on lap 75.

The following year, Keller brought the Clancy ride home 11th and in 1959, he replaced Jerry Unser, who died in a crash during practice and dropped out of the race after 162 laps. Driving two different cars, Keller failed to qualify for the 1960 Indianapolis 500.

Keller had a ride with Ray Brady in 1961 when he got a call from New Jersey oil-man Bruce Homeyer, who had purchased the Bob Estes race team operated by mechanic Jud Phillips. Keller took the ride, replacing rookie Jack Rounds.

Though he qualified 26th on the second weekend, Keller's 146.157 mile-per-hour lap was the quickest in the field and he drove to a fifth-place finish.

At Milwaukee the next week, Keller started fifth and finished second behind Rodger Ward. At Langhorne, Keller won his first pole, but had to retire from the race when hit in the eye by a rock.

Keller was having fun for the first time in years and the 41-year-old driver was a contender at every event on the championship trail.

But after earning his second pole with a track-record lap at Phoenix, Keller crashed on the 40th lap of the race. The accident claimed his life and the high point of his career.

Journeyman racers never had it easy.

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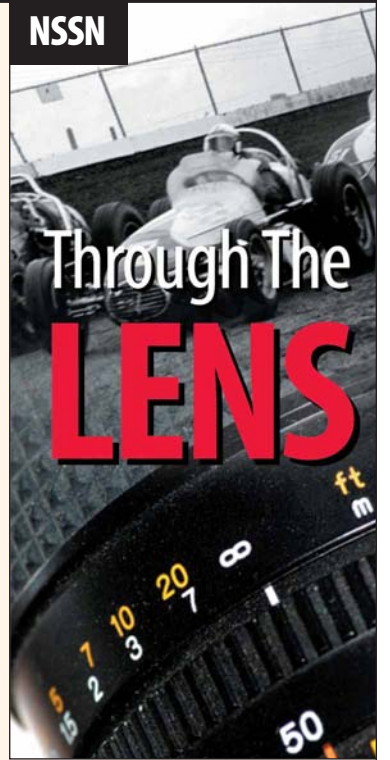
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Through The LENS



A visual tour through the history of motorsports

KEVIN DOTY

▶ One of the Midwest's most popular midget and sprint-car drivers, Kevin Doty died Aug. 16, 2005 from injuries he suffered in a crash at Angell Park Speedway a few days earlier.

Doty, who won the 1994 Badger Midget Auto Racing Ass'n championship, owned a series of major victories. He won both the sprint-car portion of the 4-Crown Nationals at Eldora Speedway and the Belleville Midget Nationals in 1994, which was arguably his best season.

Doty, who was 43 at the time of his death, owned eight USAC National Midget Series victories and had another seven USAC National Sprint Car Series triumphs to his credit.

Those were among countless wins at local short tracks and with smaller sanctioning organizations.

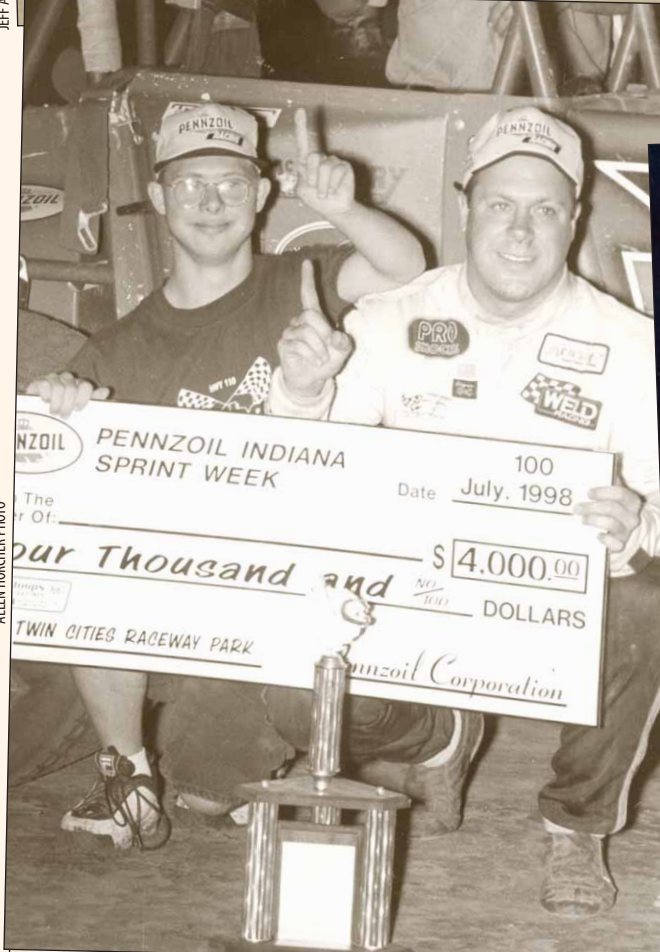
Featured here (clockwise from top left): Behind the wheel in 2005; Celebrating his victory in the 1999 Chili Bowl Nationals with his son Kevin, Jr.; A happy winner in 1999; In 1993; In victory lane with father Bud and son Kevin, Jr., at Springfield (Ill.) Speedway in 1987; In 2005 shortly before his fatal crash; After a WWAR victory at Florida's East Bay Raceway Park; With Kevin, Jr. in victory lane at Twin Cities Raceway Park in 1998.

— NSSN Archives



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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: July 3-6.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2005 Carquest NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Lenox Industrial Tools 301 (taped), 12 p.m., Speed
- Classic NASCAR: 1979 Daytona 500, 2 p.m., ESPN Classic
- NASCAR Sprint Cup Coke Zero 400 practice, 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- NASCAR Nationwide Series Winn-Dixie 250 practice, 5:30 p.m., ESPN2
- "On the Edge," 6 p.m., Speed
- NASCAR Sprint Cup Coke Zero 400 practice, 6:30 p.m., Speed
- Grand Am Rolex Series Brumos Porsche 250, 8 p.m., Speed

Friday

- "NASCAR Now," 12 a.m., ESPN2
- NHRA Summit Racing Equipment Nationals (taped), 3 a.m., ESPN2
- F-1 British Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: 2005 NHRA Supernationals, 11 a.m., ESPN Classic
- "NASCAR Live," 12 p.m., Speed
- NASCAR Nationwide Series Winn-Dixie 250 qualifying, 1 p.m., ESPN2
- "Go or Go Home," 3:30 p.m., Speed
- NASCAR Sprint Cup Coke Zero 400 qualifying, 4 p.m., Speed
- "NASCAR Live," 7 p.m., Speed
- "NASCAR Countdown," 7 p.m., ESPN2
- NASCAR Nationwide Series Winn-Dixie 250, 8 p.m., ESPN2
- "Dale, Jr.: Shifting Gears," 10:30 p.m., ESPN2
- "Trackside," 11 p.m., Speed

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "Inside Grand Prix," 1 a.m., Speed
- "Go or Go Home," 1:30 a.m., Speed
- NASCAR Sprint Cup Coke Zero 400 qualifying (taped), 3 a.m., Speed

TUNE IN TO ...

The NASCAR Sprint Cup Coke Zero 400 from Daytona Int'l Speedway at 8 p.m. Saturday on TNT.

- NASCAR Nationwide Series Winn-Dixie 250 (taped), 3 a.m., ESPN2
- "Inside Drag Racing," 6 a.m., Ion
- F-1 British Grand Prix qualifying, 8 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- NHRA Sportsman Series from Norwalk, Ohio (taped), 11 a.m., ESPN2
- "Trackside," 11 a.m., Speed
- "Tradin' Paint," 3 p.m., Speed
- "NASCAR Performance," 3:30 p.m., Speed
- "NASCAR in a Hurry," 4 p.m., Speed
- "NASCAR RaceDay," 4:30 p.m., Speed
- "NASCAR on TNT Live," 6:30 p.m., TNT
- "Countdown to Green," 7:30 p.m., TNT
- NASCAR Sprint Cup Coke Zero 400, 8 p.m., TNT

Sunday

- F-1 British Grand Prix (tape-delay), 1 p.m., Fox
- Championship Off Road Racing from Pomona, Calif. (taped), 3 p.m., NBC
- IRL Watkins Glen Indy Grand Prix, 3:30 p.m., ABC
- World of Outlaws from Dodge City, Kan. (taped), 4 p.m., Speed
- Toyota Pro/Celebrity Race from Long Beach, Calif. (taped), 5 p.m., Speed
- GP2 Championship Series from Silverstone, England (taped), 5:30 p.m., Speed
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- July 2 UMP DIRTcar Racing Summer Nationals
Morgan County Speedway, Jacksonville, Ill., Late Models
- July 3 Advance Auto Parts World of Outlaws
Huset's Speedway, Brandon, S.D., Sprint Cars
- July 3 Grand Am Rolex Series
Daytona Int'l Speedway, Daytona Beach, Fla., Sports Cars
- July 3 Advance Auto Parts Super DIRTcar Series
Ransomville Speedway, Ransomville, N.Y., Modifieds
- July 3 Lucas Oil Late Model Series
Muskingum County Speedway, Zanesville, Ohio, Late Models
- July 3 ASCS Gulf South Region
South Texas Speedway, Corpus Christi, Texas, Sprint Cars
- July 3 All Star Circuit of Champions
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- July 3 Northeastern Midget Ass'n
Thompson Int'l Speedway, Thompson, Conn., Midgets
- July 3 UMP DIRTcar Racing Summer Nationals
Macon Speedway, Macon, Ill., Late Models
- July 3 O'Reilly United Sprint Car Series
Camden Speedway, Camden, Tenn., Sprint Cars
- July 4 NASCAR Nationwide Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
- July 4 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- July 4 NASCAR Camping World West Series
Toyota Speedway, Irwindale, Calif., Stock Cars
- July 4 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N.C., Modifieds
- July 4 Lucas Oil Late Model Series
Tazewell Speedway, Tazewell, Tenn., Late Models
- July 4 UMP DIRTcar Racing Summer Nationals
Tri-City Speedway, Pontoon Beach, Ill., Late Models
- July 4 O'Reilly American Sprint Cars on Tour
Lakeside Speedway, Kansas City, Kan., Sprint Cars
- July 4 ASCS Midwest Region
Lakeside Speedway, Kansas City, Kan., Sprint Cars
- July 4 ASCS Gulf South Region
Texana Raceway Park, Edna, Texas, Sprint Cars
- July 4 ASCS Northern Plains Region
Superior Speedway, Superior, Wis., Sprint Cars
- July 4 All Star Circuit of Champions
Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
- July 4 United Racing Company
Bridgeport Speedway, Bridgeport, N.J., Sprint Cars
- July 4 O'Reilly United Sprint Car Series
Checkeder Flag Speedway, Hohenwald, Tenn., Sprint Cars
- July 4-5 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- July 4-5 ASCS Sprints on Dirt, Patriot Region
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- July 4-6 International Hot Rod Ass'n
Castrol Raceway, Edmonton, British Columbia, Dragsters
- July 5 NASCAR Sprint Cup Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
- July 5 Indy Pro Series
Watkins Glen Int'l, Watkins Glen, N.Y., Indy Cars
- July 5 Advance Auto Parts World of Outlaws
Riverside Int'l Speedway, West Memphis, Ark., Sprint Cars
- July 5 Grand Am Koni Challenge
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- July 5 Lucas Oil Late Model Series
Volunteer Speedway, Bull's Gap, Tenn., Late Models
- July 5 O'Reilly American Sprint Cars on Tour
Lake Ozark Speedway, Eldon, Mo., Sprint Cars
- July 5 ASCS Gulf South Region
105 Speedway, Cleveland, Texas, Sprint Cars
- July 5 ASCS Northern Plains Region
North Central Speedway, Brainerd, Minn., Sprint Cars
- July 5 ASCS Rebel Region
River Valley Speedway, Arkadelphia, Ala., Sprint Cars



DOUG BENC/GETTY IMAGES FOR NASCAR PHOTO

TO THE WIRE: Jamie McMurray (26) edges Kyle Busch to win the 2007 Pepsi 400 at Daytona Int'l Speedway.

MARK IT DOWN!

July 5, NASCAR Sprint Cup Series Coke Zero 400

Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars

The NASCAR boys are back on the beach for the NASCAR Sprint Cup Series Coke Zero 400. Last season, Jamie McMurray notched his second-career Cup victory when he denied Kyle Busch the chance at a Sprint Cup-Nationwide double by beating Busch to the finish line by .005 second.

- July 5 UMP DIRTcar Racing Summer Nationals
Fairbury American Legion Speedway, Fairbury, Ill., Late Models
- July 5 Golden State Challenge
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- July 5 Empire Super Sprints
Can-Am Motorsports Park, LaFargeville, N.Y., Sprint Cars
- July 5 Interstate Racing Ass'n
Wilmot Speedway, Wilmot, Wis., Sprint Cars
- July 6 IRL IndyCar Series
Watkins Glen Int'l, Watkins Glen, N.Y., Indy Cars
- July 6 Formula One World Championship
Silverstone Circuit, Silverstone, England, Formula Cars
- July 6 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- July 6 UMP DIRTcar Racing Summer Nationals
Quad City Raceway, East Moline, Ill., Late Models
- July 6 Empire Super Sprints
Utica-Rome Speedway, Vernon, N.Y., Sprint Cars
- July 8 Northeastern Midget Ass'n
Stafford Speedway, Stafford, Conn., Midgets
- July 8 UMP DIRTcar Racing Summer Nationals
Quincy Raceway, Quincy, Ill., Late Models
- July 8 International SuperModified Ass'n
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- July 9 Advance Auto Parts World of Outlaws
Limaland Motorsports Park, Lima, Ohio, Sprint Cars
- July 9 World of Outlaws Late Model Series
Deer Creek Speedway, Spring Valley, Minn., Late Models
- July 9 UMP DIRTcar Racing Summer Nationals
Spoon River Speedway, Canton, Ill., Late Models
- July 9-10 USAC Lucas Oil National Sprint Car Series
Lawrenceburg Speedway, Lawrenceburg, Ind., Sprint Cars

- July 10 World of Outlaws Late Model Series
North Central Speedway, Brainerd, Minn., Late Models
- July 10 Advance Auto Parts Super DIRTcar Series
Brockville Ontario Speedway, Brockville, Ont., Modifieds
- July 10 UMP DIRTcar Racing Summer Nationals
La Salle Speedway, La Salle, Ill., Late Models
- July 10 O'Reilly United Sprint Car Series
Riverside Speedway, West Memphis, Ark., Sprint Cars
- July 11 NASCAR Nationwide Series
Chicagoland Speedway, Joliet, Ill., Stock Cars
- July 11 World of Outlaws Late Model Series
River Cities Speedway, Grand Forks, N.D., Late Models
- July 11 NASCAR Camping World West Series
Douglas County Speedway, Roseburg, Ore., Stock Cars
- July 11 Advance Auto Parts Super DIRTcar Series
Autodrome Granby, Granby, Que., Modifieds
- July 11 Lucas Oil Late Model Series
North Alabama Speedway, Tuscumbia, Ala., Late Models
- July 11 O'Reilly American Sprint Cars on Tour
67 Texarkana Speedway, Texarkana, Ark., Sprint Cars
- July 11 ASCS Midwest Region
U.S. 36 Raceway, Cameron, Mo., Sprint Cars
- July 11 UMP DIRTcar Racing Summer Nationals
Brownstown Speedway, Brownstown, Ind., Late Models
- July 11 Empire Super Sprints
Clinton County Raceway, Mackeyville, Pa., Sprint Cars
- July 11-12 Advance Auto Parts World of Outlaws
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- July 11-12 USAC Lucas Oil National Sprint Car Series
Gas City I-69 Speedway, Gas City, Ind., Sprint Cars

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

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RACING COLLECTIBLES



ARCA PHOTO

READY TO ROLL: Polesitter Justin Lofton (20) brings the ARCA RE/MAX field to the green flag Sunday at Cayuga Motor Speedway. Justin Allgaier won the race, which marked the first Canadian event for the series since 1992.

Allgaier Has Canadian Adventure

NELLES CORNER, Ontario — Justin Allgaier recovered from a mid-race spin, raced his way back into the lead, survived two late-race restarts and then drove away from Frank Kimmel and Ricky Stenhouse, Jr. to win the inaugural Cayuga ARCA RE/MAX 250 Sunday afternoon at Cayuga Motor Speedway.

“This race track was really cool and it means a lot to me to win here,” said Allgaier in victory lane. “We got turned around and everything and tried to come back from that. We had to check up a little bit there, and he (Stenhouse) got into us, but no hard feelings there.”

Allgaier was leading Stenhouse midway through the race when Stenhouse gave Allgaier a nudge that sent the eventual winner spinning off turn four. Allgaier made two consecutive pit stops for new tires and adjustments before rejoining the field at the tail-

end. From there, Allgaier raced his way forward and caught Stenhouse inside of 50 laps from the finish to contend for the win. Allgaier found the opening he was looking for down the backstretch and muscled inside of Stenhouse for the lead in turn three on lap 215 of the 257-lap event. Allgaier completed the pass off turn four and was never seriously challenged from there.

“This track is tight and unfortunately, this car doesn’t look as good as it should, but we’re happy to have four wheels on it,” added Allgaier. “There are quite a few donuts along both sides of the Zoller & Bergfield Farming-AG Tech Chevrolet. It’s tight racing, and it’s a lot of fun.”

Allgaier, with 13 lead-lap machines lined up directly behind, also held off the pack during two green-white-checker finishes in order for the race to finish under green, as mandated by ARCA officials. As a

result, the race went seven laps beyond the scheduled 250-laps to accommodate the finish.

Kimmel, in his own Ford Drive One-Engineered Components Ford, also got by Stenhouse and finished second, 10 lengths behind Allgaier.

Stenhouse, who led the most laps (101), finished third in the Roush Fenway Racing Ford. Dexter Bean, in the Glock Chevrolet, also recovered from a spin to finish fourth. Brampton, Ontario, favorite Pete Shepherd, in the Roulo Brothers National Exhaust-Cherry Bomb-Zardo-BeavEx Ford, finished fifth.

The finish:

Showing driver, car and laps completed: 1. Justin Allgaier, Chevrolet, 257; 2. Frank Kimmel, Ford, 257; 3. Ricky Stenhouse, Jr., Ford, 257; 4. Dexter Bean, Chevrolet, 257; 5. Pete Shepherd, Ford, 257; 6. Matt Carter, Ford, 257; 7. Tom Hessert, Ford, 257; 8. Scott Speed, Toyota, 257; 9. John Wes Townley, Ford, 257; 10. Mike Harmon, Chevrolet, 257; 11. Taylor Harmon, Dodge, 257; 12. Terry Jones, Dodge, 257; 13. Norm Benning, Chevrolet, 257; 14. Bryan Silas, Chevrolet, 257; 15. Brad Smith, Ford, 256; 16. Ryan Fischer, Chevrolet, 253; 17. Michael Phelps, Dodge, 252; 18. Patrick Sheltra, Chevrolet, 249; 19. James Hylton, Dodge, 245; 20. Darrell Basham, Chevrolet, 236; 21. Ken Butler III, Toyota, 175; 22.



Justin Allgaier

Tim Mitchell, Ford, 172; 23. Gabi DiCarlo, Chevrolet, 163; 24. Donny Kelley, Chevrolet, 162; 25. James Buescher, Dodge, 160; 26. Billy Leslie, Ford, 95; 27. Justin Lofton, Dodge, 38; 28. Jason Basham, Chevrolet, 20; 29. Charlie Vest, Ford, 15; 30. Dave Savick, Chevrolet, 4; 31. Will Kimmel, Chevrolet, 2; 32. Brad Yunker, Chevrolet, 2; 33. Wayne Peterson, Chevrolet, 1.

Gullatta Stifles Hahn's Win Streak At Four

NELLES CORNERS, Ontario — Nick Gullatta won the pole, led the most laps and won Saturday afternoon's ARCA Lincoln Welders Truck Series feature at Cayuga Motor Speedway.

“It may have looked easy, but it was anything but simple,” said Gullatta. “This track is very challenging, very bumpy — we worked very hard on the set-up and fortunately, it paid off for us. I want to congratulate Mike Young for a great run today — he did a really nice job

out there.”

Gullatta, in the No. 31 Thomson Automotive-Mr. Heater-Enerco Chevy Colorado, slipped underneath Young for the lead on a lap-20 restart and was never seriously challenged. Young finished second.

Point-leader Paul Hahn finished third, ahead of Duane Bischoff and Steve Christman.

The finish:

Nick Gullatta, Mike Young, Paul Hahn, Duane Bischoff, Steve Christman, Ash Hawkins, Bill Withers, Tim Schafer, Tully Esterline, Brad Yunker, Norm Weaver, Mark Otting, Robbin Slaughter, Paul Vanderhoff, Kenny Kirsch.



ARCA PHOTO

TOP TRUCK: Nick Gullatta takes the checkered flag at Cayuga Motor Speedway in Ontario.



JULY SCHEDULE OF EVENTS



Every Friday Night

- Thurs., July 3:** Imperial Stunt Drivers Thrill Show: Factory Stock, Figure 8's, Boat Figure 8, Figure 8 Train Race, Race Car Roller Derby, Fireworks
- Fri., July 11:** Christmas in July Night: Sportsman, Figure 8's, Factory Stock, 4 Cyl., Plywood races, Santa
- Fri., July 18:** MSA Super Modifieds, Sportsman, Factory Stock, 4 Cylinders
- Fri., July 25:** Live Nation Monster Truck Show
- Sat., July 26:** Live Nation Monster Truck Show



Every Saturday Night

- Sat., July 5:** Enduro 250, Race Car Bowling, 4 Cylinder, Roll-Over Contest
- Sat., July 12:** Late Models, Figure 8's, Street Stocks, Fireworks
- Sat., July 19:** Late Models, Figure 8's, Street Stocks
- Sat., July 26:** Late Models, Figure 8's, Street Stocks



Truck Racing

- Sun., July 20:** Iowa Speedway (Newton, IA)



Stock Car Racing

- Fri., July 18:** Kentucky Speedway (Sparta, KY)
- Sat., July 26:** Berlin Raceway (Marne, MI)



Saturday, July 12, 2008

Seether
Finger Eleven

Sunday, July 13, 2008

James Otto
Heidi Newfield



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Blaney Takes Finale

While Hannagan Claims First Ohio Sprint Speedweek Title

ROSSBURG, Ohio — After a rainy week, sunshine greeted the O'Reilly All Star Circuit of Champions sprint car teams for the Ohio Sprint Speedweek finale Saturday night at Eldora Speedway.

At the end of a non-stop 30-lap feature, Dale Blaney had his second Speedweek victory, but came up four points short for the Speedweek championship, with fifth-place finisher Randy Hannagan wearing the crown for the first time in his career.

Fast-qualifier Ed Lynch, Jr. started on the pole and took the early lead, but Blaney and Brock Mayes stalked him from the beginning on the historic half-mile dirt track.

Mayes slid under Lynch on lap six, with Blaney also passing Lynch. For the next 20 laps, Mayes and Blaney put on a show at the front of the field, running side by side on several occasions.

Mayes bobbed a bit in turn two on lap 24 and that was all Blaney needed to power George Fisher's No. 2 around Mayes and into the lead.

"Brock ran a helluva race," said Blaney. "... He did a fantastic job."

From there, Blaney sailed uncontested to the \$10,000 victory. Mayes finished second. Greg Wilson, Dean Jacobs and Hannagan rounded out the top five.

Seventy-nine drivers competed in Speedweek, with three of the seven events washed out by rain.

The summary:

Fast time: Ed Lynch, Jr., 13.656 seconds (36 cars).
 First Heat: Lance Dewease, Ed Lynch, Jr., Jimmy Stinson, Tim Shaffer, Rob Chaney, Troy Little, Mike Dussell, Bruce White, Lee Stark.
 Second Heat: Greg Wilson, Randy Hannagan, Chad Blonde, Jesse Hockett, Todd Kane, Paul May, Luke Hall, Chris Andrews, Mike Miller.
 Third Heat: Kenny Jacobs, Dean Jacobs, Blake Feese, Dale Blaney, Brandon Martin, Brian Ellenberger, Jeremy Campbell, Ryan Myers.
 Fourth Heat: Butch Schroeder, Brock Mayes, Brian Smith, Todd King, Lee Jacobs, Craig Mintz, Ian Louden, Tim Hunter.
 Dash: Blaney, Mayes, Wilson, D. Jacobs, Hannagan, Dewease.
 B Main: Ellenberger, Campbell, May, Dussell, Little, Hunter, Mintz, Louden, Miller, Stark, Hall, Andrews, White, Myers.
 Feature: Blaney, Mayes, Wilson, D. Jacobs, Hannagan, K. Jacobs, Smith, Chaney, Kane, Campbell, Blonde, Lynch, Dewease, Schroeder, May, Hockett, Dussell, L. Jacobs, Feese, Ellenberger, B. Martin, J. Stinson, King, Shaffer.



JIM MORRISON PHOTO

ACCOLADES: Runner-up Brock Mayes (right) congratulates race winner Dale Blaney Saturday at Eldora Speedway.

Harrison Goes Wire To Wire At Fremont

Harrison Snags First All Star Victory By Holding Off Hannagan

BY BRIAN LISKAI

FREMONT, Ohio — David Harrison had to not only defeat 51 O'Reilly All Star Circuit of Champion sprint-car drivers but Mother Nature as well at Fremont Speedway Thursday night.

The Burgoon, Ohio, driver led all 40 laps under threatening skies to score his first All Star victory during the third leg of the University of Northwest Ohio Sprint Speedweek.

The night began with a more than two-hour rain delay, and with more rain in the area, the program was pushed along swiftly.

Harrison, the night's second quick qualifier, started to the outside of the front row and jumped into the lead at

the start. He benefited from yellow flags when he was mired in lapped traffic and picked his way through the backmarkers with precision, holding off Randy Hannagan for his second victory of the season at the third-mile oval.

"I want to dedicate this win to my father-in-law, Alex Burkett, who we lost a couple of weeks ago. To get my first All Star win in front of my home crowd and during Speedweek, it just doesn't get any better than this," Harrison said.

At the checkered flag, Harrison scored his eighth-career victory at Fremont by four car lengths over Hannagan, Byron Reed, Brock Mayes and Dean Jacobs. Hannagan has a victory and two runner-up finishes in three Speedweek events.

"We have turned our whole season around during Speedweek," said Hannagan. "We just struggled in

lapped traffic for some reason tonight. But hey, we have a shot at the Speedweek championship and we are as consistent as we've been in quite some time."

The summary:

Fast time: Tim Shaffer, 12.145 seconds (50 cars).
 First Heat: Mike Dussell, Brock Mayes, Jeremy Campbell, Dean Jacobs, Lee Jacobs, Tim Shaffer, Ian Louden, Tim Hunter, Jesse Hockett, Todd King, Bruce Robenalt, Bryan Lay, Josh Harrison.
 Second Heat: Brian Ellenberger, Phil Gressman, David Harrison, Randy Hannagan, Jody Keegan, Blake Feese, Dan Shetler, Travis Philo, Brian Smith, Tony Beaber, Roger Shammo, Lee Stark.
 Third Heat: Craig Mintz, Rob Chaney, Danny Smith, Byron Reed, Chris Andrews, Bruce White, Jamie Miller, Scott Euler, Andy Shammo, Paul Weaver, Ryan Myers, Kody Jacobs.
 Fourth Heat: Dustin Daggett, Greg Wilson, Brandon Martin, Chad Blonde, Dale Blaney, Lance Dewease, John Ivy, Mike Linder, Caleb Griffith, Troy Vaccaro, Chad Goff, Kenny Jacobs.
 Dash: D. Smith, D. Jacobs, Mayes, Gressman, Hannagan, Blaney.
 C Main: Robenalt, Hockett, Beaber, Shetler, Myers, Shammo, K. Jacobs, Vaccaro, Lay, Goff, J. Harrison, Griffith, White.
 B Main: Shaffer, Dewease, Feese, Euler, Miller, Louden, Linder, Ke. Jacobs, Hockett, Ivy, B. Smith, Philo, King, Stark, Beaber, Robenalt, Hunter, Weaver.
 Feature: Harrison, Hannagan, Reed, Mayes, D. Jacobs, L. Jacobs, Shaffer, Martin, Blaney, D. Smith, Wilson, Blonde, Dewease, Dussell, Ellenberger, Campbell, Keegan, Chaney, Daggett, Andrews, Mintz, Feese, Euler, Gressman.

Hannagan Tops Hilltop

MILLERSBURG, Ohio — After three consecutive nights of rain, the O'Reilly All Star Circuit of Champions finally kicked off the 26th-annual Ohio Sprint Speedweek June 24 at Hilltop Speedway.

Randy Hannagan was in the right place at the right time to claim the victory as 48 winged sprint cars were on hand for the opening night of the series.

The fast-qualifier Hannagan shared the front row with Mark Keegan. Keegan grabbed the lead at the green flag and looked unstoppable as he steadily pulled away from the field.

But the race changed when Keegan was approaching lapped traffic on the three-eighths-mile dirt track on lap 18. Rob Chaney spun in front of him and Keegan slid sideways and stalled his No. X sprinter while trying to avoid Chaney.

Hannagan inherited the lead and quickly pulled away from Byron Reed on the restart. Two more yellow flags gave Reed extra chances to make a

pass for the lead, but each time Hannagan controlled the restart.

Reed finished second, ahead of Dale Blaney, point-leader Lance Dewease and Tim Shaffer, who started 18th.

"This is a momentum builder," said Hannagan. "This win means a lot to me. My mom is home battling cancer and this win is for her. I need to thank all of my sponsors and my crew for all their hard work. Keegan was the guy to beat tonight. Blaney, Reed and Dewease are all real tough and it means a lot to race with these guys and beat them."

The summary:

Fast time: Randy Hannagan, 13.201 seconds (48 cars).
 Heat winners: (full heat-race finishes were not supplied by the All Stars) Tim Shaffer, Rob Chaney, Brandon Martin, Craig Mintz.
 C Main: Aaron Middaugh, Troy Little, Ian Louden, Lee Stark, Cody Jacobs, Todd King, Bill Ault, Cole Conley, Ryan Myers, Brock Martin, Brian Smith, Chad Goff.
 B Main: Lee Jacobs, Greg Wilson, Mike Dussell, Cole Duncan, Ben Gregg, Dean Jacobs, Jason Dolick, Dan Shetler, Paul Weaver, Little, Tim Hunter, Todd Kane, Kody Kinser, Luke Hall, Middaugh, Bruce White, Scott Curren, Nick Mulheim.
 Feature: Randy Hannagan, Byron Reed, Dale Blaney, Lance Dewease, Tim Shaffer, Blake Feese, Kenny Jacobs, Dussell, Brock Mayes, Chad Blonde, Phil Gressman, Chris Andrews, Wilson, Rob Chaney, Duncan, Duffy Smith, Brandon Martin, Brian Ellenberger, K. Jacobs, Brian Paulus, Mark Keegan, Craig Mintz, Danny Smith, Brad Haudenschild.



MARK FUNDERBURK PHOTO

SHOW STOPPERS: Dale Blaney (2) tries to hold off Randy Hannagan June 25 at Skyline Speedway.

Blaney Denies Hannagan Glory

STEWART, Ohio — Always the man to beat in Ohio Sprint Speedweek competition, Dale Blaney held off opening-night winner Randy Hannagan to win round two of the series sanctioned by the O'Reilly All Star Circuit of Champions June 25 at Skyline Speedway.

A 52-car field was on hand, with the fans and competitors having to endure a 20-minute rain delay during the B main.

Hannagan drew the pole, with Jim Nier alongside. Nier took the early lead, with Hannagan and Blaney following close behind.

Hannagan got around Nier for the lead on lap eight and Blaney also passed the K-C Raceway owner and continued to hound Hannagan.

Blaney finally made a move into the lead on lap 18 during the 40-lap event on the three-eighths-mile dirt track.

As Blaney weaved through lapped traffic, Hannagan kept him in his sights as Brian Smith battled Craig Mintz for third. Mintz finally took the spot away with 10 laps to go and began to challenge Hannagan, but Blaney pulled away for the victory.

"I made a bad lap in qualifying, but we got better in the dash," said Blaney.

"George (Fisher, team owner) worked on the car and told me to do my job driving it and not worry about it. I did and it was real good from about lap number eight on."

Mintz finished third, ahead of B. Smith and Greg Wilson.

With the first two rounds of the series rained out, Blaney and Hannagan were the only two drivers with a shot at the \$50,000 bonus for winning five Speedweek events, with only four races remaining.

The summary:

Fast time: Paul Weaver, 11.942 seconds (52 cars).
 First Heat: Greg Wilson, Troy Little, Byron Reed, Brock Mayes, Jim Nier, Mark Keegan, Chris Andrews, Wayne McPeck, Kody Kinser, Paul Weaver, Josh Yenser, Craig Mintz, Bruce White.
 Second Heat: Tim Shaffer, Brian Ellenberger, Phil Gressman, Dale Blaney, Randy Hannagan, Kenny Jacobs, Chad Blonde, Luke Hall, Josh Davis, Lee Jacobs, Scott Curren, Dean Jacobs, Kory Crabtree.
 Third Heat: Brandon Martin, Dave Dickson, Tim Hunter, Aaron Middaugh, Ian Louden, Dan Shetler, Danny Smith, Ryan Myers, Lance Dewease, Aaron Higgins, Keith Baxter, Brian Paulus, Ben Gregg.
 Fourth Heat: Jimmy Stinson, Brian Smith, Todd Kane, Rob Chaney, Cole Conley, Cole Duncan, Chad Goff, Lee Stark, Blake Feese, Mark Imler, Todd King, Hud Horton, Chad Goff.
 Dash: Louden, Hannagan, Hunter, Kane, Blaney, Ellenberger.
 C Main: L. Jacobs, Myers, Baxter, McPeck, King, Gregg, Goff, Imler, Horton, Kinser, D. Jacobs, Curren.
 B Main: D. Smith, Mintz, Shetler, K. Jacobs, Davis, Duncan, Andrews, Higgins, Dewease, L. Jacobs, Stark, Baxter, Hall, Yenser, Myers, McPeck, Blonde, Weaver.
 Feature: Blaney, Hannagan, Mintz, B. Smith, Wilson, Nier, D. Smith, Shaffer, Ellenberger, Little, Hunter, Kane, Stinson, Reed, Conley, Gressman, Mayes, Martin, Louden, Shetler, Chaney, K. Jacobs, Dickson, Middaugh.

Plymouth Valiant

Long Rain Delay, Track Curfew Can't Stop IRA's Mike Reinke

PLYMOUTH, Wis. — Following a one-and-a-half hour rain delay and some valiant efforts by the track crew, Mike Reinke grabbed Saturday night's Bumper to Bumper Interstate Racing Ass'n winged sprint-car feature at Sheboygan County Fair Park's Plymouth Dirt Track.

Battling a strict 11 p.m., curfew, the race was checkered flagged at 10:59 p.m., while the field circled the track under

the lone yellow flag of the feature.

Reinke grabbed the lead from rookie Billy Hafemann and was on the point when the call came to wave the checkered flag.

Hafemann finished second, with Brian Kristan, Todd Hepfner and Donny Goeden rounding out the top five.

The finish:
Mike Reinke, Billy Hafemann, Brian Kristan, Todd Hepfner, Donny Goeden, Steve Meyer, Jason Johnson, Bill Warren, Scott Uttech, Scotty Neitzel, Kim Mock, Scott Biertzer, Tim Vanderveer, Mike Kertscher, John Haeni, Dave Uttech, Jerry Richert, Jr., Billy Balog, Andy Hunt, Ty Bartz, Joe Symoens, Wayne Modjeski.



ALLEN HORCHER PHOTO

SEEING DOUBLE: Brad Loyet (near) passes teammate Jon Stanbrough Saturday night at Tri-State Speedway.

Brett & Brad Rule!

Friday

PADUCAH, Ky. — Brett Anderson claimed his second O'Reilly POWRi National Midget Series victory of the season

Friday at Paducah Int'l Raceway, outlasting Californian Robert Ballou in the 25-lap feature.

Anderson led 23 of 25 laps, holding off Ballou's final attempt at a slide job on the final lap. Ballou hit the wall in turn two, popping a tire and limping across the line in fifth.

Ryan Criswell's second-place finish was his best of the season. Zach Daum was third, Scott Hatton in fourth.

The finish:
Brett Anderson, Ryan Criswell, Zach Daum, Scott Hatton, Robert Ballou, Chase Barber, Bubba Altig, Davey Ray, Daniel Robinson, Dan Mecum, Dave Camfield, Jr., Tyler Robbins, Daniel Adler, Kent Schmidt, Nick Knepper, Mike Hess, Dakoda Armstrong, Derrick Myers, Chris Windom, Austin Brown, Brad Loyet, Brad Kuhn.

Saturday

HAUBSTADT, Ind. — Brad Loyet led the final eight laps of Saturday's POWRi race at Tri-State Speedway, becoming the second driver of the season to win multiple features.

Loyet, who started third, and Brett Anderson drove past leader Jon Stanbrough on lap 18, with Loyet earning the lead with an outside pass.

He then protected the point on the bottom, beating Anderson to the line by about one second.

Tim Siner finished third, ahead of Robert Ballou and Derek King. Scott Hatton led the opening seven laps before Stanbrough took control for 10 circuits.

The finish:
Brad Loyet, Brett Anderson, Tim Siner, Robert Ballou, Derek King, Austin Brown, Nick Knepper, Davey Ray, Chris Windom, Daniel Adler, Kellen Conover, Dan Mecum, Dave Camfield, Jr., Tyler Robbins, Jon Stanbrough, Adam Nigg, Hud Cone, Zach Daum, Scott Hatton, Bubba Altig, Chase Barber, Derrick Myers.

Santos III Earns NEMA Triumph

LEE, N.H. — Driving the family No. 98, Bobby Santos III powered past Jeremy Frankoski heading into lap nine and went on

to a convincing Northeastern Midget Ass'n victory Friday night at Lee USA Speedway.

The final 17 laps were run under the green flag and Santos took full advantage. He was a quarter-lap in front of point-leader Randy Cabral at the checkered flag. Joey Payne, Jr. was third.

Starting seventh, Santos used a lap-three restart to move from fourth to second. He was on Frankoski's tail when the

second yellow showed five laps later. The restart was negated three times by spins. The fourth time Santos beat Frankoski into the turn and immediately began opening up a gap.

"I just got a good run on the outside," he said after his ninth-career NEMA triumph. "It's the place to pass here, if you can get the car up there and make it work."

Adam Cantor and Frankoski filled the top five.

The finish:
Bobby Santos III, Randy Cabral, Joey Payne, Jr., Adam Cantor, Jeremy Frankoski, Erica Santos, Jeff Abold, Greg Stoehr, Nokie Fomoro, John Zych, Jr., Barry Kittredge, Aaron Wall, Doug Cleveland, Neil Blatt, Matt O'Brien, Lee Bundy, Mike Luggelle, Mark Irving, Abby Martino, Chris Leonard, Kevin Park.

Aguilar Thunders To TBARA Triumph

INVERNESS, Fla. — The thunder and lightning in the sky nearby was no match for the ground pounding TBARA sprint cars

Saturday night at Citrus County Speedway, as veteran Joey Aguilar outran a 21-car field to score a popular victory.

An infrequent competitor this season, Aguilar had his Doro Racing No. 52 working to perfection this night as he started fifth and quickly made his presence known while Dakotah Stephens set the early pace.

Aguilar shadowed Stephens throughout the event on the three-eighths-mile asphalt oval and was in the right place when Stephens stopped with fuel pick-up problems on lap 25. Despite a red flag with just two laps remaining, Aguilar held on for the victory, with Shane Butler second.

Troy DeCaire, Bo Hartley and Dude Teate rounded out the top five.

The finish:
Joey Aguilar, Shane Butler, Troy DeCaire, Bo Hartley, Dude Teate, Larry Brazil, Dakotah Stephens, Todd Schmidt, Mickey Kempgens, Mark Gimmler, Wendy Mathis, Sonny Hartley, David Retzlaff, Steve Hiesler, D.J. Hoelzle, Michael Smith, Brad Davis, Tommy Nichols, Bobby Rose, Curtis Sutton, Brian Maddox.

Altig Finds Cure To Slump With Badger Midget Win

By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Gary "Bubba" Altig rebounded from a few tough weeks of racing to capture the 30-lap Badger

Midget Series feature victory at Angell Park Speedway Sunday night.

It was the second-career midget-feature victory for the Mechanicsburg, Ill., driver.

Altig took the point from Davey Ray on lap eight and stretched it to as much as a straightaway before the mid-

way point.

A caution on lap 22 due to an incident involving second-running Michael Pickens, a lapped car and Dan Mecum, moved Brandon Waelti behind Altig for the restart. Altig quickly pulled away, using two lapped cars to gain a 2.23-second victory over Waelti. Scott Hatton finished third ahead of Mike Hess in fourth and Ray in fifth.

The finish:
Gary "Bubba" Altig, Brandon Waelti, Scott Hatton, Mike Hess, Davey Ray, Michael Pickens, Matt Smith, Nick Lundgreen, A.J. Fike, Joe Wipperfurth, Aaron Fiscus, Buddy Luebke, David Gough, Tim Noble, Rob Keelan, Kurt Mayhew, Dan Mecum, Steve Irwin, Jason Dull, David Budres, Chad DeSelle, Robbie Ray.

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RACE REWIND

NASCAR SPRINT CUP

Race 17 of 36: Lenox Industrial Tools 301, Sunday, June 29
New Hampshire Motor Speedway, Loudon, N.H.

FINAL RESULTS

FIRST



Kurt Busch

SECOND



Michael Waltrip

THIRD



J.J. Yeley

| Fin. | St. | No. | Driver | Car | Laps | Money | Status |
|------|-----|-----|---------------------|-------------------------------------|------|-----------|----------|
| 1 | 26 | 2 | Kurt Busch | Miller Lite Dodge | 284 | \$204,950 | Running |
| 2 | 36 | 55 | Michael Waltrip | NAPA Toyota | 284 | 209,333 | Running |
| 3 | 30 | 96 | J.J. Yeley | DLP HDTV Toyota | 284 | 143,025 | Running |
| 4 | 8 | 1 | Martin Truex, Jr. | Bass Pro Shops Chevrolet | 284 | 148,183 | Running |
| 5 | 11 | 19 | Elliott Sadler | Best Buy/Hancock Dodge | 284 | 135,895 | Running |
| 6 | 6 | 41 | Reed Sorenson | Target Dodge | 284 | 124,039 | Running |
| 7 | 24 | 5 | Casey Mears | CARQUEST/Kellogg's Chevrolet | 284 | 103,975 | Running |
| 8 | 12 | 11 | Denny Hamlin | FedEx Ground Toyota | 284 | 121,916 | Running |
| 9 | 23 | 48 | Jimmie Johnson | Lowes's Chevrolet | 284 | 140,961 | Running |
| 10 | 2 | 43 | Bobby Labonte | Cheerios Racing Dodge | 284 | 127,411 | Running |
| 11 | 19 | 24 | Jeff Gordon | DuPont Chevrolet | 284 | 128,461 | Running |
| 12 | 31 | 31 | Jeff Burton | LENEX Chevrolet | 284 | 123,633 | Running |
| 13 | 28 | 20 | Tony Stewart | Home Depot Toyota | 284 | 132,211 | Running |
| 14 | 3 | 29 | Kevin Harvick | Shell/Pennzoil Chevrolet | 284 | 129,961 | Running |
| 15 | 16 | 12 | Ryan Newman | Alltel Dodge | 284 | 117,850 | Running |
| 16 | 40 | 83 | Brian Vickers | Red Bull Toyota | 284 | 78,525 | Running |
| 17 | 17 | 99 | Carl Edwards | Dish Network Ford | 284 | 123,575 | Running |
| 18 | 9 | 17 | Matt Kenseth | DeWalt Ford | 284 | 122,241 | Running |
| 19 | 29 | 44 | David Reutimann | UPS Toyota | 284 | 77,750 | Running |
| 20 | 43 | 78 | Joe Nemechek | Furniture Row Racing Chevrolet | 284 | 76,500 | Running |
| 21 | 15 | 16 | Greg Biffle | 3M Ford | 284 | 85,200 | Running |
| 22 | 18 | 07 | Clint Bowyer | Jack Daniel's Chevrolet | 284 | 91,400 | Running |
| 23 | 39 | 8 | Aric Almirola | U.S. Army Chevrolet | 284 | 111,808 | Running |
| 24 | 5 | 88 | Dale Earnhardt, Jr. | National Guard/AMP Chevrolet | 284 | 84,400 | Running |
| 25 | 27 | 18 | Kyle Busch | Interstate Batteries Toyota | 284 | 91,300 | Running |
| 26 | 22 | 7 | Robby Gordon | Camping World Dodge | 284 | 100,058 | Running |
| 27 | 25 | 01 | Regan Smith | Principal Financial Group Chevrolet | 283 | 83,575 | Running |
| 28 | 33 | 38 | David Gilliland | freecreditreport.com Ford | 283 | 89,433 | Running |
| 29 | 42 | 15 | Paul Menard | Menards/Sylvania Chevrolet | 282 | 82,900 | Running |
| 30 | 14 | 9 | Kasey Kahne | Budweiser Dodge | 282 | 105,141 | Running |
| 31 | 1 | 10 | Patrick Carpentier | Berlin City Auto Group Dodge | 282 | 78,450 | Running |
| 32 | 32 | 42 | Juan Pablo Montoya | Texaco/Havoline Dodge | 282 | 101,608 | Running |
| 33 | 41 | 22 | Dave Blaney | Caterpillar Toyota | 281 | 83,608 | Running |
| 34 | 4 | 66 | Scott Riggs | State Water Heaters Chevrolet | 281 | 80,847 | Running |
| 35 | 34 | 45 | Terry Labonte | Victory Junction Gang Dodge | 281 | 70,600 | Running |
| 36 | 21 | 28 | Travis Kvapil | Ford Drive One Ford | 281 | 97,589 | Running |
| 37 | 37 | 70 | Johnny Sauter | Atlas Copco Chevrolet | 280 | 70,175 | Running |
| 38 | 7 | 40 | Dario Franchitti | Guitar Hero/Target Dodge | 280 | 77,975 | Running |
| 39 | 20 | 77 | Sam Hornish, Jr. | Mobil 1 Dodge | 280 | 115,425 | Running |
| 40 | 35 | 6 | David Ragan | AAA Insurance Ford | 272 | 77,700 | Accident |
| 41 | 13 | 26 | Jamie McMurray | IRWIN Ford | 270 | 77,530 | Accident |
| 42 | 38 | 00 | Michael McDowell | Champion Mortgage Toyota | 209 | 69,405 | Engine |
| 43 | 10 | 84 | A.J. Allmendinger | Red Bull Toyota | 202 | 69,265 | Oil Line |

RACE STATISTICS

Race time: 2 hours, 48 minutes, 56 seconds
Average speed: 106.719 miles per hour
Caution margin: Caution
Caution flags: Seven for 33 laps
Lead changes: Nine among eight drivers

Lap leaders: Patrick Carpentier 1-4; Kevin Harvick 5-43;
Dale Earnhardt, Jr. 44-72; Harvick 73-87; Casey Mears 88-
140; Tony Stewart 141-205; Robby Gordon 206; Joe
Nemechek 207; Stewart 208-274; Kurt Busch 275-284.

TALK OF TIME TRIALS

Rookie Patrick Carpentier put his No. 10 Berlin City Auto Dodge on the pole for the first time, posting a lap of 29.349 seconds at 129.776 miles per hour. Bobby Labonte, driving the No. 43 Cheerios Dodge, shared the row with Carpentier.

STANDINGS

FIRST



Kyle Busch

SECOND



Jeff Burton

THIRD



Dale Earnhardt, Jr.

Top 12

| | | | |
|------------------------|-------|-------------------|-------|
| 1. Kyle Busch | 2,496 | 7. Denny Hamlin | 2,150 |
| 2. Jeff Burton | 2,432 | 8. Greg Biffle | 2,119 |
| 3. Dale Earnhardt, Jr. | 2,352 | 9. Tony Stewart | 2,042 |
| 4. Carl Edwards | 2,262 | 10. Kasey Kahne | 2,031 |
| 5. Jimmie Johnson | 2,220 | 11. Clint Bowyer | 2,021 |
| 6. Jeff Gordon | 2,171 | 12. Kevin Harvick | 2,016 |



ERIK PEREL/HHP PHOTO

WINNING WAY: Kurt Busch (2) leads a pack of cars around New Hampshire Motor Speedway en route to winning Sunday's Sprint Cup Series event at the one-mile oval.

The Strategy Game

By AL ROBINSON
NSSN CORRESPONDENT

LOUDON, N.H. — Tony Stewart put on the show, but Kurt Busch, with his gambler's strategy, carried off the winner's laurels in Sunday's rain-shortened Lenox Industrial Tools 301 NASCAR Sprint Cup race at New Hampshire Motor Speedway.

Stewart came from 28th to lead 132 of the 284 completed laps, including all but 12 circuits after lap 141, but his need to pit for fuel with a rain storm brewing relegated him to a 13th-place finish.

As the field circled the track under the yellow flag with only 17 laps remaining, the skies burst, putting Busch, one of seven drivers who hadn't pitted, in the catbird's seat.

When the race was declared official a few minutes later, Busch had his first victory of the season, with Michael Waltrip, J.J. Yeley, Martin Truex, Jr. and Elliott Sadler rounding out the top five.

Reed Sorenson and Casey Mears were sixth and seventh, ahead of the first driver who pitted in the regular sequence, Denny Hamlin. Jimmie Johnson and Bobby Labonte completed the top 10.

Busch's Penske Racing Miller Lite Dodge team, along with owner-driver Waltrip's NAPA Toyota and Yeley's DLP Toyota, were in the same boat, so to speak. All were continuing mediocre seasons with mid-pack runs on the flat mile track. When the opportunity came to top off their tanks with just more than 80 laps to go, they had nothing to lose.

By contrast, the frontrunners and Chase contenders — Stewart, Johnson, Hamlin, 11th-place finisher Jeff Gordon and company, were forced to play the conventional strategy of pitting on schedule. All pitted for full service on lap 205 after A.J. Allmendinger's engine erupted in flames, and all ignored the window created for the others by Aric Almirola's spin after half a dozen



JIM MCISAAC/GETTY IMAGES PHOTO

CELEBRATION: Kurt Busch's Penske Racing teammates lift him into the air after Sunday's event at New Hampshire Motor Speedway.

laps under green.

Green-flag stops were approaching when David Ragan and Jamie McMurray wrecked on lap 272. The eight cars, which did not pit, cycled to the lead with Busch at the head of the line.

The winner offered no apology after leading only three green-flag laps before Sam Hornish, Jr. and Clint Bowyer tangled to bring out the final caution, which was quickly followed by rain.

"I felt it would have been a great duel down to the end with everybody on old tires. Everybody would have been slipping and sliding," Busch said. "This was more a fuel strategy to get to lap 301 than it was with the rain. So, the rain aided us, yet I felt we had the track position. I felt like my fire and desire was going to overcome anything today to get to victory lane."

Crew chief Pat Tryson seconded his driver's insistence that they won by

sound strategy, not intervention from the elements.

"To be honest, we were rooting for it not to rain because we had the fuel mileage to make it to the end and other guys were going to have to pit," Tryson declared. "It just kind of worked out that they all pitted and then it rained."

"The rain isn't why I'm sitting here," said Waltrip, who posted his best finish since 2005. "The reason why I'm sitting here is that we got an opportune caution late in the race and took advantage of it."

Yeley, recording his second-career top five, was more subdued. "We had enough fuel to make it to the end," he confirmed. "I found the way to the back door, so I could sneak in today."

Stewart, meanwhile, was left to contemplate his sixth-consecutive finish outside the top 10 and his failure to become the first driver to score a Saturday/Sunday sweep at Loudon after seizing the lead, thanks in part to a two-tire stop, the same strategy that won the Camping World RV Sales 200 Nationwide Series race 24 hours earlier.

It was slight consolation that he led his 10,000th lap in Sprint Cup competition just after the halfway point and that he actually gained two places in the standings, from 11th to ninth.

The winner's brother, Sprint Cup point-leader Kyle Busch, had a miserable day. He qualified 27th, never looked like more than a marginal top-15 car, and was rammed under the final caution by Juan Pablo Montoya.

Busch pitted and dropped to the tail of the lead lap, worth 27th place. Montoya was docked two laps for rough driving and finished 32nd.

Kyle Busch retained his lead in the standings by 64 points over 12th-place finisher Jeff Burton.

For the 284 completed laps, Kurt Busch averaged 106.719 miles per hour and won \$204,950. There were seven caution periods for 33 laps. The full field was running as late as 200 laps and 39 cars remained on the track at the soggy conclusion.

NASCAR SPRINT CUP RACE REWIND



LEIF TILLOTSON PHOTO

IN THE PITS: The DuPont Hendrick Motorsports team services the No. 24 wheeled by four-time NASCAR Sprint Cup Series champion Jeff Gordon Sunday at New Hampshire Motor Speedway.

NHMS To Keep Two Cup Dates

By **AL ROBINSON**
NSSN CORRESPONDENTS

LOUDON, N.H. — A Sunday morning press conference featured Speedway Motorsports, Inc. chairman **Bruton Smith**, newly appointed corporation president **Marcus Smith** and New Hampshire Motor Speedway General Manager **Jerry Gappens**.

No dramatic announcements were made, but the senior Smith strongly stated his intention to maintain the two annual Sprint Cup race dates in New Hampshire while upgrading the facility.

The only strong clue that emerged as to the nature of the upgrades was that a drag strip is not on the horizon. It was noted that the short construction season in New England makes major renovation a much different project than in Las Vegas or even Bristol, Tenn.

The single most discussed topic was the prospect of a return of the IndyCar Series to New Hampshire, with the clear signal that it would happen in 2009 or it would not happen at all. CART previously raced here from 1992 to 1995, and IRL from 1996 to 1998.

■ **Bob Bahre**, who created the former New Hampshire Int'l Speedway from a backwoods road course with his own money and effort and made it the premier motorsports attraction in New England, addressed the crowd during the pre-race ceremonies, something he never did during his 18 years of ownership.

The Bahre family, including wife, **Sandy**, and son, **Gary**, were presented with a grandfather clock by the new owners.

■ **Greg Biffle** is off the market. The veteran driver has signed a three-

year extension to remain at Roush Fenway Racing.

"We've done a multi-year extension with Roush Fenway," Biffle said. "It's a three-year extension — 2009, '10 and '11 to drive the No. 16 car with 3M as the primary sponsor on it. 3M has stepped up. They had a multi-year deal to start with, but they came and re-upped, so to speak, re-committed to being on the car for those races."

"It was a long process. I certainly weighed all of my options out and it felt like the 16 car is where I really wanted to spend my next three years driving. A lot of things went into making a decision on where I was going to be."

■ Hendrick Motorsports officials confirmed Friday that **Casey Mears** will not return to the team in 2009. **Mark Martin** is expected to take his place.

"We've put a ton of emphasis on the No. 5 program," said team-owner **Rick Hendrick**. "It's been a total team effort, and Casey has worked as hard as anyone to help us improve. We've tested more than we ever have, but the results just haven't come."

"None of us, Casey included, have been satisfied with the situation this season. But he's confident there are other options out there for him in 2009, and we feel like Hendrick Motorsports will have some opportunities, too."

■ Speedway Motorsports tracks have long been noted for their lavish pre-race spectacles. With that in mind, no one quite knew what to expect when an elephant race was announced for Sunday at NHMS, followed by a notice of cancellation due to the lack of permits to transport pachyderms across a state line.

■ Timing was indeed the key to Friday's qualifying at NHMS. One of

the weekend's numerous thunderstorms interrupted time trials halfway through the 45-car entry. The track was much faster after the rain, first allowing **Bobby Labonte** to set fast time with the Petty Dodge, and then **Patrick Carpentier** to nail down the pole in the Gillett-Evernham Dodge.

■ Among those seen in the regional series' garage area was New England legend **Bentley Warren**, who isn't retired, but isn't racing right now. Warren is keeping busy with his Harleys and his Kennebunk, Maine, watering hole.

Both he and another NHMS visitor, **Scott Martel**, were part of a very hairy, winged-supermodified exhibition race here in the early 1990s, when the idea of a Copper World-style multi-class, open-wheel classic was being kicked around. It never happened.

■ The Braun Racing cars driven in the Nationwide Series by **Jason Leffler** and eventual runner-up **Denny Hamlin** raced in solid black with sponsor decals removed as a mark of respect to **Linda Braun**, mother of team owner **Todd Braun**, who died June 25.

■ Unintentionally, the Sprint Cup field included not one, but two retro paint schemes. **David Ragan's** AAA Ford was stylized in Boston Red Sox uniform colors, which resulted in a red roof with white body for the No. 6 — just like **David Pearson's** title winning **Cotton Owens** Dodge in 1966. Meanwhile, **Travis Kvapil's** unsponsored Yates Racing Ford No. 28 echoed the Holman-Moody colors of **Fred Lorenzen** from the same era.

■ Drivers in 10th through 13th (Kevin Harvick, Matt Kenseth, Clint Bowyer and Kasey Kahne) in the Sprint Cup standings are separated by only 30 points.

There Was A Lot Of New 'Stuff' At NHMS

LOUDON, N.H.

The changes to the Bahre family's New Hampshire Int'l Speedway were subtle as it made its debut under Speedway Motorsports ownership as New Hampshire Motor Speedway.

New logos, new paint on the tunnel and a message board out front caught my eye, but all the places and most of the faces looked familiar for one who has missed only a couple of NASCAR race days here since 1990. Much more is to come, of course, but this weekend will be remembered for its racing and its weather, not necessarily in that order.

We, as a nation, love an upset winner, a come-from-behind winner and most of all, an underdog. The good guy underdog is best, but we can give our hearts to the bad guy underdog, too, rationalizing that victory will purge the demons of the past. If loyalty and family can enter into the equation as well, so much the better.

Tony Stewart's win in Saturday's Nationwide Series race was as predictable as, well, summer rain in New England. The other three races on the first weekend of the NHMS era all had upset/underdog plot lines that will have the fans talking long after their waterlogged walking shoes have dried out.

Friday's rain during the Sprint Cup qualifying session nearly made the Camping World East Heluva! Good 125 a night race at a track without lights. In overtime, it came down to Matt Kobyluck, a series veteran well before his age reaches his car number (40) and a driver of legendary Loudon misfortune, Trevor Bayne, a high school junior with the power of the DEI development program behind him, and Eddie MacDonald, a talented young driver who has had more teams fold under him than Fran Tarkenton did in the NFL.

Since 2006, Eddie Mac and crew chief Rollie Lachance have fielded their own car with bare fenders, family support, a couple of loyal associate sponsors, and a ton of guts. When the checkered flag waved, it was MacDonald, Bayne, Kobyluck. Score

HERE AND THERE



AL ROBINSON

one upset, with no reservations.

Fast forward to a gray Saturday and the usual frenetic NASCAR Modified event. A division where the drivers and the fan base are so intertwined that like old-time CB radio names are hardly needed. Say "TC" or "The Reg" or "Steffy" and everybody gets the point.

Chuck Hossfeld was one of the few modified drivers to move south since Steve Park, thanks to Jack Roush's gong show. It didn't work and he came home, still young and talented. That talent needed harnessing, and it came when the seat again opened in a former ride, the Mystic Missile of patriarch Bob Garbarino, following Donny Lia's championship last year.

Hossfeld pitted for tires, Ted Christopher didn't. Hossfeld sliced through the field, got to TC's bumper, fell back and did it again. Two turns from the checkered, Hossfeld went to the bottom. This writer was standing in victory lane as close to lined-up with the finish line as it is physically possible to get, and I had no idea who won. The camera said Hossfeld by a bumper, the timer said .001 second.

Not an underdog win to be sure, the point leader winning in the championship car, but a measure of redemption in front of the car-owning establishment which had given him such a high and such a low just three years ago. Not to mention, with apologies to Friday's sponsor, one hell of a race.

You don't get upsets like Eddie Mac's in the Sprint Cup Series, because there aren't any little guys left, and feel-good stories like Chuck Hossfeld and Bob Garbarino are few and far between. The presence of a Petty car on the front row may have rekindled a dormant flame, but in reality, Bobby Labonte, as good as he is, caught the track at the perfect time in qualifying, as did pole-winner Patrick Carpentier. Looking for underdogs in the Cup Series is like looking for cheap gas — it's all relative.

UP NEXT

Daytona Int'l Speedway

Daytona Beach, Fla.

Track specs

Length: 2.5 miles
Frontstretch: 3,800 feet
Backstretch: 3,400 feet
Banking
Turns 1-4: 31 degrees
Frontstretch: 18 degrees
Backstretch: 3 degrees

Sprint Cup Race

Coke Zero 400, 6:30 p.m. Saturday, TNT
Web site:
daytonainternationalspeedway.com



Tickets:
(386) 253-7223
Address: P.O. Box 2801
Daytona Beach, FL 32120

RACE REWIND

INDY RACING LEAGUE

Race 10 of 19: SunTrust Indy Challenge, Saturday, June 28
Richmond Int'l Raceway, Richmond, Va.

FINAL RESULTS

FIRST



Tony Kanaan

SECOND



Helio Castroneves

THIRD



Scott Dixon

| Fin. | St. | Car | Driver | Car | Laps | Status |
|------|-----|-----|-------------------|---|------|------------|
| 1 | 1 | 11 | Tony Kanaan | Team 7 Eleven Dallara-Honda | 300 | Running |
| 2 | 18 | 3 | Helio Castroneves | Team Penske Dallara-Honda | 300 | Running |
| 3 | 4 | 9 | Scott Dixon | Target Chip Ganassi Racing Dallara-Honda | 300 | Running |
| 4 | 6 | 10 | Dan Wheldon | Target Chip Ganassi Racing Dallara-Honda | 300 | Running |
| 5 | 10 | 5 | Oriol Servia | KV Racing Technology Dallara-Honda | 300 | Running |
| 6 | 14 | 7 | Danica Patrick | Motorola Dallara-Honda | 300 | Running |
| 7 | 23 | 02 | Justin Wilson | McDonald's Racing Team Dallara-Honda | 300 | Running |
| 8 | 21 | 23 | Townsend Bell | Dreyer & Reinbold William Rast Dallara-Honda | 300 | Running |
| 9 | 2 | 26 | Marco Andretti | Blockbuster Dallara-Honda | 299 | Running |
| 10 | 19 | 33 | E.J. Viso | PDVSA HVM Racing Dallara-Honda | 298 | Running |
| 11 | 13 | 20 | Ed Carpenter | Menards/Vision Racing Dallara-Honda | 238 | Running |
| 12 | 22 | 14 | Darren Manning | ABC Supply Co./A.J. Foyt Racing Dallara-Honda | 235 | Running |
| 13 | 7 | 27 | Hideki Mutoh | Formula Dream Dallara-Honda | 220 | Mechanical |
| 14 | 24 | 34 | Jaime Camara | Sangari Dallara-Honda | 217 | Contact |
| 15 | 11 | 6 | Ryan Briscoe | Team Penske Dallara-Honda | 158 | Pits |
| 16 | 25 | 17 | Ryan Hunter-Reay | Rahal Letterman Racing Dallara-Honda | 143 | Contact |
| 17 | 20 | 19 | Mario Moraes | Sonny's Bar-B-Q Dallara-Honda | 143 | Contact |
| 18 | 3 | 06 | Graham Rahal | Hole in the Wall Camps Dallara-Honda | 131 | Contact |
| 19 | 15 | 25 | Marty Roth | Roth Racing Dallara-Honda | 117 | Handling |
| 20 | 17 | 4 | Vitor Meira | Delphi National Guard Dallara-Honda | 91 | Contact |
| 21 | 12 | 24 | John Andretti | Roth Racing Dallara-Honda | 91 | Contact |
| 22 | 5 | 15 | Buddy Rice | Dreyer & Reinbold Racing Dallara-Honda | 80 | Contact |
| 23 | 9 | 18 | Bruno Junqueira | Z-Line Designs Dallara-Honda | 78 | Contact |
| 24 | 8 | 2 | A.J. Foyt IV | Lilly Diabetes/Vision Racing Dallara-Honda | 29 | Contact |
| 25 | 16 | 8 | Will Power | Aussie Vineyards-Team Australia Dallara-Honda | 8 | Contact |
| 26 | 26 | 36 | Enrique Bernoldi | Sangari Conquest Racing Dallara-Honda | 6 | Handling |

* All Indy Racing League IndyCar Series teams are guaranteed \$1.3 million for running all the races during the course of the season. In addition, each race winner receives a \$35,000 bonus. Other per race bonuses are \$25,000 for second, \$20,000 for third, \$15,000 for fourth and \$10,000 to the fifth-place finisher.

RACE STATISTICS

Race time: 2 hours, 4 minutes, 5 seconds
Average speed: 108.790 miles per hour
Victory margin: 4.769 seconds
Caution flags: Nine for 102 laps
Lead changes: Three among three drivers

Lap leaders: Tony Kanaan 1-71; Jaime Camara 72-115;
Marco Andretti 116-205; Kanaan 206-300.

TALK OF TIME TRIALS

Tony Kanaan blistered the three-quarter-mile Richmond (Va.) Int'l Raceway en route to his second pole of the season. Kanaan drove his Andretti Green Racing Dallara-Honda to a four-lap average of 167.876 miles per hour.



JOHN DADALT PHOTO

ELEVENTH HOUR: Tony Kanaan started on pole for Saturday's SunTrust Indy Challenge.

STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dan Wheldon

Top 10

| | | | |
|----------------------|-----|-------------------|-----|
| 1. Scott Dixon | 351 | 6. Hideki Mutoh | 216 |
| 2. Helio Castroneves | 308 | 7. Marco Andretti | 211 |
| 3. Dan Wheldon | 299 | 8. Ryan Briscoe | 210 |
| 4. Tony Kanaan | 269 | 9. Oriol Servia | 194 |
| 5. Danica Patrick | 220 | 10. Ed Carpenter | 185 |



STEVE SNOODY/IRL INDYCAR PHOTO

POWER MOVE: Tony Kanaan (11) leaves the pits during Saturday night's SunTrust Indy Challenge at Richmond Int'l Raceway. The pit strategy helped Kanaan notch his first victory of the season.

KANAAN:

Tough Iowa Crash Can't Keep Kanaan From Victory

CONTINUED FROM PAGE 3

crowd of 55,000, time to visit the concession stand.

In fact, there were just three green-flag laps of racing in the first 20 laps of the race.

"I think it was busier with 26 cars and a lot of people hitting each other," Kanaan said. "But this race is always going to be busy. You're always going to be mad at somebody or somebody is going to be mad at you because you're always passing or trying to lap some-

body. That's the way it is. What are you going to do?"

Despite the "demolition derby" look to this race, Kanaan is glad to see it on the schedule.

"I think it's a pretty good thing to have, so we have all types of diversities when you go from a superspeedway to a small track and then go to just a little track like Iowa and have millions of passes, and then you come back here and have a totally different race, so that definitely adds something for the championship."

And Kanaan's victory gets him back in the title chase just one week after he suffered a hard slam into the wall at Iowa Speedway. He is fourth in points, 82 behind the leader, Dixon, who now has a 43-point lead over

Castroneves.

Kanaan was able to fight through the pain he suffered one week earlier by hitting the road and working out.

"Last Sunday night, I was pretty much in pain and I went home on Monday and ran for an hour," Kanaan said. "I put on my iPod and selected a playlist that pumps me up, and I went for it. I was in the gym on Tuesday. It was the hardest hit I took in my life, although I didn't break anything. I was in a lot of pain in my back, but I said I have to do it."

"That is how I kept myself up. I work better under pressure. Nothing in my life came easy. When I have a hard time, I get the strength to turn a situation around."

TURBO:

Engine Manufacturers Converge For Summit

CONTINUED FROM PAGE 3

More discussions will take place in the future, and last week's meeting was the first of a very long series before any additional engine manufacturers agree to join IndyCar.

"It was actually a really good day and probably exceeded our expectations from what we thought we might get into," Barnhart said. "The process began a little over a year ago in thinking about how to approach our future specifications. And yesterday's meeting was kind of the first of its kind in a very unique presentation format.

We were very happy to begin with the quantity and quality of the people that attended the meeting. We were very well represented with 14 or 15 engine manufacturers and race shop engine builders in the room. And it was a very positive meeting from all aspects of it. And as I said earlier, it probably exceeded our expectations."

Terry Angstadt is the president of IndyCar's commercial division and discussed the business aspects of bringing a new partner into the series.

"I think what was encouraging, really is kind of two parts to my answer," Angstadt said. "One is from a commercial benefit standpoint. If we are able to attract additional engine participation in our series, that brings with it plenty of marketing dollars. So, that's kind of first and foremost.

And the people attending the meeting echoed very much of an interest in the benefits of connecting their technical and actual engine participation to the marketing benefits.

"It raises the challenge to us to make sure we raise the value of the series, deliver that marketing value to each company considering participation. So, again, everyone understands what large companies can bring to a business like ours. And to me, that was really reinforced at the meeting."

IndyCar's stated goal is to have a new engine/car combination in place for the 2011 season, when the Indianapolis 500 celebrates its 100th anniversary.

"That does not mean that that's an absolute requirement," Angstadt said. "That certainly is a stated goal and we would like to stick to that."



CHRIS JONES/IRL INDYCAR PHOTO

STABLEMATES: Marco Andretti (26) and Andretti Green teammate Tony Kanaan race side by side for the lead during Saturday's SunTrust Indy Challenge at Richmond Int'l Raceway.

RIR Finish Leaves Marco Sore

By **BRUCE MARTIN**
NSSN CORRESPONDENT

RICHMOND, Va. — **Marco Andretti** was furious after his ninth-place finish in Saturday night's SunTrust Indy Challenge at Richmond Int'l Raceway.

Andretti believed he had the best car in the race, but when his team decided to bring him into the pits for a green-flag pit stop on lap 206 when he had a big lead, they were gambling on the race going to lap 300 without another yellow flag.

IRL NOTES

But when **Jaime Camara** crashed on lap 218, the top-nine drivers at the time were able to pit under yellow and make it the distance on fuel.

Andretti climbed out of his race car and headed for his scooter. He even brushed off his father, team owner **Michael Andretti**, who tried to apologize for the race strategy that failed.

"I'm going to tell him I'm sorry, but I've been there," Michael Andretti said. "I'm really disappointed for him. They didn't make a great call there, but we tried. When he was upfront, he was able to pass the faster cars. But at the end, he wasn't able to pass those guys because his tires were older than the other guys."

"We'll talk about what happened. You can't blame the guys because if there were no more yellows, he was going to win the race. It was a tough call. He's been driving really, really well, so it will come."

Marco Andretti had his car in front for 90 laps and dominated that stage of the race before his team called him in for the green flag stop.

"I am incredibly disappointed," Marco Andretti said. "The car was the best car on the track today, but good job to **Tony Kanaan** for getting his first win of the year."

■ **Helio Castroneves** continues to hang tight in the points race. By finishing second, he trails **Scott Dixon** by 43 points heading into this weekend's road-course race at Watkins Glen Int'l.

"Well, I guess I had a lot of opportunity to pass a lot of cars," said Castroneves, who started 18th, but made his way to second. "My car was really good on new tires, but unfortunately about 15, 20 laps after, it was really, really difficult to keep consistent. The car was really loose and sliding, a lot of things was happening at the same time. Andretti Green was very consistent through the whole entire run, and that's what made them win the race, and we finish second."

"I trusted my team, for sure, that we would be able to do something on a pit stop. I didn't know I was able to do what I did on the race track, passing a lot of guys out there. So, it was a combination of both. We did not have the fastest car out there, but we didn't have a terrible car."

■ **Jaime Camara** led 44 laps, the first time he has led a lap in his IndyCar career. But the former Firestone Indy Lights driver crashed on lap 218, when he was running third.

"I started almost last and led the race and was competitive with the leaders. It was a great run," Camara said. "I'm really disappointed I could not give the team a good result. We are building on that and the next race is going to be better. I was pretty neutral the whole race and the car was working like that, it was comfortable. But it snapped and I couldn't catch it."

■ **Andretti Green Racing** crew member **Scott Lynch** suffered a fractured toe on his right foot and a bruised right ankle when he was hit on pit road by driver **Hideki Mutoh** in

Friday's practice session at Richmond.

"He just locked it up," Lynch said. "The next thing I know, I was pinned against the wall."

Mutoh tried to explain what happened.

"It was my mistake," he said. "I came in too fast. I was practicing my pit stops and I couldn't come to a stop. I hit my crew (guy) quite hard. I feel really sorry for that guy."

"I told him, next time, I will buy Saki."

■ Despite having a car that never made it to the front, point-leader **Scott Dixon** came away with a third-place finish.

"It was a tough night," Dixon said. "We had a very good car. Once again, it was very tough to pass here. Even when the tires got old, it was very hard to get close to people. If we were out front, I think we had a car to win. TK (Tony Kanaan) definitely looked pretty strong tonight, but I think the Target car still had a good run. I think I just messed up my first pit stop and maybe the left rear or one of the rear guys had trouble getting it back on. We dropped back to about eighth or ninth, so it was good to come away with third."

■ **Justin Wilson's** seventh-place finish may have looked impressive, but the driver from England said his race was more a matter of survival.

"What a crazy race," Wilson said. "There was some really good driving and some really bad driving out there. I was just trying not to get caught out and stay out of trouble and bring the car home. The McDonald's car wasn't the quickest car out there today, but we managed to salvage some good points and hopefully, that will help us out in the championship."

Servia Shows He Can Race On Oval Tracks, Too

RICHMOND, VA.

While many of the drivers that came to IndyCar from Champ Car discovered the difficulty of racing on the ovals, it has come easily to Spain's Oriol Servia.

The driver for KV Racing Technologies isn't new to oval racing, however. He began competing in CART's Indy Lights Series in 1999 and moved up to CART when oval tracks were still plentiful in that series.

That previous oval track experience has helped Servia this season. Earlier this year, he finished sixth at The Milwaukee Mile oval. He bettered that finish in Saturday night's SunTrust Indy Challenge at the three-quarter mile Richmond Int'l Raceway with a fifth-place finish.

"I always liked short ovals and this is the shortest I've ever been on," Servia said Saturday night. "I'm very happy how the team performed. We unloaded the car and I said right away this is a top-five car and I was able to prove it."

"Everybody expected us to do well on the street and road courses, but I really wanted to prove the team is capable of doing well on the short ovals and I think we are showing that. We were very competitive at Milwaukee and also here. We're taking steps towards the front."

Servia said there are plenty of new things that the team has had to adjust to, but with his first top-five finish of the season, there is tangible proof that progress is being made. "I'm so pleased we were able to do this and now in the second half, we can push the throttle and be ready," Servia said. "We were lucky there were lots of yellows at the beginning of the race and Danica Patrick was pushing me quite hard and I had to put everything I had to keep her behind."

"It was physical." With 300 laps around the shortest track on the schedule, Servia admitted it was a dizzying pace.

"I didn't think so until I stepped out

LAST WORD



BRUCE MARTIN

of the car," he said. "I was a little bit dizzy when I did that, but that is what happens when you do 300 laps."

Servia was hounded by Patrick's car in the closing laps of the race, but was able to protect his position.

"Her car is painted black, but I could still see she was all over behind me," Servia said. "She was really fast at the end and I had to do everything I could to keep her behind and hit my marks. The cars in traffic were difficult, but I was able to do a good job for the team."

Fellow newcomer Justin Wilson finished seventh with fast-rookie E.J. Viso 10th, so it's obvious the new drivers to IndyCar are beginning to pick up the oval-track style of racing.

"He was always good and that is the reason why I wanted him on the team. I know what he can do. He's a veteran. He knows ovals."

JIMMY VASSER

Servia's top-five finish gave team owners Jimmy Vasser and Kevin Kalkhoven something to celebrate after their other driver, Will Power, crashed on the eighth lap.

"He was always good and that is the reason why I wanted him on the team," Vasser said. "I know what he can do. He's a veteran. He knows ovals. He's not an idiot and that's what I expected out of him. The car wasn't perfect, but he brought it home and he is racy. He is good."

"Oriol is doing a great job. The car has to be working for you, also. I'm a little disappointed with Will's deal today because I think he would have had a good run, too. Now, we are getting down to the road-course part of the season and we'll see what we can do."

UP NEXT



Wingless REVIVAL

Changes In Philosophy Have Helped ARDC Thrive Again

While statistics may not tell the whole story, there are two numbers that help portray the current health of the American Racing Drivers Club. The numbers are 70 and 36. The significance of 70 — the birthday ARDC will celebrate in 2009. Except for the World War II years, it has been in continuous operation longer than all but one other midget club in the country — the Badger Midget Auto Racing Ass'n. It has always been, and intends to remain, a membership club with an elected board and officers. The significance of 36 — the car count for ARDC's recent Tuesday night race at Grandview Speedway in Bechtelsville, Pa.

In its seven decades, ARDC has been home to many midget legends. Its leading career winners — Dutch Schaefer, Johnny Coy, Bill Schindler and Len Duncan — are among the giants of the first two generations of midget drivers. More recently, the likes of Leigh Earnshaw, Hank Rogers, Ray Bull, Noki Fornoro, John Heydenreich and the Cicconi brothers have toiled in ARDC competition.

Without a doubt, the most famous ARDC graduate is Mario Andretti. The club gave him his open-cockpit baptism and he responded by winning three features in one day on a memorable Labor Day weekend in the early 1960s. Today, a crop of young talents like Andy Martin, Steve Buckwalter, Randy Monroe, Brett Arndt, Stephanie Stevens and Billy Pauch, Jr. dot the roster.

Driving talent is vital, but car count is the lifeblood of a traveling short-track series. Strong numbers not only mean backgate income for the promoter booking the show, but car count is the accepted measure of a series' health. For many years, ARDC struggled to travel with a full field of 24 cars and struggled to build a solid schedule. Now, a meaningful consolation race is often necessary to set the feature lineup. The schedule for 2008 shows 24 events with no co-sanctions.

ARDC went wingless in 2006, and it embraced both the new driving talent and the potential new car owners produced by the multitude of micro-sprint tracks at its doorstep in Pennsylvania and Delaware.

The Keystone State had become synonymous with winged open-cockpit racing and ARDC had gone along with the trend. With its New England paved-track counterpart — the Northeastern Midget Ass'n — winged-midget racing was the norm on the East Coast. But winged racing

ARDC FACT SHEET

■ The American Racing Drivers Club was organized in 1939 by a group of East Coast midget drivers and car owners for the purpose of looking after the interests of fellow midget drivers and owners. Bill Schindler was elected its first president and virtually every midget driver in the East signed up.

■ ARDC is governed by a board, which consists of a president, vice president, treasurer, secretary, drivers' representative, owners' representative and a member at large. A trustee is elected into office for a three-year term. Elections occur at a general membership meeting held in November. The Board of Governors usually meets once a month to discuss matters of the club.

requires horsepower and the team with the newest and strongest piece under the hood usually won.

"If you saw our shows with the wings compared to now when we were running with the wings the fast guys were lapping (the slow cars) in about five laps. Now, if we run 20 laps non-stop, you might have two or three guys at most being lapped. The competition through the whole field is tight. They're running two or three wide for 15th," said ARDC President Ron Lauer.

"I think when you take the wings off, you're not locked to the track and you can miss a little bit on the setup and you don't need a top-of-the-line motor. The driver can move around and has the freedom to pick a different line. It really helps the driver show what they can do," says two-time and defending ARDC champion Andy Martin.

"You can get out of the gas and the guy in front of you won't pull you five lengths," added top-runner Steve Buckwalter. "I've looked at other peo-

ple's tachs and some of them are turning more than 9,000 (rpm). I know if I turned mine over 9,000, I'd have a box of parts."

Aside from the horsepower issue, ARDC found it had an identity problem. With the wings, it was difficult for the casual race fan to differentiate the full midget from the far less powerful 1,200 c.c. mini sprints that gained a foothold as a step up from the chain-driven 270 and 600 c.c. micros. Meanwhile, the popularity of the USAC midgets on ESPN's "Thursday Night Thunder" in the 1980s and the growth of the Chili Bowl had kept wingless-midget racing in the public eye. Someone needed to point ARDC in a different direction, and the job fell to Mike Miller.

Miller, a Reading, Pa.-area Yamaha and Polaris dealer, stepped up from the micros in 2003 with a stable of fast cars, a multitude of contacts in the micro-sprint ranks and an attention-getting pair of teammates — his daughters Tracy and Michele. Today, Tracy and Michele have moved to other parts of the country and Mike runs a limited schedule, but their influence is still felt.

"He came up with the idea of having an open practice for the micro guys who wanted to try a midget. We picked up several teams from that — they sold their micro stuff and moved into midgets," Lauer said of Mike Miller, who became the club's series sponsor and booking agent as well. "He brought extra race cars to put people in and he had two daughters who were not only good race drivers, but they were nice people and were more than willing to do the PR and help the club."

In 2004, Mike Miller finished second in ARDC points and Michele was fourth.

Also in 2004 and 2005, ARDC experimented with a unique format at selected shows — twin 20-lap features, one with wings, one without.

"The promoters seemed to like it, so two years ago we decided to just go non-winged the whole



RIGHT: CHRIS ECONOMAKI PHOTO HEIN BROTHERS PHOTO

MIGHTY MIDGETS: Tracy Hines (49), Tracy Miller (3) and Ray Bull (17) slug it out in wheel-to-wheel action during the ARDC Midget event at Big Diamond Raceway last month. (Right) ARDC goes back as far as 1939. Here drivers fight for position during a 1961 race at Old Bridge Stadium in Old Bridge, N.J.



season. The competitors, the promoters and the fans all seemed to think it was a good idea," Lauer explained.

Another key player was Todd Fisher, the operator of Susquehanna Speedway Park in Newberrytown, Pa. Like ARDC, Susquehanna was searching for an identity after spending many years as the neglected stepchild of the crowded central Pennsylvania dirt-track scene.

"Susky" became the home track for ARDC in 2006, booking 12 events. While the number has been cut to eight in 2008, the three-eighths-mile red-clay oval remains the club's premier showcase.

"We were looking for something new and so were they. They were interested in running several races at one track and I told them

For 2008, the schedule has expanded in geographic scope as well as in number of events. It includes returns to Penn Can and Five Mile Point speedways in the New York-Pennsylvania border region and debut races at the lengthened Accord Speedway in eastern New York and at Winchester, Va., as well as the traditional North Carolina swing.

The bulk of the slate, however, remains on short tracks within a two-hour haul from the Allentown-Reading-Lancaster corridor of eastern Pennsylvania, which is home to most of the teams.

The non-winged identity and the doubleheaders with USAC's Eastern sprint-car tour bring inevitable questions about links to midget racing's major leagues. Is ARDC seeking the status of

a developmental series?

"Ever since I got into midgets, we were pushing for ARDC to go non-wing because that's what the Chili Bowl does. You look all year long to go to the Chili Bowl and do well," declared Buckwalter.

"You can get national recognition and run at Knoxville and the Chili Bowl," concurred Martin. "I would like to run USAC, but we don't have the funding to run USAC, so this is the closest thing I can do."

Visitors are welcome if they meet ARDC's rules.

"We like anyone to come in and race with us. If you're good, you'll make our guys run better, like Jerry Coons. In the name of cost, we haven't allowed some of the bigger motors USAC does, the Esslinger and the Fontana. As long as the owners like things the way they are, that's how we're going to keep it," Lauer explained. "Not many things last 70 years any more and it's taken a lot of good people over that time to keep it going. It seems that when ARDC needs it, somebody new comes along with enthusiasm and new ideas."

But for the foreseeable future, it's non-winged midget racing in and around the Keystone State with an eye on equipment and travel expenses.

A committed field of top-flight weekend racers has made ARDC prosper again, and they will remain the primary focus as the 75th anniversary comes over the horizon in 2014.

ARDC CHAMPIONS

| Year | Name |
|------|----------------------|
| 2007 | Andy Martin |
| 2006 | Andy Martin |
| 2005 | Ray Bull |
| 2004 | Ray Bull |
| 2003 | Ray Bull |
| 2002 | Ray Bull |
| 2001 | Ray Bull |
| 2000 | Ray Bull |
| 1999 | Bryan Kobylarz |
| 1998 | Bryan Kobylarz |
| 1997 | Ed Stimely, Jr. |
| 1996 | Phil DiMario |
| 1995 | Nick Fornoro, Jr. |
| 1994 | Lou Cicconi, Jr. |
| 1993 | Lou Cicconi, Jr. |
| 1992 | Joey Coy |
| 1991 | Lou Cicconi, Jr. |
| 1990 | Billy Hughes |
| 1989 | Billy Hughes |
| 1988 | Billy Hughes |
| 1987 | Brett Mowrey |
| 1986 | Nick Fornoro, Jr. |
| 1985 | Nick Fornoro, Jr. |
| 1984 | Nick Fornoro, Jr. |
| 1983 | Nick Fornoro, Jr. |
| 1982 | Nick Fornoro, Jr. |
| 1981 | Hank Rogers, Jr. |
| 1980 | Leigh Earnshaw, Jr. |
| 1979 | Hank Rogers, Jr. |
| 1978 | George Ferguson, Jr. |
| 1977 | Lenny Boyd |
| 1976 | Bob Cicconi |
| 1975 | Leigh Earnshaw, Jr. |
| 1974 | Leigh Earnshaw, Jr. |
| 1973 | Leigh Earnshaw, Jr. |
| 1972 | Johnny Coy, Sr. |
| 1971 | Johnny Coy, Sr. |
| 1970 | Tom McAndrew |
| 1969 | Johnny Coy, Sr. |
| 1968 | Johnny Coy, Sr. |
| 1967 | Len Duncan |
| 1966 | Joe Cski |
| 1965 | Ed "Dutch" Schaefer |
| 1964 | Len Duncan |
| 1963 | Len Duncan |
| 1962 | Len Duncan |
| 1961 | Len Duncan |
| 1960 | Ed "Dutch" Schaefer |
| 1959 | Len Duncan |
| 1958 | Len Duncan |
| 1957 | Ed "Dutch" Schaefer |
| 1956 | Ed "Dutch" Schaefer |
| 1955 | Len Duncan |
| 1954 | Vernon Land |
| 1953 | Unknown |
| 1952 | Steve McGrath |
| 1951 | Fred "Jiggs" Peters |
| 1950 | Nick Fornoro, Sr. |
| 1949 | Mike Nazaruk |
| 1948 | Bill Schindler |
| 1947 | George Rice |
| 1946 | Bill Schindler |
| 1945 | Bill Schindler |
| 1941 | Henry Banks |
| 1940 | Bill Schindler |

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 12 of 24: Summit Racing Equipment Nationals, June 26-29
Summit Motorsports Park, Norwalk, Ohio

FINAL RESULTS

TOP FUEL



Doug Herbert

FUNNY CAR



Tony Pedregon

PRO STOCK



Greg Anderson

Top Fuel

FIRST ROUND

| Qual. | Driver | E.T. | Speed | Def. | Qual. | Driver | E.T. | Speed |
|-------|-------------------|-------|--------|------|-------|----------------------|-------|--------|
| 10 | J.R. Todd | 4.876 | 299.13 | def. | 7 | Hillary Will | 5.278 | 215.89 |
| 6 | Antron Brown | 4.616 | 302.14 | def. | 11 | Steve Torrence | 4.829 | 234.09 |
| 5 | Doug Herbert | 4.692 | 297.29 | def. | 12 | Troy Buff | 4.721 | 294.18 |
| 3 | Brandon Bernstein | 4.688 | 304.39 | def. | 14 | Luigi Novelli | 5.162 | 214.28 |
| 1 | Rod Fuller | 4.648 | 303.57 | def. | 16 | Doug Kalitta | 4.731 | 301.47 |
| 2 | Cory McClenathan | 4.640 | 308.64 | def. | 15 | Morgan Lucas | 4.668 | 298.07 |
| 13 | David Grubnic | 4.633 | 302.08 | def. | 4 | Larry Dixon | 4.642 | 307.16 |
| 8 | Tony Schumacher | 4.607 | 318.62 | def. | 9 | Bob Vandergriff, Jr. | 4.752 | 292.33 |

SECOND ROUND

| | | | | | | | | |
|---|-------------------|-------|--------|------|----|-----------------|-------|--------|
| 2 | Cory McClenathan | 4.638 | 305.77 | def. | 10 | J.R. Todd | 5.048 | 238.13 |
| 5 | Doug Herbert | 4.666 | 300.80 | def. | 13 | David Grubnic | 4.662 | 304.87 |
| 3 | Brandon Bernstein | 4.650 | 307.72 | def. | 6 | Antron Brown | 4.861 | 274.16 |
| 1 | Rod Fuller | 4.541 | 320.43 | def. | 8 | Tony Schumacher | 4.574 | 307.09 |

SEMIFINAL

| | | | | | | | | |
|---|-------------------|-------|--------|------|---|------------------|--------|--------|
| 3 | Brandon Bernstein | 4.654 | 300.93 | def. | 2 | Cory McClenathan | 4.636* | 275.00 |
| 5 | Doug Herbert | 4.668 | 300.73 | def. | 1 | Rod Fuller | 4.885 | 304.53 |

FINAL

| | | | | | | | | |
|---|--------------|-------|--------|------|---|-------------------|-------|--------|
| 5 | Doug Herbert | 4.636 | 311.70 | def. | 3 | Brandon Bernstein | 4.611 | 313.58 |
|---|--------------|-------|--------|------|---|-------------------|-------|--------|

Funny Car

FIRST ROUND

| Qual. | Driver | E.T. | Speed | Def. | Qual. | Driver | E.T. | Speed |
|-------|---------------|-------|--------|------|-------|--------------------|-------|--------|
| 3 | Tim Wilkerson | 4.905 | 299.26 | def. | 14 | Tommy Johnson, Jr. | 6.978 | 132.45 |
| 6 | Tony Pedregon | 5.485 | 255.97 | def. | 11 | Jim Head | 9.190 | 84.25 |
| 4 | Bob Tasca III | 5.023 | 296.63 | def. | 13 | Tony Bartone | 7.677 | 111.80 |
| 1 | Robert Hight | 4.929 | 290.57 | def. | 16 | Mike Neff | 5.294 | 209.49 |
| 2 | Ron Capps | 5.688 | 241.41 | def. | 15 | Jerry Toliver | 6.295 | 193.74 |
| 12 | Cruz Pedregon | 5.933 | 204.42 | def. | 5 | Jack Beckman | DQ | CCL |
| 7 | Del Worsham | 4.920 | 307.86 | def. | 10 | John Force | 5.082 | 251.95 |
| 9 | Gary Densham | 4.990 | 282.60 | def. | 8 | Ashley Force | 5.969 | 149.95 |

SECOND ROUND

| | | | | | | | | |
|----|---------------|-------|--------|------|---|---------------|-------|--------|
| 6 | Tony Pedregon | 4.962 | 297.55 | def. | 3 | Tim Wilkerson | 5.062 | 296.83 |
| 2 | Ron Capps | 4.936 | 301.13 | def. | 7 | Del Worsham | 5.430 | 235.80 |
| 1 | Robert Hight | 4.922 | 296.63 | def. | 9 | Gary Densham | 5.105 | 243.63 |
| 12 | Cruz Pedregon | 4.929 | 300.46 | def. | 4 | Bob Tasca III | 5.005 | 291.82 |

SEMIFINAL

| | | | | | | | | |
|---|---------------|-------|--------|------|----|---------------|-------|--------|
| 6 | Tony Pedregon | 4.967 | 291.82 | def. | 2 | Ron Capps | 5.084 | 284.09 |
| 1 | Robert Hight | 4.950 | 290.76 | def. | 12 | Cruz Pedregon | 5.035 | 282.36 |

FINAL

| | | | | | | | | |
|---|---------------|-------|--------|------|---|--------------|-------|--------|
| 6 | Tony Pedregon | 4.882 | 306.26 | def. | 1 | Robert Hight | 4.903 | 304.74 |
|---|---------------|-------|--------|------|---|--------------|-------|--------|

Pro Stock

FIRST ROUND

| Qual. | Driver | E.T. | Speed | Def. | Qual. | Driver | E.T. | Speed |
|-------|------------------|-------|--------|------|-------|-----------------|--------|--------|
| 9 | Greg Anderson | 6.727 | 206.48 | def. | 8 | Mike Edwards | 6.702* | 205.66 |
| 10 | Dave Connolly | 6.701 | 205.69 | def. | 7 | Warren Johnson | 6.715 | 206.48 |
| 6 | Larry Morgan | 6.712 | 205.35 | def. | 11 | Vinnie Deceglie | 6.714 | 205.94 |
| 12 | Greg Stanfield | 6.731 | 204.79 | def. | 5 | Kurt Johnson | 6.719 | 205.48 |
| 13 | Johnny Gray | 6.739 | 205.07 | def. | 4 | Ron Krisher | 6.741 | 204.14 |
| 3 | Allen Johnson | 6.685 | 205.76 | def. | 14 | V. Gaines | 6.771* | 204.20 |
| 1 | Jason Line | 6.714 | 205.79 | def. | 16 | Rickie Jones | 6.739 | 204.66 |
| 15 | Justin Humphreys | 6.721 | 204.85 | def. | 2 | Jeg Coughlin | 6.698 | 205.94 |

SECOND ROUND

| | | | | | | | | |
|----|------------------|-------|--------|------|----|---------------|-------|--------|
| 12 | Greg Stanfield | 6.725 | 204.35 | def. | 13 | Johnny Gray | 6.749 | 204.76 |
| 9 | Greg Anderson | 6.701 | 205.72 | def. | 1 | Jason Line | 6.703 | 205.41 |
| 15 | Justin Humphreys | 6.716 | 204.54 | def. | 10 | Dave Connolly | 6.729 | 205.79 |
| 6 | Larry Morgan | 6.716 | 205.29 | def. | 3 | Allen Johnson | 6.685 | 206.01 |

SEMIFINAL

| | | | | | | | | |
|---|---------------|-------|--------|------|----|------------------|-------|--------|
| 6 | Larry Morgan | 6.727 | 204.79 | def. | 15 | Justin Humphreys | 6.787 | 204.48 |
| 9 | Greg Anderson | 6.683 | 205.47 | def. | 12 | Greg Stanfield | 6.710 | 204.91 |

FINAL

| | | | | | | | | |
|---|---------------|-------|--------|------|---|--------------|--------|--------|
| 9 | Greg Anderson | 6.704 | 206.04 | def. | 6 | Larry Morgan | 6.789* | 204.57 |
|---|---------------|-------|--------|------|---|--------------|--------|--------|

*—Denotes red light



MIKE GBUR/JMS PRO PHOTO

CHEVY VS. FORD: Tony Pedregon (far lane) and Robert Hight line up for the Funny Car final Sunday.

Johnson Has Mopar Power

Perfect Light Gets Johnson \$50,000
In K&N Horsepower Challenge

NORWALK, Ohio — Allen Johnson drove his Dodge Stratus to the \$50,000 K&N Horsepower Challenge victory Saturday at Summit Racing Equipment Motorsports Park.

It was the first win for Johnson in the special bonus event for the eight quickest Pro Stock teams from the last year.

Johnson covered the quarter-mile distance in 6.725 seconds at 204.91 miles per hour in his J&J Racing/Team Mopar Stratus and used a rare perfect-reaction time (.000) to beat Greg Anderson, who posted a quicker but losing performance of 6.717 at 204.91 in his Summit Racing Pontiac GXP.

"The perfect light in the final, I don't know where that came from," said Johnson, who is the second Mopar driver to win the Challenge in the 23-year history of the event and the first since 1991 when Darrell Alderman won in a Dodge Daytona.

"I haven't been driving too good lately," continued Johnson, who defeated Warren Johnson and Kurt Johnson in the first two rounds of the Challenge. "In the second

HERBERT:

Pedregon Gets Past Hight,
Into Second In Standings

CONTINUED FROM PAGE 2

hour to beat final-round opponent Brandon Bernstein, who posted a 4.611 at 313.58 in his Budweiser/Lucas Oil dragster. It was Herbert's 10th-career victory and his first since last August.

"It's such an emotional day and I'm just happy to get the job done," said Herbert, who beat Troy Buff, David Grubnic and Rod Fuller in earlier rounds and moved to eighth in the standings. "Going up there (for the final round), I knew I was going to dig down and give it everything I had. I just wanted to do everything I could to win because I didn't want to have a mistake that I made cost us the race. Luckily, I have my little lucky charm (daughter Jessie) with me, and we did a lot of thinking about her brothers (Jon and James) today, and I'm sure they were riding with me on that final-round win."

Pedregon drove his Q-Horsepower Chevy Impala to his third victory of the season and moved to second in the POWERade Series standings by outrunning top-qualifier Robert Hight in the final. Pedregon earned his 39th-career victory with a performance of 4.882 at 306.26, while Hight trailed in his Auto Club Ford Mustang with a 4.903 at 304.74.

"We knew we had a tough opponent in the final round; it always is any time you race a Force car, and my crew chief (Dickie Venables) really nailed it for the conditions,"



MIKE GBUR/JMS PRO PHOTO

PERFECT TIMING: Allen Johnson nailed the tree Saturday and defeated Greg Anderson in the final round of the K&N Horsepower Challenge.

round, I was able to cut a little better light; and then in the final, of course, you're just sucking up everything you've got to really get it close, and fortunately, it was green and perfect.

"To win this means a lot, especially being the first Mopar driver to win in the last 17 years. I don't think this will be our last time. Dad (Roy, crew chief) and the crew are just doing such an awesome job."



TED ROSSINO, JR. PHOTO

EMOTIONAL WIN: Doug Herbert shares victory lane with his daughter, Jessie, Sunday in Norwalk, Ohio.

Pedregon said. "We expected a tough race, and they were right there. Just to reach the winner's circle at any race is good, but this one puts us right back in the game, and I think every race from this point on is going to be very important."

Pedregon, who outran Jim Head, point-leader Tim Wilkerson and Ron Capps in early rounds, moved to second in points. He said his victory was in memory of Scott Kalitta, who died tragically in a crash in Englishtown, N.J., last weekend.

"I am dedicating this win to Scott's kids and his wife," Pedregon said. "I think it's important that everyone out

here wants them to know we care about them. I think the time coming up we'll use to regroup and heal, and we'll never forget him."

Anderson earned his fourth triumph of the season and 55th of his career in his Summit Racing Pontiac GXP when local favorite Larry Morgan had a red-light start in the final in his Lucas Oil Dodge Stratus.

"We got 'er done and made amends for last night (runner-up in K&N Horsepower Challenge) and racked up some precious POWERade points and got a little bit of money to go with it, and probably made our sponsor fairly happy, too," said Anderson, who beat Mike Edwards, Jason Line and Greg Stanfield in the first three rounds. "I would love to have the No. 1 spot (heading into the Countdown to 1); it's worth 20 points. That's really the goal. We haven't done too well up until the last couple of weekends. We've got a great race team, and we've kind of been getting shown the way home this year, but it looks like we're making a recovery."

In Pro Stock Motorcycle, Arana won his first race in his 18-year career with a performance of 7.027 at 187.60 on his Lucas Oil Buell to hold off Team Tigue Suzuki rider Craig Treble, who finished in 7.061 at 187.83.

"I have to thank Forrest and Charlotte Lucas for believing in me and believing I could do this job," Arana said. "I never gave up, and my crew guys never gave up, and I've met a lot of wonderful people who have given me a hand over the year and never stopped trusting in me, and I'm glad I was able to do it. It's an awesome, awesome feeling, and it hasn't sunk in yet, but it feels great to accomplish what I've been working for all these years."



FRANK SMITH PHOTO

NO GO: Gary Scelzi's Funny Car pit area and hauler are packed up after NHRA disqualified Scelzi and Melanie Troxel from Sunday's Summit Racing Equipment NHRA Nationals.

Scelzi, Troxel Get Kicked Out

NORWALK, Ohio — A pair of key Funny Car drivers were disqualified from the Summit Racing Equipment NHRA Nationals.

Gary Scelzi's Mopar/Oakley Dodge Charger was tossed following Friday's first qualifying round, in which he posted a 5.001-second elapsed time at 284.87 miles per hour, good for No. 7 in the field. **Melanie Troxel's** Pro Care Rx Charger was also disqualified.

The NHRA said in a statement, "After NHRA Tech Officials discovered loose ballast in their cars following their qualifying runs. According to page 74 of the NHRA Rule Book, 'any material used for the purpose of racing must be permanently attached to the car's body or above the rear tires. No liquid or loose ballast permitted. Discovery of loose or disguised ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations.'"

"What I was told by the NHRA was that we weren't underweight and we weren't illegal other than the weight wasn't bolted in the car," Scelzi said. "They're not just throwing the run out, they're throwing us out of the event, because that's what it says in the rulebook, according to what we've been told."

"The car was 15 pounds heavy. It had five pounds of loose ballast in it because the [official] scales vary so much from run to run," he said. "I don't think the penalty fits the crime. To throw us out of the event, I feel, is a little bit harsh."

Reigning U.S. Nationals champion **Mike Ashley** sold his interest in the Gotham City Racing Funny Car team to his partner, ProCare Rx Chairman and CEO **Roger Burgess**. Citing the exponential growth of his company, Lend America, and the desire to spend more time with his

family, Ashley said he made the tough decision to do what he thought was best for the team.

"Right now, Lend America is growing explosively. We moved into a new location, added hundreds of new employees, and this past month, we were approved to issue Ginnie Mae government mortgage-backed securities — bundles of mortgages sold to investors and backed by the federal government," Ashley said.

Ashley said this development would help continue Lend America's growth and provide opportunity in the current mortgage crisis.

"I've got to think about my responsibilities to my family and to the hundreds of employees of Lend America, and stay focused on that. I'd already made the decision not to race any more this season, and, after Englishtown, Roger and I discussed his desire to be more involved in the daily operation of the team. I thought it was the best solution for both Roger and me, as well as the entire team," Ashley said.

"On Thursday, the agreement was completed, and now I have no responsibility for the Funny Car team at all. I feel that in 2009, things will be much more structured for me, and I'll return to Pro Mod racing then."

Melanie Troxel is the lead driver for the team and admitted she was surprised by the move.

Pro Stock veteran **Richie Stevens** stepped into the driver's seat of **Kenny Koretsky's** Nitro Fish/Indicom Electric Chevy Cobalt June 25, but he couldn't crack the tough 16-car lineup. Stevens was one of seven Pro Stock drivers to make a run Friday before water began seeping onto the Summit Motorsports Park asphalt and forced the cancellation of Friday's qualifying sessions.

He improved on that 6.833-second effort on Saturday's two runs, but it wasn't enough to make the top 16.

"I'm not too upset," Stevens said.

"The car went straight down the track, and that was good. We just need more power."

After deliberating for more than a week, Koretsky decided June 24 to hire Stevens to drive the car at Norwalk.

"It's no secret I've been thinking about doing something like this since my crash at Topeka (May 31)," Koretsky said. "Well, now it's official. Richie was in Joliet, testing with Eddie and getting comfortable in the car. Right now, I'm still exploring my options. After **Scott Kalitta's** tragic accident, I'm not sure what I want to do."

Robert Hight, the 2007 POWERade Funny Car championship runner-up, came up just short against **Tony Pedregon** — again.

Last year, Hight, the 2005 Road to the Future award winner, came within 19 points of winning his first series championship, only to finish second to Pedregon by less than one round of racing. Hight was consistent all day Sunday, and it took Pedregon's best run of the weekend to defeat him.

"In the final, it (Hight's Auto Club Ford Mustang) put some cylinders out, but it was way on down the track. Tony (Pedregon) took a shot at us and he ran two hundredths quicker and he killed me on the starting line," Hight said.

Pro Stock point-leader **Kurt Johnson**, despite making a competitive 6.719-second, 206.48-mph run, was among the six members of the class's top 10 who did not advance to the second round.

"What can I say? It was a drag race. I shook the tires and was two hundredths slower off the line than (**Greg Stanfield**) was, and he got us by seven thousandths at the stripe. If we had been able to correct either one, we could have resolved the issue we had with the win light not coming on in our lane."

Talk Is Cheap In The Wake Of A Serious Crash

SEATTLE

Bob Frey, the National Hot Rod Ass'n track public-address announcer, truly is gifted, filling hours and hours at every race with relevant information, intriguing anecdotes and clever ad-libbing.

But when Scott Kalitta's burning Funny Car skated off the end of the race track at slightly more than 300 miles per hour June 21 at Englishtown, N.J., to a violent end, all Frey could say was "Wow." The moment defied any words, any explanation.

Plenty of people have said way more than "wow" in the ensuing days about every aspect of this incident. The talk has been shameful.

Kalitta's death has had tongues wagging. Both the New Jersey State Police and racing officials have conducted or still are conducting investigations, and NHRA announced Friday afternoon some initial findings from its own examination.

Yet, without verified information, drivers, "journalists" and armchair crew chiefs started publicly babbling about all aspects of this incident.

And you all need to stop it.

Furthermore, before making your next comments, answer a few questions to yourselves:

Do I have the facts from a credible source? You know the saying: All things are possible when you have no clue what you're talking about.

Am I being a hypocrite? One Top Fuel driver told an Internet publication, "I consider myself to be one of the toughest drivers out there. I was scared to death for myself and every racer on Sunday." Come, now. Were you really? Then why did you get in your car?

Your colleague Alan Bradshaw had the courage of his convictions, stepping from a Top Fuel dragster June 11, citing safety issues. When he parted ways with Tuttle Motorsports, he said the car "met all of the minimum requirements as required by NHRA," but that he personally "felt the current rules represented the minimum safety standard, and I will always lean toward making the driver's cockpit as safe as possible within reason."

So, Bradshaw followed through on his instincts. Tough drivers make

THE STRAIGHTLINE



SUSAN WADE

tough decisions. Talk is easy. Action is tougher, especially when you're denying yourself something you love.

Do I understand the structure of authority in this case? Top Fuel veteran Bob Vandergriff is quoted as saying, "The facilities should give a driver the opportunity to walk away instead of putting everything in his path to prevent that."

No one should argue with his intention, but Vandergriff has the monkey on the wrong back. NHRA has the authority at a national event, not the track.

Bill Bader, whose track hosted this past weekend's Summit Racing Equipment Nationals at Norwalk, Ohio, has a motto. He says all that the tracks have jurisdiction over are "The Four Ts: tickets, trash, toilets and traffic."

Notice he left out those other two critical Ts: TV camera cranes and top-end conditions. Want to complain? Direct your comments to NHRA and not Old Bridge Township Raceway Park, or any other facility.

And while we're on that subject, where did all this Raceway Park-bashing come from? Never once before Kalitta's accident did anyone publicly mention that the shutdown area is too short there. Perhaps some of them said it in private, but this never, ever was a public issue.

However, drivers have mentioned the shorter shutdown area at the storied, NHRA-leased Pomona, Calif., facility — though no one has demanded any improvement.

Drivers vigorously criticized Pacific Raceways several years ago — and effected change. Nobody waited for an accident to happen before such dialog began. So boys and girls, it's time to lay your cards on the table. Tell NHRA your grievances right now. Don't claim after another accident that you objected to something for years. Have the courage to speak up right now and identify any nagging or potentially dangerous problems. Address all of these safety issues today.

What's the hold-up?

UP NEXT

Mopar Mile-High NHRA Nationals, July 11-13, Bandimere Speedway, Morrison, Colo.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

| | |
|--------------------|-------|
| 1. Tony Schumacher | 1,062 |
| 2. Antron Brown | 809 |
| 3. Larry Dixon | 791 |

| | |
|------------------|-----|
| 1. Tim Wilkerson | 863 |
| 2. Tony Pedregon | 712 |
| 3. Ashley Force | 708 |

| | |
|------------------|-----|
| 1. Greg Anderson | 878 |
| 2. Kurt Johnson | 826 |
| 3. Jason Line | 777 |

RACE REWIND

NASCAR NATIONWIDE SERIES

Race 18 of 35: Camping World RV Sales 200, Saturday, June 28
New Hampshire Motor Speedway, Loudon, N.H.

FINAL RESULTS

FIRST



Tony Stewart

SECOND



Denny Hamlin

THIRD



Kyle Busch

| Fin. | St. | No. | Driver | Car | Laps | Money | Status |
|------|-----|-----|---------------------|--------------------------------------|------|----------|--------------|
| 1 | 8 | 20 | Tony Stewart | Old Spice Toyota | 200 | \$49,745 | Running |
| 2 | 17 | 32 | Denny Hamlin | Un-sponsored Toyota | 200 | 27,825 | Running |
| 3 | 4 | 18 | Kyle Busch | Z-Line Designs Toyota | 200 | 30,075 | Running |
| 4 | 5 | 33 | Kevin Harvick | Camping World Chevrolet | 200 | 26,850 | Running |
| 5 | 11 | 60 | Carl Edwards | Under Armour Ford | 200 | 24,350 | Running |
| 6 | 22 | 6 | David Ragan | Discount Tire Ford | 200 | 19,475 | Running |
| 7 | 12 | 99 | David Reutimann | Aaron's Dream Machine Toyota | 200 | 20,125 | Running |
| 8 | 7 | 1 | Mike Bliss | Miccosukee Chevrolet | 200 | 25,543 | Running |
| 9 | 2 | 2 | Clint Bowyer | Camping World RV Sales Chevrolet | 200 | 18,600 | Running |
| 10 | 9 | 88 | Brad Keselowski | U.S. NAVY Chevrolet | 200 | 25,068 | Running |
| 11 | 6 | 11 | Jason Keller | America's Incredible Pizza Chevrolet | 200 | 24,468 | Running |
| 12 | 18 | 29 | Scott Wimmer | Holiday Inn Chevrolet | 200 | 23,693 | Running |
| 13 | 10 | 40 | Dario Franchitti | Fastenal Dodge | 200 | 24,943 | Running |
| 14 | 19 | 59 | Marcos Ambrose | STP Ford | 200 | 23,373 | Running |
| 15 | 21 | 7 | Mike Wallace | GEICO Toyota | 200 | 23,993 | Running |
| 16 | 16 | 25 | Bobby Hamilton, Jr. | Curly's Ford | 200 | 23,118 | Running |
| 17 | 23 | 64 | David Stremme | Atrous Homes Chevrolet | 200 | 24,993 | Running |
| 18 | 13 | 9 | Patrick Carpentier | Wisk Dodge | 200 | 22,843 | Running |
| 19 | 3 | 16 | Greg Biffle | CitiFinancial Ford | 199 | 17,125 | Running |
| 20 | 27 | 22 | Josh Wise | Supercuts Dodge | 199 | 23,743 | Running |
| 21 | 24 | 66 | Steve Wallace | Atrous Homes Chevrolet | 199 | 22,668 | Running |
| 22 | 14 | 47 | Kelly Bires | Clorox Ford | 199 | 22,618 | Running |
| 23 | 28 | 28 | Kenny Wallace | U.S. Border Patrol Chevrolet | 198 | 22,968 | Running |
| 24 | 30 | 61 | Kevin Lepage | Long John Silver's Chevrolet | 198 | 22,528 | Running |
| 25 | 33 | 89 | Morgan Shepherd | Victory in Jesus Dodge | 197 | 22,493 | Running |
| 26 | 36 | 81 | Randy MacDonald | Mahindra Tractor Dodge | 196 | 22,633 | Running |
| 27 | 31 | 24 | Eric McClure | Hefty Chevrolet | 195 | 22,423 | Running |
| 28 | 39 | 52 | Brad Teague | Dale, Jr.'s Whisky River Chevrolet | 193 | 22,388 | Running |
| 29 | 42 | 01 | Mike Potter | sponsordavis.com Chevrolet | 189 | 22,353 | Running |
| 30 | 35 | 4 | Derrick Cope | JVC Chevrolet | 181 | 22,568 | Running |
| 31 | 15 | 27 | Brad Coleman | Kleenex/shaw's Ford | 180 | 22,283 | Running |
| 32 | 20 | 38 | Jason Leffler | Un-sponsored Toyota | 143 | 22,248 | Vibration |
| 33 | 29 | 30 | Stanton Barrett | Grandstay.net Chevrolet | 71 | 15,755 | Electrical |
| 34 | 1 | 5 | Landon Cassill | National Guard Chevrolet | 46 | 26,403 | Accident |
| 35 | 32 | 49 | Kertus Davis | Un-sponsored Chevrolet | 38 | 15,715 | Clutch |
| 36 | 25 | 37 | Burney Lamar | Un-sponsored Ford | 33 | 22,163 | Electrical |
| 37 | 38 | 02 | Andy Ponstein | StottClassicRacing.com Chevrolet | 25 | 15,675 | Brakes |
| 38 | 40 | 90 | Johnny Chapman | Un-sponsored Chevrolet | 18 | 15,655 | Transmission |
| 39 | 43 | 0 | J.C. Stout | sponsordavis.com Chevrolet | 16 | 15,635 | Engine |
| 40 | 34 | 31 | Kenny Hendrick | Grandstay.net Chevrolet | 15 | 15,590 | Vibration |
| 41 | 26 | 36 | Charles Lewandowski | Supercuts Dodge | 4 | 15,570 | Electrical |
| 42 | 41 | 84 | Mike Harmon | Mike Harmon Racing Chevrolet | 3 | 15,550 | Parked |
| 43 | 37 | 05 | Justin Ashburn | 31W Insulation Chevrolet | 2 | 15,497 | Rear End |

RACE STATISTICS

Race time: 1 hour, 56 minutes, 27 seconds
Average speed: 109.025 miles per hour
Victory margin: Under caution
Caution flags: Five for 22 laps
Lead changes: 11 among five drivers

Lap leaders: Landon Cassill (Pole); Clint Bowyer 1-9;
Kyle Busch 10-17; Bowyer 18-21; Tony Stewart 22-31;
Bowyer 32-54; Busch 55-101; David Reutimann 102;
Busch 103-110; Reutimann 111-129; Carl Edwards 130-
135; Stewart 136-200.

TALK OF TIME TRIALS

Landon Cassill won his first NASCAR Nationwide Series pole Saturday, lapping New Hampshire Motor Speedway at 127.799 miles per hour in the No. 5 National Guard Chevrolet in his first visit to the Loudon, N.H., facility.

STANDINGS

FIRST



Clint Bowyer

SECOND



David Reutimann

THIRD



Carl Edwards

Top 10

| | | | |
|--------------------|-------|------------------|-------|
| 1. Clint Bowyer | 2,649 | 6. Mike Bliss | 2,334 |
| 2. David Reutimann | 2,467 | 7. Kyle Busch | 2,263 |
| 3. Carl Edwards | 2,461 | 8. Mike Wallace | 2,171 |
| 4. Brad Keselowski | 2,452 | 9. David Stremme | 2,089 |
| 5. David Ragan | 2,351 | 10. Jason Keller | 2,048 |

No. 5 For Tony Stewart

By AL ROBINSON
NSSN CORRESPONDENT

LOUDON, N.H. — If Red Auerbach had been in attendance for Saturday's Camping World RV Sales 200 at New Hampshire Motor Speedway, he would have lit up his cigar on lap 136.

The legendary Boston Celtics coach traditionally began to puff on his stogie when victory was a sure thing. When Tony Stewart, in the all-conquering No. 20 Joe Gibbs Racing Toyota, passed Carl Edwards three laps after the final restart, it was cigar time.

The Gibbs entry had already won seven times with four different drivers, so it was evident the rest of the field had little chance of changing the outcome. In fact, the field had no chance at all.

Careful to observe Bill France, Sr.'s first commandment, "Thou shall not stink up the show," Stewart never pulled away, but kept a comfortable second or two ahead of Denny Hamlin to become the 22nd different winner in 22 races for the former Busch Series at the former New Hampshire Int'l Speedway.

Kyle Busch, who led 53 laps, completed Toyota's first Nationwide Series podium sweep, finishing third. It marked the 12th victory in 18 races for Toyota and the 11th for one of the Gibbs entries. Stewart, Hamlin and Busch are, of course, all Gibbs contract drivers, but Hamlin was racing for Braun Motorsports on this occasion.

Kevin Harvick broke the string by taking fourth for Chevrolet, with Carl Edwards and David Ragan fifth and sixth in Fords. David Reutimann (Toyota), Mike Bliss, Clint Bowyer and Brad Keselowski (all Chevy) rounded out the top 10. Bowyer extended his point lead to 182 over Reutimann.



ALAN MARLER/HHP PHOTO

MAKING MOVES: Tony Stewart (20) races past Kevin Harvick (33) en route to his fifth Nationwide Series victory of the season Saturday at New Hampshire Motor Speedway.

"We were a top-five car all day and we could lead for a little bit, but we would get too tight and the guys behind us would catch up and go by," said Stewart, explaining the choice by crew chief Dave Rogers to take two tires, which led directly to the victory. "To be able to get track position and to be able to stay up front and not have to overdrive the car or abuse the tires was the key to the win."

With rain reported in the area, track-position strategies were the order of the day when the caution flag waved for debris on lap 129. Roush Fenway Racing chose fuel only for Edwards and Greg Biffle. Stewart, Harvick, Hamlin and Ragan did the two-tire option, while most of the rest took four Goodyears.

Biffle faded, but Edwards hung on gamely after losing the lead to Stewart and second to Hamlin. When Busch relieved Edwards of third on

the 142nd circuit, the podium was set. In fact, the top 10 never changed from lap 150 to 199. Biffle, racing Keselowski for 10th, spun and tapped the wall after Stewart took the white flag. By rule, that meant a finish under caution rather than a green-white-checked situation.

Landon Cassill won his first pole knowing he would start last due to an engine change before qualifying. He advanced to the top 15 before being assisted into the first-turn wall by Bobby Hamilton, Jr. on lap 47, allegedly a payback for an incident earlier in the season.

Stewart, who posted his fifth triumph of the season in the series, won nearly \$50,000 from the \$1.2 million purse, leading 75 laps, including the last 65. Five caution flags for 22 laps held the average speed to 109.025 miles per hour after Cassill turned just under 128 mph on his pole run.

Finally, MacDonald Wins At NHMS

LOUDON, N.H. — Eddie MacDonald reached victory lane for the first time in 16 NASCAR Camping World East Series starts at New Hampshire Motor Speedway Friday evening in the Heluva Good! Summer 125.

MacDonald and Trevor Bayne traded the lead several times down the stretch before the final caution came on lap 122. On the restart, MacDonald got the jump on Bayne to pull away for the win by half a second.

"This is just awesome," MacDonald said. "The one goal we had this year was to win Loudon, and we got it."

The victory for MacDonald was the fourth of his NASCAR Camping World East Series career. His most recent victory came June 18, 2007 at Stafford (Conn.) Motor Speedway.

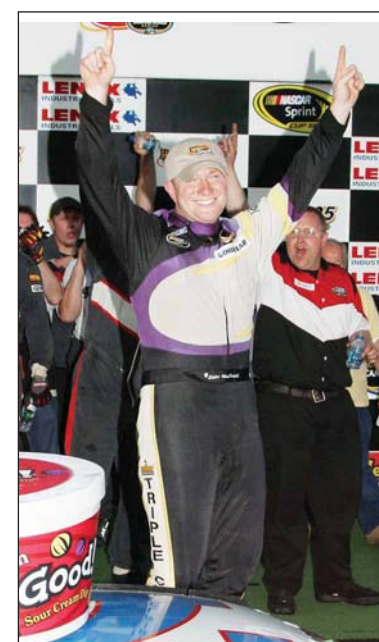
"We've led a lot of laps here," MacDonald said, "but never seemed to be able to finish it off."

Bayne, a rookie, wound up as the runner-up, followed by Matt

Kobyluck. It was the best career finish for Bayne, who had been third twice. Kobyluck tied his best New Hampshire finish in his 25th start at the 1.058-mile oval.

Rookies Austin Dillon and Ricky Carmichael registered top-five finishes in their first race at New Hampshire.

The finish:
Showing driver, car, laps completed and money won: 1. Eddie MacDonald, Chevrolet, 127 laps, \$13,900; 2. Trevor Bayne, Chevrolet, 127, \$10,215; 3. Matt Kobyluck, Chevrolet, 127, \$8,450; 4. Austin Dillon, Chevrolet, 127, \$7,400; 5. Ricky Carmichael, Chevrolet, 127, \$6,500; 6. Marc Davis, Toyota, 127, \$5,900; 7. Mike Olsen, Chevrolet, 127, \$5,100; 8. John Salemi, Chevrolet, 127, \$4,600; 9. Brad Leighton, Chevrolet, 127, \$4,100; 10. Brian Ickler, Chevrolet, 127, \$4,200; 11. Dustin Delaney, Chevrolet, 127, \$3,550; 12. Jesus Hernandez, Chevrolet, 127, \$4,000; 13. Jody Lavender, Chevrolet, 127, \$3,900; 14. Mike Johnson, Ford, 127, \$4,800; 15. Jeff Anton, Chevrolet, 127, \$3,200; 16. Max Dumarey, Chevrolet, 127, \$3,068; 17. Jonathan Smith, Chevrolet, 127, \$3,000; 18. Charles Lewandowski, Toyota, 127, \$2,950; 19. Jamie Hayes, Chevrolet, 127, \$3,400; 20. Joe Masessa, Chevrolet, 127, \$2,850; 21. Alan Tardiff, Chevrolet, 127, \$2,800; 22. Craig Goess, Toyota, 127, \$2,750; 23. Bryon Chew, Chevrolet, 127, \$3,200; 24. Derek Thom, Ford, 126, \$2,675; 25. Chase Mattioli, Ford, 125, \$2,650; 26. Antonio Perez, Dodge, 120, \$2,625; 27. Scott Bouley, Chevrolet, 120, \$2,600; 28. Steve Park, Chevrolet, 118, \$3,100; 29. Peyton Sellers, Chevrolet, 118, \$3,100; 30. Ryan Duff, Chevrolet, 108, \$2,600; 31. Patrick Dupree, Dodge, 108, \$2,600; 32. Rogelio Lopez, Chevrolet, 102, \$3,100; 33. Todd Peck, Chevrolet, 81, \$2,600; 34. Jeffrey Earnhardt, Chevrolet, 34, \$3,100; 35. Bobby Hamilton, Jr., Dodge, 23, \$2,600; 36. James Pritchard, Dodge, 0, \$2,600.



Eddie MacDonald



2008 BADGER MIDGET SERIES SCHEDULE

JULY SCHEDULE

| | |
|---------------|--|
| Sun., July 6 | Angell Park Speedway (Sun Prairie, Wis.) |
| Sat., July 12 | Charter Raceway (Beaver Dam, Wis.) |
| Sun., July 13 | Angell Park Speedway |
| Sun., July 20 | Angell Park Speedway |
| Sun., July 27 | Angell Park Speedway |

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| | | |
|-------------------|---------------------------------------|-----------------|
| Fri., July 11th | 67 Speedway 870-773-0029 | Texarkana, AR |
| Sat., July 12th | I-30 Speedway 501-455-4567 | Little Rock, AR |
| Mon., July 14th | Creek County Speedway 918-247-6675 | Sapulpa, OK |
| Thurs., July 17th | Devil's Bowl Speedway 972-222-2421 | Mesquite, TX |
| Fri., July 18th | State Fair Speedway 405-948-6796 | OKC, OK |
| Sat., July 19th | Lawton Speedway 580-355-6417 | Lawton, OK |

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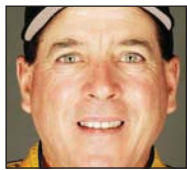
RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 12 of 25: O'Reilly 200, Saturday, June 28
Memphis Motorsports Park, Memphis, Tenn.

FINAL RESULTS

FIRST



Ron Hornaday, Jr.

SECOND



Erik Darnell

THIRD



Matt Crafton

| Fin. | St. | No. | Driver | Car | Laps | Money | Status |
|------|-----|-----|-------------------|------------------------------------|------|----------|--------------|
| 1 | 3 | 33 | Ron Hornaday, Jr. | Camping World Chevrolet | 204 | \$57,100 | Running |
| 2 | 4 | 99 | Erik Darnell | Northern Tool + Equipment Ford | 204 | 42,925 | Running |
| 3 | 16 | 88 | Matt Crafton | Menards/Ideal Door Chevrolet | 204 | 30,770 | Running |
| 4 | 7 | 14 | Rick Crawford | Circle Bar Truck Ford | 204 | 24,285 | Running |
| 5 | 17 | 11 | David Starr | Red Horse Racing Toyota | 204 | 25,310 | Running |
| 6 | 5 | 2 | Jack Sprague | American Commercial Chevrolet | 204 | 15,260 | Running |
| 7 | 10 | 5 | Mike Skinner | Toyota Tundra Toyota | 204 | 17,660 | Running |
| 8 | 2 | 09 | Bobby East | Zaxby's Ford | 204 | 15,335 | Running |
| 9 | 8 | 51 | Shane Sieg | Miccossukee Resorts Toyota | 204 | 14,935 | Running |
| 10 | 15 | 4 | Stacy Compton | Red River Dodge Dodge | 204 | 23,785 | Running |
| 11 | 13 | 22 | Michael Annett | Pilot Travel Centers Toyota | 204 | 12,235 | Running |
| 12 | 11 | 18 | Dennis Setzer | Tahoe Dodge | 204 | 17,010 | Running |
| 13 | 6 | 16 | Brian Scott | Albertsons Chevrolet | 204 | 14,760 | Running |
| 14 | 20 | 30 | Todd Bodine | Lumber Liquidators Toyota | 204 | 11,910 | Running |
| 15 | 14 | 8 | Chad McCumbee | Malcolmson Construction Chevrolet | 204 | 13,210 | Running |
| 16 | 9 | 13 | Shelby Howard | Bobcat Chevrolet | 204 | 11,810 | Running |
| 17 | 28 | 60 | Terry Cook | Wylers.com Toyota | 204 | 11,710 | Running |
| 18 | 29 | 7 | T.J. Bell, Jr. | Heathcliff's Cat Litter Chevrolet | 204 | 11,610 | Running |
| 19 | 18 | 46 | Willie Allen | Rascal Flatts/Nashville Chevrolet | 204 | 10,310 | Running |
| 20 | 19 | 59 | Ted Musgrave | Team ASE/Harris Trucking Toyota | 204 | 10,985 | Running |
| 21 | 27 | 07 | Ryan Lawler | Manheim's Dealers Chevrolet | 204 | 9,260 | Running |
| 22 | 23 | 10 | Brendan Gaughan | International MAXXFORCE Ford | 204 | 9,235 | Running |
| 23 | 26 | 40 | Chad Chaffin | Key Motorsports Chevrolet | 203 | 9,210 | Running |
| 24 | 22 | 9 | Justin Marks | Construct Corps/cross Toyota | 202 | 9,185 | Running |
| 25 | 32 | 08 | Jason White | GunBroker.com Dodge | 202 | 11,610 | Running |
| 26 | 21 | 71 | Donny Lia | Nationrides.com Chevrolet | 201 | 9,085 | Running |
| 27 | 24 | 12 | Scotty Crockett | DEX Imaging Chevrolet | 201 | 9,060 | Running |
| 28 | 33 | 42 | Tim Cowen | Cowen Truck Lines Ford | 199 | 9,035 | Running |
| 29 | 12 | 6 | Colin Braun | Con-way Freight Ford | 198 | 9,010 | Running |
| 30 | 31 | 21 | Keven Wood | Air Force Ford | 195 | 8,985 | Accident |
| 31 | 25 | 15 | Marc Mitchell | Hyprene Ergon Toyota | 194 | 8,960 | Accident |
| 32 | 30 | 87 | Chris Jones | Copy Wizard Chevrolet | 163 | 8,910 | Accident |
| 33 | 1 | 23 | Johnny Benson | Toyota Certified Used Toyota | 84 | 10,785 | Engine |
| 34 | 35 | 89 | Nick Tucker | Lafferty Performance Chevrolet | 5 | 8,860 | Transmission |
| 35 | 34 | 0 | Wayne Edwards | ASI Limited/Cofer's Body Shop Ford | 2 | 8,825 | Suspension |

RACE STATISTICS

Race time: 1 hour, 45 minutes, 59 seconds
Average speed: 86.617 miles per hour
Victory margin: .269 second
Caution flags: Nine for 37 laps

Lead changes: Three among three drivers
Lap leaders: Johnny Benson 1-43; Ron Hornaday, Jr. 44-53; Stacy Compton 54-75; Hornaday 76-204.

TALK OF TIME TRIALS

For the second-straight week, Johnny Benson posted fast time with a lap of 22.837 seconds at 118.229 miles per hour. It was Benson's third pole of the season and the fifth of his career. Bobby East joined Benson on the front row. Ron Hornaday, Jr., Erik Darnell, Jack Sprague and Brian Scott complete the first three rows.



RONDA GREER/NASCAR PHOTO

STANDINGS

FIRST



Ron Hornaday, Jr.

SECOND



Matt Crafton

THIRD



Todd Bodine

Top 10

| | | | |
|----------------------|-------|-------------------|-------|
| 1. Ron Hornaday, Jr. | 1,742 | 6. Mike Skinner | 1,629 |
| 2. Matt Crafton | 1,715 | 7. Erik Darnell | 1,605 |
| 3. Todd Bodine | 1,688 | 8. Jack Sprague | 1,578 |
| 4. Johnny Benson | 1,686 | 9. Terry Cook | 1,553 |
| 5. Rick Crawford | 1,668 | 10. Chad McCumbee | 1,514 |

Memphis Muscle

Hornaday Capitalizes On Benson's Misfortune For Third Victory Of 2008

MEMPHIS, Tenn. — Ron Hornaday, Jr. led the final 129 laps and survived a green-white-checkered finish to win the O'Reilly 200 NASCAR Craftsman Truck Series race Saturday night at Memphis Motorsports Park.

Hornaday's victory in the Kevin Harvick, Inc. Chevrolet was his third of the season and boosted him into the point lead, 27 in front of Matt Crafton.

It was Hornaday's 36th-career victory in the series, making him the all-time leader.

Erik Darnell was second in a Roush Fenway Racing Ford and Crafton third in his ThorSport Chevrolet.

Hornaday led 139 of the 204 laps, four past the scheduled distance on the three-quarter-mile track. He pulled away from Darnell on the overtime restart, leading by two-truck lengths into the first corner, and was never threatened. Hornaday's margin of victory was .269 second.

Each Memphis race winner is presented with a statuette of Elvis Presley, a copy of the full-size statue on Memphis's famous Beale Street.

"That Elvis (Presley) trophy is the coolest in the world," Hornaday said. "I really wanted that trophy."

Hornaday started third and passed polesitter Johnny Benson for the lead on the 44th lap. He tapped Benson's Bill Davis Racing Toyota in the rear in turn four to set up the pass.

"Benson got loose and I got into the back of him," Hornaday said. "I'll take the blame. I didn't want to pass him that way, and Johnny knows that."

Hornaday was seventh and Benson eighth for a restart on lap 58 following their first pit stops, trailing trucks that had either not pitted or pitted earlier.

The two blasted in tandem to the front, passing Stacy Compton on lap 76.

On the next restart on lap 83,



RONDA GREER/NASCAR PHOTO

RON'S WORLD: Ron Hornaday, Jr. led 139 laps — including the final 129 — to win Saturday's O'Reilly 200 at Memphis Motorsports Park.

Benson's truck didn't accelerate. He limped around the track with an engine that didn't have any power and dropped out, finishing 33rd. Benson, who led 43 laps, fell from first to fourth in the points, 56 behind Hornaday.

"Benson had the truck to beat," Hornaday said. "He needed to break for us to win. I don't know if we want to be in the points lead. Everybody who gets in it seems to have problems."

Darnell's second-place run was his third straight top-five and fifth of the season.

"It was a really good night," Darnell said. "We qualified well and kept it up front most of the night. We were good on long runs. Ron (Hornaday) was better on restarts all night."

Darnell was 10th for the restart on lap 83 and steadily worked his way forward. He passed Rick Crawford for second on lap 139 and stayed there to the checkered flag.

Crafton started 16th and charged to third, passing Crawford for the position on lap 181 and holding it to the end. Crawford was fourth and David Starr finished fifth.

Hossfeld Beats Christopher In Drag Race

LOUDON, N.H. — Chuck Hossfeld led just one lap in the NASCAR Whelen Modified Tour race Saturday afternoon at New Hampshire Motor Speedway, but it was the one that counted the most as he took the checkered flag in a photo finish.

Hossfeld battled Ted Christopher for the lead for a number of laps down the stretch, but could not pull ahead at the stripe. On the final lap, he made a move on Christopher in turn four and won the drag race to the finish by .001 second.

"I knew I had to be patient," said Hossfeld, who earned \$15,600. "With

Teddy [Christopher], you're racing one of the best racers here. I would have been a happy either way with the finish, but I was glad to come home first. I'm just so thrilled."

The victory was the seventh of Hossfeld's career, his third at New Hampshire and his second of the season.

"This car is brand new and this team is just so good, I really have very little to do with it," Hossfeld said.



Chuck Hossfeld

Christopher, who was denied an opportunity to extend his own track record for victories, registered his fourth top-five finish of the season and second runner-up in as many outings.

Ed Flemke, Jr. tied his previous career-best finish at New Hampshire when he came in third. Eric Beers and Reggie Ruggiero rounded out the top five.

The finish:

Chuck Hossfeld, Ted Christopher, Ed Flemke, Jr., Eric Beers, Reggie Ruggiero, Bobby Santos, Todd Szegedy, Ryan Preece, Jeff Fuller, Ronnie Silk, Brian Loftin, Matt Hirschman, Jimmy Blewett, Rick Fuller, Rob Summers, Rowan Pennick, Kevin Goodale, Andy Seuss, L.W. Miller, Billy Pauch, Jr., Jamie Tomaino, Glenn Tyler, Danny Sammons, Joe Hartmann, Wade Cole, Mike Stefanik, Gary McDonald, Jake Marosz, James Civali, Anthony Sesely, Ken Heagy, Dale Quarterly, Sean Patterson, Renee Dupuis, Glen Reen, Bobby Grigas III, Richard Savary, Tom Abele, Jr.

Hebing Strikes For 30th Patriot Region Triumph

RANSOMVILLE, N.Y. — There was a fine ribbon of real estate on the top of the Ransomville Speedway Friday night that separated the hero and zero: Chuck Hebing kept his No. 28 on the right side of that equation and scored his second-straight ASCS Patriot win.

Hebing snatched the lead from defending Ransomville winner Jared Zimbardi on a lap-19 restart and ran away for victory. “Jared was going really good

on the bottom, and I knew I had to go to the top to pass him,” said Hebing. “A few times there I got really close to the wall, but especially in turns one and two, that was where I was the fastest.”

The win was Hebing's 30th in a points-paying ASCS Patriot event.

Zimbardi finished second, ahead of Tim Kelly, Blake Breen and Bobby Breen.

The finish:

Chuck Hebing, Jared Zimbardi, Tim Kelly, Blake Breen, Bobby Breen, Scott Kreutter, Bryan Howland, John Schuyler, Don Adamczyk, Mike Stelter, Doug Emery, Scott Bonnell, Jim Porter, Bubba Broderick, Chris Muhleisen, Derek Jonathan, Jeremy Barnard, Kyle Moffit, T.J. Newton, Curt Sherwood, Gary Troutman.

Wood Returns To Victory Lane Two Weeks After First Score

KENNEDALE, Texas — Joe Wood, Jr. reeled off his second-consecutive American Bank of Oklahoma ASCS Sooner Region triumph Friday night at Kennedale Speedway Park.

After collecting his first-career ASCS feature win two weekends ago, Wood took advantage of Brian McClelland's early misfortune to post triumph number two aboard the Wesmar-powered

J&W Oilfield Services/Signfxr No. 03 Maxim.

McClelland suffered a flat tire after leading the first four laps, handing the lead to Wood, who took the checkered flag in front of Johnny Miller, with Matt Covington, Gary Taylor and Marvin Lough rounding out the top five.

The finish:

Joe Wood, Jr., Johnny Miller, Matt Covington, Gary Taylor, Marvin Lough, Kevin Ramey, Skip Wilson, Kolt Walker, Trey Robb, Michael Brown, J.P. Bailey, Justin Melton, Ryan Hall, Scott Reneau, Jerry Bell, John Ricketts, Brian McClelland, Travis Rilat, Rodney Henderson, Darrell Fletcher.

Brown Rules Junction Again

McCOOL JUNCTION, Neb. — Brian Brown continued his mastery of Junction Motor Speedway, winning Friday night's

ASCs Midwest American Sprint Car Series Midwest Region feature.

The victory aboard Tim and Gina Doogs's Wesmar-powered Super Clean No. 21 Maxim marked Brown's 10th-career ASCS Midwest Region score, and the third time in as many

years that the Missouri racer has topped the series' June event at Junction Motor Speedway.

Jack Dover finished second, with reigning series-champion Lee Grosz, Jay Russell and Mike Chadd rounding out the top five.

The finish:

Brian Brown, Jack Dover, Lee Grosz, Jay Russell, Mike Chadd, Don Droud, Jr., Mike Boston, Natalie Sather, Justin Henderson, Gregg Bakker, Billy Alley, Ryan Anderson, Ryan Roberts, Ricky Montgomery, Gage Dorr, Bobby Becker, Kathryn Minter, Jason Danley, Roger Sundquist, Don Stoutner.

Gregg Scores Fifth SW Victory

TUCSON, Ariz. — Ben Gregg captured his fifth American Sprint Car Series Southwest Region victory of the season

by topping Saturday night's 25-lap feature at United Sports Arizona Race Park.

Shawn Sander paced the field over the early portion of the race before Gregg took command. Fending off Rick Ziehl

over the final portion of the race, Gregg ultimately lapped up to fifth place.

Gregg and Ziehl were chased to the stripe by Sander, with Billy Chester III and Steve Martin rounding out the top five.

The finish:

Ben Gregg, Rick Ziehl, Shawn Sander, Billy Chester III, Steve Martin, Cody Cambensy, Joshua Williams, John Van Horn, Jessica Van Dyke, Steve Stone, Koty McGullam, Ronnie Clark, Steve Cushman, T.K. Lindahl, Davey Johnson, Mike Rux, Jr., Dennis Riley, Bud Rowe, Alex Pettas, Bobby Collier, Steve Lohn.



TIM MORAN PHOTO

SWEET 17: Becca Anderson (17) passes Chuck Palmucci for the lead en route to her ninth-career URC sprint-car victory Saturday night at Delaware Int'l Speedway.

Popular Anderson On Cruise Control In URC Main

DELMAR, Del. — Becca Anderson scored a popular victory, winning the 25-lap Rislone URC Sprint

Car Series feature Saturday at Delaware Int'l Speedway.

While it was her first victory of the season, it was Anderson's ninth-career United Racing Company triumph and first for car owner Jimmy Martin.

Anderson took the lead on lap five and for most of the race, was clearly in control. In the

closing 10 laps, Chris Coyle and point-leader Curt Michael were close in the chase. Anderson, however, pulled away on a restart late in the event and won by a comfortable margin, with Michael finishing second. Coyle, Davey

Sammons and J.J. Grasso filled the top five.

The finish:

Becca Anderson, Curt Michael, Chris Coyle, Davey Sammons, J.J. Grasso, Chuck Palmucci, Dave Ely, Ed Aikin, Kramer Williamson, Kyle Purks, Justin Collett, Mark Bitner, Dave Gravel, Joey Biasi, Mares Stellfox, Brett Schoenly, Scott Pursell, Rory Janne, Dennis Garl, Jimmy Reppert, Jim Walters, Mike Kostic, Jason Clauss, Gary Gollub.

Herrera Sweeps, Stays Perfect In New Mexico

Friday

SAN FELIPE PUEBLO, N.M. — Johnny Herrera racked up his third American

ASCs Rocky Mountain Region victory of the season Friday night at Hollywood Hills Speedway.

Starting inside the second row, Herrera wasted little time disposing of front-row starters Jody Williams and Jerry Brey as he snared the lead on the opening round.

Herrera survived several cautions in the early laps and distanced himself from the field en route to taking his eighth-career ASCS Rocky Mountain Region victory.

Rick Ziehl crossed the stripe second, with Scott Box taking the show position. James High raced from 15th to finish fourth with Tim West rounding out the top five.

The finish:

Johnny Herrera, Rick Ziehl, Scott Box, James High, Tim West, Chad Corken, Derrik Ortega, Colt Treharn, Jeff Heffner, Billy Page, Bud Goodwin, J.C. Powell, Jesse Baker, Danielle Ossenfort, Jeremy McCune, Michelle Dodge, Dustin Hall, Jake Ossenfort, Jody Williams, Jerry Brey.

Saturday

SAN FELIPE PUEBLO, N.M. — Johnny Herrera completed a sweep of the weekend's American Sprint Car Series Rocky Mountain Region doubleheader at Hollywood Hills Speedway by wiring the field in Saturday night's 30-lap feature.

He also continued his dominance in the state of New Mexico.

With the victory and his second ASCS Rocky Mountain Region weekend sweep of the

year, Herrera has reached victory lane in his last nine ASCS Rocky Mountain Region starts within the state of New Mexico, dating back to 2005.

Herrera took the checkered flag in front of James High with Scott Box third. Derrik Ortega reclaimed the point lead by finishing fourth with Jerry Brey rounding out the top five.

The finish:

Johnny Herrera, James High, Scott Box, Derrik Ortega, Jerry Brey, Jeremy McCune, Billy Page, Bud Goodwin, Paul Whitehead, Scott Milan, Bob Schaeffer, Jesse Baker, Chad Corken, Jordan Mattson, Jody Williams, Dustin Hall, Jake Ossenfort, Jason Tanner, Colt Treharn, Tim West.

Young, Adams Split Coastal-Rebel Grudge Match

Friday

BAKER, Fla. — Don Young captured his first American Sprint Car Series victory by topping Friday night's 25-lap ASCS

Coastal vs. Rebel Region event at Northwest Florida Speedway.

The 19-year-old racer gunned into the lead at the outset and was never headed as he collect-

ed the victory aboard Cliff Young's DynoTech-powered Patton Classic Cars/Pro Auto No. 75 J&J.

Young, the current ASCS Coastal Region point leader, fought off ASCS Rebel contenders Matt Tiffany and Kenny Adams for the victory, with Bryn Gohn and Red Stauffer rounding out the top five in the non-stop feature event.

The finish:

Don Young, Matt Tiffany, Kenny Adams, Bryn Gohn, Red

Stauffer, Lane Whittington, Tyler Godwin, Frank Beck III, Michael Miller, Gavin Thomas, Samantha Taylor, Timmy Thrash, Frank Carlsson, Clint Angelette, Casey Hines.

Saturday

MILTON, Fla. — Kenny Adams raced into the lead with just a handful of laps remaining to capture his fourth American Sprint Car Series Regional victory of the year in Saturday night's 25-lap ASCS Coastal vs. Rebel Region event at Southern Raceway.

Adams wrestled the lead

away from Frank Beck III on the 20th circuit, en route to capturing the \$2,000 triumph aboard the Don Ott-powered B&W Trucking/CnB Mushrooms No. 4m Shaw.

Beck, who had led from the pole, finished second. Samantha Taylor, Lane Whittington and Red Stauffer filled the top five.

The finish:

Kenny Adams, Frank Beck III, Samantha Taylor, Lane Whittington, Red Stauffer, Bryn Gohn, Tyler Godwin, Matt Tiffany, Gavin Thomas, Clint Angelette, Ron Gilbert, Don Young, Casey Hines, Michael Miller.

Daggett Delivers In Final Round Of North/South Shootout

LAKE ODESSA, Mich. — Dustin Daggett captured the final leg of the North/South Shootout between the

ASCs SOD Engine Pro A S C S Sprints on Dirt presented by Victor Reinz and the EFI-

National Racing Alliance Saturday during the Full Throttle Nationals at I-96 Speedway.

Daggett passed Sean Robinson for the lead and held off Darren Long during a last-lap restart for the victory in the Mott Motorsports' Gaerte

powered Maxim chassis.

“The top of the race track was really nice, and there wasn't many people up there at the start of the race,” said Daggett. “The battle with Sean (Robinson) for the lead was a lot of fun.”

Long finished second, ahead

of J.R. Stewart, Ryan Grubaugh and Robinson in the top five.

The finish:

Dustin Daggett, Darren Long, J.R. Stewart, Ryan Grubaugh, Sean Robinson, Steve Irwin, Ben Rutan, Dain Naida, Brett Mann, Tim Norman, Gary Fast, Tim Allison, Kent Wolters, Joe Bares, Gregg Dalman, Mike Galadja, John Gall, Chris Hettlinger, Louie Carufel, Ryan Ruhl, Chad Gullett, Mike Daggett.

RACE REWIND

Races 23 and 24: June 27 and June 29

FINAL RESULTS

WINNER



Donny Schatz

Friday

June 27, River Cities Speedway, Grand Forks, N.D.

Qualifications: 1. Donny Schatz, Stewart 15, 9.832; 2. Kerry Madsen, Ver Meer 55, 9.887; 3. Jason Meyers, Stockbridge 14, 9.895; 4. Steve Kinser, Kinser 11, 9.904; 5. Jason Sides, Sides 75, 9.917; 6. Craig Dollansky, Woodward 2, 9.933; 7. Shane Stewart, Roth 83, 10.027; 8. Joey Saldana, Kahne 9, 10.038; 9. Jac Haudenschild, Carnahan r19, 10.043; 10. Brooke Tatnell, Tatnell 34, 10.061; 11. Sam Hafertepe, Jr., Hafertepe 15h, 10.078; 12. Mark Dobmeier, Dobmeier 13, 10.083; 13. Paul McMahan, Parsons 6, 10.100; 14. Daryn Pittman, Titan 21, 10.123; 15. Chad Hillier, Hillier 5c, 10.197; 16. Jason Linnell, Linnell 22, 10.230; 17. Chad Kemenah, Hard Eight 8k, 10.232; 18. Scott McDonald, McDonald 33, 10.239; 19. Bob Martin, Martin 10tr, 10.242; 20. John Cressman, Cressman 56, 10.279; 21. Lou Kennedy, Kennedy 21k, 10.318; 22. Terry McCarl, McCarl 24, 10.360; 23. Greg Nikitenko, Nikitenko 6n, 10.394; 24. Kraig Kinser, Stewart 20, 10.409; 25. Brent Kronfuss, Kronfuss 9k, 10.427; 26. Tony Bruce, Jr., Bruce 18, 10.438; 27. Chris Shirek, Shirek 1, 10.483; 28. Wade Nygaard, Nygaard 9n, 10.501; 29. Casey Mack, Mack 8, 10.566; 30. Ryan Wilson, Wilson 18x, 10.572; 31. Thomas Kennedy, Kennedy 20k, 10.916; 32. Tom Egeland, Egeland 14x, 11.089; 33. Nick Shirek, Shirek 11k, 11.194; 34. Jeff Vonasek, Vonasek 12, 11.207; 35. Todd Mickelson, Mickelson 17, 11.340; 36. Kevin Lawson, Lawson 20j, 11.750; 37. Chris Burke, Burke 81, no time; 38. Dusty Lawson, Lawson 20L, no time; 39. Jordan Graham, Graham 99, no time.

First Heat (10 laps): Sides, Haudenschild, McMahan, Kemenah, Kronfuss, Kennedy, Mack, Schatz, D. Lawson.

Second Heat (10 laps): Dollansky, Madsen, Pittman, McCarl, Tatnell, Bruce, Wilson, Vonasek, McDonald.

Third Heat (10 laps): Meyers, Hafertepe, Stewart, Hillier, C. Shirek, Nikitenko, Martin, T. Kennedy, Mickelson.

Fourth Heat (10 laps): Saldana, Dobmeier, S. Kinser, K. Kinser, Nygaard, Linnell, Egeland, K. Lawson, Cressman.

Crane Cams Dash (8 laps): Meyers, Madsen, Haudenschild, Hafertepe, Dollansky, Dobmeier, Saldana, Sides, Stewart, S. Kinser.

C Main (6 laps): 1. N. Shirek; 2. Vonasek; 3. K. Lawson, \$275; 4. Mickelson, \$275; 5. D. Lawson, \$275; 6. Burke, \$250.

B Main (12 laps): 1. Schatz; 2. Bruce; 3. Linnell; 4. McDonald; 5. Mack; 6. L. Kennedy; 7. T. Kennedy, \$350; 8. Egeland, \$330; 9. Wilson, \$325; 10. Nikitenko, \$310; 11. N. Shirek, \$300; 12. Vonasek, \$300; 13. Martin, \$300; 14. Cressman, \$300.

Feature (40 laps): 1. Schatz, \$10,000; 2. Dollansky, \$5,500; 3. Saldana, \$3,200; 4. Hafertepe, \$2,800; 5. Pittman, \$2,500; 6. Haudenschild, \$2,300; 7. Dobmeier, \$2,200; 8. Kemenah, \$2,100; 9. S. Kinser, \$2,050; 10. Sides, \$2,000; 11. Bruce, \$1,500; 12. Tatnell, \$1,200; 13. McMahan, \$1,100; 14. Madsen, \$1,050; 15. McCarl, \$1,000; 16. Meyers, \$900; 17. Hillier, \$800; 18. Kronfuss, \$800; 19. Nygaard, \$800; 20. Stewart, \$800; 21. K. Kinser, \$800; 22. Linnell, \$800; 23. C. Shirek, \$800; 24. McDonald, \$800.

WINNER



Donny Schatz

Sunday

June 29, Cedar Lake Speedway, New Richmond, Wis.

Qualifications: 1. Jason Meyers, Stockbridge 14, 11.138; 2. Paul McMahan, Parsons 6, 11.170; 3. Brooke Tatnell, Tatnell 34, 11.183; 4. Joey Saldana, Kahne 9, 11.186; 5. Terry McCarl, McCarl 24, 11.200; 6. Sam Hafertepe, Jr., Hafertepe 15h, 11.229; 7. Jac Haudenschild, Carnahan r19, 11.231; 8. Steve Kinser, Kinser 11, 11.260; 9. Donny Schatz, Stewart 15, 11.261; 10. Chad Kemenah, Hard Eight 8k, 11.291; 11. Kerry Madsen, Ver Meer 55, 11.318; 12. Shane Stewart, Roth 83, 11.336; 13. Jerry Richert, Jr., Richert 63, 11.336; 14. Daryn Pittman, Titan 21, 11.375; 15. Chad Hillier, Hillier 5c, 11.380; 16. Davey Heskin, Heskin 56, 11.391; 17. Craig Dollansky, Woodward 2, 11.398; 18. Danny Lasoski, Forbrook 5, 11.398; 19. Kraig Kinser, Stewart 20, 11.465; 20. Tony Bruce, Jr., Bruce 18, 11.552; 21. Jason Sides, Sides 75, 11.583; 22. Bill Balog, Balog 17b, 11.626; 23. Brent Kronfuss, Kronfuss 9k, 11.711; 24. Joseph Kouba, Kouba 55k, 12.000; 25. Leigh Thomas, Thomas 29, 12.001; 26. Tony Kaus, Kaus 3tk, 12.816.

First Heat (10 laps): Kemenah, Haudenschild, Meyers, Saldana, K. Kinser, Balog, Richert, Thomas, Heskin.

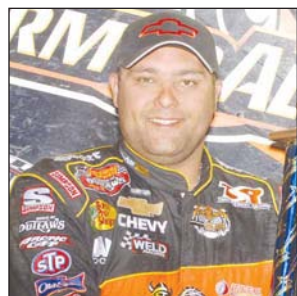
Second Heat (10 laps): S. Kinser, Madsen, McMahan, Dollansky, McCarl, Pittman, Bruce, Kronfuss, Kaus.

Third Heat (10 laps): Schatz, Stewart, Hafertepe, Tatnell, Hillier, Lasoski, Sides, Kouba.

Crane Cams Dash (8 laps): Schatz, Madsen, S. Kinser, Saldana, Meyers, Haudenschild, McMahan, Tatnell, Kemenah, Stewart.

B Main (8 laps): 1. Richert; 2. Sides; 3. Bruce; 4. Heskin; 5. Kronfuss; 6. Thomas; 7. Kaus, \$200; 8. Kouba, \$180.

Feature (30 laps): 1. Schatz, \$10,000; 2. S. Kinser, \$5,500; 3. Saldana, \$3,200; 4. Madsen, \$2,800; 5. Haudenschild, \$2,500; 6. Meyers, \$2,300; 7. Tatnell, \$2,200; 8. Dollansky, \$2,100; 9. McMahan, \$2,050; 10. Kemenah, \$2,000; 11. Pittman, \$1,500; 12. K. Kinser, \$1,200; 13. Lasoski, \$1,100; 14. McCarl, \$1,050; 15. Heskin, \$1,000; 16. Sides, \$900; 17. Hillier, \$800; 18. Bruce, \$800; 19. Balog, \$800; 20. Kronfuss, \$800; 21. Richert, \$800; 22. Thomas, \$800; 23. Hafertepe, \$800; 24. Stewart, \$800.



Donny Schatz

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

Top 10

| | | | |
|---------------------|-------|-------------------|-------|
| 1. Donny Schatz | 3,510 | 6. Steve Kinser | 3,201 |
| 2. Jason Meyers | 3,414 | 7. Kerry Madsen | 3,122 |
| 3. Craig Dollansky | 3,389 | 8. Chad Kemenah | 3,052 |
| 4. Joey Saldana | 3,358 | 9. Terry McCarl | 3,016 |
| 5. Jac Haudenschild | 3,205 | 10. Daryn Pittman | 2,976 |

UP NEXT

July 3, Huset's Speedway, Brandon, S.D.
July 5, Riverside Int'l Speedway, West Memphis, Ark.
July 6, Tri-State Speedway, Haubstadt, Ind.

Another Milestone For Schatz

NEW RICHMOND, Wis. — Donny Schatz has had a lot of strong months during his career with the Advance Auto Parts World of Outlaws Sprint Car Series, but he had never won more than five features with the series during a single month.

That all changed on Sunday night, as he picked up his third-consecutive victory and sixth in the month of June, as he was victorious at Cedar Lake Speedway to wrap up the month for the series.

The win was the first in Advance Auto Parts World of Outlaws Sprint Car Series competition for Schatz at the three-eighths-mile oval. He now has 79-career victories with the series, including a series-best nine this season, and is just two wins out of the fifth spot on the all-time winner's list.

He pocketed \$10,000 Sunday night, as he also extended his streak of being the only driver to finish in the top 10 in all 24 events this season.

"It was a good last week and a very good month," said Schatz, the two-time defending series champion. "I'm glad to put the Armor All machine in victory lane again tonight and cap off three in a row. We have things rolling, so to speak. These guys are on top of their game and we are where we need

to be at the right time. The hard part is trying to continue that."

The race began with Kerry Madsen taking the lead from Schatz, who started on the pole. Madsen used the momentum he found on the high side of the speedway to quickly jump to a four-car length advantage.

Madsen entered lapped traffic just four laps into the 30-lap event, with Schatz gaining ground as the pair negotiated the slower machines.

While in traffic on the seventh lap, Schatz looked high off the fourth turn for a way around Madsen and then dove to the low side of the second turn on the next lap. Madsen retained the lead for another lap before Schatz powered his way to the lead on the 10th lap, using the high side of the track.

"Kerry (Madsen) has been doing a very good job and he was setting a good pace," said Schatz. "I didn't know what the race track was going to do. My car wasn't any good on the bottom and his car rolled around there. We had to play it cool. That is where all of these races are won and lost, in lapped traffic. You have to make the right decisions and I am glad that I made the right one and got around him. It's fun to race in lapped traffic. I feel like I have an advantage

when I get to it, and can get my car to go wherever I need to go. It really helps me."

The caution flag waved on lap 22, setting up a final eight-lap shootout. Schatz again used a strong restart to open about a four-car length lead over Madsen.

With five laps remaining as the leaders were yet again in traffic, Madsen tried a slide job on Schatz in turns one and two and nearly took the lead, coming up just a couple feet short. He slipped up the track a little bit, allowing Steve Kinser and Joey Saldana to get around him. With two laps to go, Kinser tried everything he could to track down Schatz, but ran out of laps.

"We used the car that we ran well with in Pennsylvania here tonight," said Kinser. "It's a car that I feel comfortable in. We just need to get a little more smoke in this thing, but the chassis was working pretty good tonight. We had a good night tonight. Whether we cured anything or not, I don't know. I have always felt good in this race car and hopefully, we'll get going faster because the big stuff is coming up."

Saldana finished third, with Madsen and Jac Haudenschild rounding out the top five.

Schatz Overcomes Crash In Home State

GRAND FORKS, N.D. — Donny Schatz rallied from misfortune Friday night at River Cities Speedway to earn his eighth Advance Auto Parts World of Outlaws Sprint Car Series victory of the season.

Schatz was involved in a heat-race accident that seriously damaged his No. 15, but the team made repairs and Schatz won the B main and got a little luck in the feature en route to victory on the first night of a two-night stand at the quarter-mile dirt oval in Schatz's home state.

Schatz was in the right place at the right time when Jason Meyers and Kerry Madsen, who had battled for the lead throughout the 40-lap event, tangled and took each other out of contention.

"It was a good night," Schatz said. "The car really came on at the end, and we had a very good car late in the race. We could roll through the middle in (turns) one and two. We needed lapped traffic, and we got it. That allowed us to get some spots and watch the battle-fest with the 14 (Jason Meyers) and 55 (Kerry Madsen)."

With only five laps remaining, Jac Haudenschild, who was running third, slid off the track. Almost simultaneously, Madsen made contact with Meyers, causing Meyers, who had led the first 35 laps, to spin, leaving Madsen nowhere to go.

Schatz inherited the lead, and despite losing the lead to Craig Dollansky on the restart, battled back for the \$10,000 triumph.

"I was kind of playing it cool," said Schatz, who started 11th. "I didn't know what he was going to do on the restart. He got a run on me. He was



KEN SIMON PHOTO

THE CRASH: Donny Schatz (15) tangled with Jac Haudenschild during a heat race at River Cities Speedway Friday night, but battled back to claim his eighth triumph of the season. After rain on Saturday, victory number-nine came Sunday at Cedar Lake Speedway.

running the top and slid me, and I just had to be calm and cool and get back by him, which I did. It was a good race. He raced us clean, and we had a good time. I'm glad we came out on top."

Dollansky led the 36th lap and finished second.

"It would have been nice to have been one more spot better, but we

were struggling," said Dollansky. "The car wasn't what we were looking for in the feature. We made a few changes that did not work out too well. It was a good second-place effort. Donny (Schatz) did a good job, and they had a good race car."

Joey Saldana finished third, with Sam Hafertepe, Jr. and Daryn Pittman rounding out the top five.

BEHIND: Drivers Miss Thrill Of Outlaws Competition

CONTINUED FROM PAGE 2

We just don't have the finances to race with them.

"I love to race against the best," he added. "The guys in the World of Outlaws are the best."

When Lasoski looks around the pits at Knoxville on any given Saturday night, he sees familiar faces from his recent WoO past. Racers like Dion Hindi, Brooke Tatnell and Justin Henderson are among the former Outlaws now running regularly at Knoxville instead of the WoO.

"It's a lot less hectic, that's for sure," Henderson said of running the weekly shows at Knoxville and Huset's Speedway, as compared to running with the WoO the last two years. "We spend almost as much, still."

Henderson noted no longer being a regular WoO competitor brings some pain.

"It's pretty hard, for sure," Henderson said. "Knoxville is blessed with a very nice track here, but it hurts to say I'm not with the Outlaws."

The driver from Sioux Falls, S.D., has torn feelings about not traveling across the country with the top sprint-car



DICK AYERS PHOTO

FALLING STAR: Danny Lasoski (83) looks to the inside of Steve Kinser during the inaugural WoO World Finals.

drivers this year.

"My wife and I are going to start a family, so I want to stay home more," he said. "But if I could hook up with a really good ride, yeah, I would go."

Henderson pointed out other drivers over the years such as Paul McMahan, who is also out of an Outlaw ride this year and racing the Ohio circuit for former Outlaw ace Rick Ferrel, and Daryn Pittman, among others, who have raced on-and-off with the Outlaws.

"It's happened over the years quite a bit," he said.

For Lasoski, returning to weekly shows at Knoxville has been an adjustment and a scramble. As of mid-June, he was leading a competitive 410 class in the Knoxville Championship Cup.

"On Dec. 4, Dennis Roth decided to do something else," Lasoski said of his former car owner, who put Shane Stewart, a former WoO regular who spent 2007 in various rides off the tour, behind the wheel of his No. 83 car. "I'm so far behind the 8-ball right now, I can't even see it."

The driver from Dover, Mo., makes it clear where he would prefer to be.

"I love racing them guys in the World of Outlaws," Lasoski said. "We're hoping there is a sponsor out there wanting to help out. We've got a real good race team here."

Other successful drivers have gone elsewhere. Jason Solwold, believed by many to be in line for the Tony Stewart Racing No. 20 ride after

McMahan was let go last fall, didn't get that ride. He also lost his ride in the No. 19 machine, and is back running weekly shows at Washington's Skagit Speedway, where he won titles before joining the Outlaws.

Tim Kaeding, part of the highly successful California racing family, made a national name for himself in 2006 by winning 15 NST races in a second Steve Kinser Racing entry.

Not long after the 2007 season began, the money dried up and Kaeding headed back to California, competing in the Golden State Challenge King of California Series with Tom Rolfe Racing.

While competing at the Knoxville Nationals last year, Kaeding made it clear how much it hurt to go back home.

"You kind of feel like you disgraced yourself and your fans," said the 2006 Motor Sports Press Ass'n driver of the year. "The disgusting part is knowing you can run up front with those guys. I want to be back on a national traveling tour."

Kaeding was surprised how quickly his shot at a national ride fell apart, especially after such a strong 2006 campaign.

"You run 38 races, win almost half of them, and then the next day you don't have a ride," he said, pausing and shaking his head. "What do you do?"

He's just one of many drivers who've returned to their roots this season.

FINDINGS: NHRA Analyzing Areas Of Concern

CONTINUED FROM PAGE 2

engineer with more than 15 years of experience in reconstructing vehicular accidents. McCandless worked with NHRA officials, members of the Kalitta race team and officers from the New Jersey State Police accident investigation team on site.

The Delphi technical team and Ford recovered and are analyzing the "Blue Box" data recorder, and NHRA is using this data and analysis in its investigation.

NHRA has identified several areas to analyze in order to determine whether changes should be made to build upon the sport's long-standing safety record, given the inherent risks and ever-present dangers associated with race cars traveling a quarter mile at more than 300 mph.

NHRA, working with the Kalitta race team, has examined the engine, and will work with the Kalitta team and other teams to analyze what might be done to reduce such incidents in the future.

Since the parachutes did not blossom, NHRA will work with parachute manufacturers and suppliers and SFI to ana-


lyze parachute mounting techniques and materials. Even though fire does not appear to have prevented the chutes from blossoming in this situation, NHRA will also work with manufacturers and suppliers to identify a parachute material that could be more fire resistant.

Research will be conducted to explore whether there is a way to increase brake efficiency when cars lose downforce due to the loss of the body.

In light of this tragic incident, NHRA is looking into the shutdown area. NHRA has requested data from FIA regarding design and make-up of runoff areas in other forms of motorsports to see if it has any useful application to the unique forces in drag racing. Together with the racing community and outside groups, NHRA will research and analyze catch nets and restraint devices that are used in other applications, including military applications.


NHRA has implemented many initiatives to enhance safety, including measures to keep speeds from increasing, personal protective gear, vehicle improvements and track enhancements such as sand traps, catch nets and concrete barriers the entire length of the drag strip. NHRA is considering whether current speeds should be further limited or reduced to potentially improve safety.

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A weekly report of action from across America

NORTHEAST

Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Five Mile Point Speedway

Kirkwood, N.Y.
June 26, 2008
Sportsman
1. Justin Holland
2. Matt Janczuk
3. Brad Alger
Pure Stock
1. Butch Green
2. Rich Green
3. Charlie Gilbert
Lightning Cat
1. Matt Tripp
2. Bobby Edwards
3. Mark Andrus

Thunder Road Int'l Speedbowl

Barre, Vt.
June 26, 2008
Late Model
1. Cris Michaud
2. Eric Williams
3. John Donahue
Tiger Sportsman
1. Brendan Moodie
2. Josh Lovely
3. Lance Allen
Street Stock
1. Jason Corliss
2. Garry Bashaw
3. Dave LeFleche
Junkyard Warrior
1. Travis Hull
2. John Prentice
3. Scott Weston

Waterford Speedbowl

Waterford, Conn.
June 25, 2008
Legends
1. Shaun Buffington
2. Thomas Gray
3. Jason Palmer
Super X Car
1. Greg Moran, Sr.
2. George Correia
3. Rob Corey
X Car
1. John Bowes
2. Patrick Williams
3. Curt D'Addario
X Modified
1. Dean Christensen
2. Richard Brouwer
3. Wane Arute

Oxford Plains Speedway

Oxford, Maine
June 25, 2008
Chimney Tech Outlaw
Feature No. 1
1. Gerry Richard
2. Jim Archer
3. Scott Veinott
Feature No. 2
1. Jerry Goss
2. Ron Abbott, Jr.
3. Randy Robitaille

Feature No. 3
1. Jerry Freve
2. Addison Bowie
3. Thom Bell
Runnin Rebel
Feature No. 1
1. Jeff Beaulieu
2. Ben Audet
3. Dan Brown
Feature No. 2
1. Gregg North
2. Josh Childs
3. Troy Jordan
Sport Truck
1. Jake Burns
2. Opie Allard
3. Marvin Hamilton
Brandy Ladies
1. Vanna Brackett
2. Dottie Patria
3. Lisa Vining
Renegade
1. Jamie Heath
2. Jason Hannigan
3. Craig Bartlett

Lebanon Valley Speedway

West Lebanon, N.Y.
June 28, 2008
Modified
1. Wayne Jelley
2. Keith Flach
3. Matt Quinn
Sportsman
1. Kevin Petrucci
2. Kale Groff
3. Jeff Watson
Pro Stock
1. Kevin Arnold
2. Jon Routhier
3. Robbie Speed
Limited Pro Stock
1. Scott Kilmer
2. Tim Sayers
3. Frank Twing
Pure Stock
Feature No. 1
1. Tom Murphy
2. Rob Partridge, Jr.
3. Chris Streeter
Feature No. 2
1. Jim Fachini
2. Chad Arsenault
3. Rich Douglass
Feature No. 3
1. Ray Hall, Sr.
2. Bob Palmer
3. Mike Eichstedt

All Star Speedway

Epping, N.H.
June 28, 2008
Sportsman
1. Ron Bolduc
2. Neil Evans, Jr.
3. Richie Morse

Canandaigua Speedway

Weedsport, N.Y.
June 28, 2008
Pure Stox
1. Vance Vanderwall
2. Ross Lurcock
3. Bryan Faulkner
Street Stock
1. Mike Welch
2. Adam Depuy
3. Leroy Lewis
Sportsman Modified
1. Dan Wiesner
2. Kevin Ridley
3. Daryl Hilker
Big Block Modified
1. Steve Paine
2. Gary Tomkins
3. Matt Sheppard

Spencer Speedway

Williamson, N.Y.
June 27, 2008
NASCAR Type Modified
1. Mike Leaty

2. Chris Finocchiaro
3. Tony Hanbury
Super Six
1. Ryan Hillegeer
2. Pattie Davenport
3. Keith Butler
Street Stock
1. Billy Semmler
2. Willie Strusz
3. Don Stevens
Antique Vintage
1. Mike Laughlin
2. Rob Casti
3. Brad Litzenberger
Modified
1. Ryan Beeman
2. Kevin Timmerman
3. Buck Catalano

Waterford Speedway

Waterford, Conn.
June 28, 2008
Modified
1. Jay Miller
2. Dennis Gada
3. Keith Rocco
Late Model
1. Tim Jordan
2. Ed Reed, Jr.
3. Bruce Thomas, Jr.
Sportsman
1. Walt Hovey, Jr.
2. John Puglisi
3. Al Stone III
Mini Stock
1. Raymond Christian III
2. Phil Evans
3. Ben Bargnesi
Legends
Feature No. 1
1. Shaun Buffington
2. Ryan Morgan
3. Mark Bakaj
Feature No. 2
1. Shaun Buffington
2. Ray Tarantino
3. Max Zachem

Albany-Saratoga Speedway

Malta, N.Y.
June 27, 2008
Modified
1. Brett Hearn
2. Dave Camara
3. Matt DeLorenzo

Oxford Plains Speedway

Oxford, Maine
June 28, 2008
Sport Truck
1. John Lizotte
2. Jake Burns
3. Ryan Farrar

Seekonk Speedway

Seekonk, Mass.
June 28, 2008
Pro Stock
1. Fred Astle, Jr.
2. Jake Vanada
3. Dave Darling
Late Model
1. John Dickerman
2. Kevin Casper
3. Gerry DeGasparre
Street Stock
1. Bob Bettancourt, Jr.
2. Sparky Arsenault
3. Dick Cavallaro
Sport Truck
1. Charlie Rose
2. Mike Cavallaro
3. Bill Prisco

Orange County Fair Speedway

Middleton, N.Y.
June 28, 2008
Modified
1. Michael Storms
2. Brett Hearn
3. Ric Hill
358 Modified
1. Tom Dakake
2. Brett Hearn
3. Tim Hindley
Sportsman
1. Shane Jablonka
2. Frank Venezia
3. John Lieto
Pro Stock
1. Scott Kehr
2. Steven Shortway
3. Mark Pascual
Feature No. 2
1. John Aumick
2. Ray Tarantino
3. Tim McCarthy
Amateur Pure Stock
1. Michael Rommeny
2. Jim Donaldson

1. Kyle Pepin,
2. Joel Mums, Jr.
3. Les Laska

Grand Bend Speedway

Grand Bend, Ontario
June 28, 2008
Midget
1. Lucas Smith
2. Rob Neely
3. Greg Smulders

Utica-Rome Speedway

Vernon, N.Y.
June 29, 2008
358 Modified
Feature No. 1
1. Pat Ward
2. Mitch Gibbs
3. Bobby Varin
Sportsman
1. Brad Alger
2. Matt Janczuk
3. Willy Decker
Pro Stock
1. Tom Denton
2. Rob Seavy
3. Bill Knapp
Pure Stock
1. Russ Marsden
2. Ron Hawker
3. Chris Carr

Riverhead Raceway

Lindenhurst, N.Y.
June 28, 2008
Modified
1. David Roys
2. Dan Jivanelli
3. Dave Sapienza
Late Model
1. Tom Rogers, Jr.
2. Mike Bologna
3. Doug Wholey
Charger
1. Chris Turbush
2. Daryn Miller
3. Frank Scimeca, Jr.
Pro Truck
1. Frank Dumichic, Jr.
2. Shaun Gouldsbury
3. Roger Turbush
Legends
1. Timmy Solomito
2. Silas Hiscock, Jr.
3. Kevin Nowack
School Bus Demo
1. Michael Rommeny
2. Jim Donaldson



ALLEN HORCHER PHOTO

FORWARD THINKING: Mitch Wissmiller (23) works the outside of Chris Urish during non-winged sprint-car competition June 24 at Morgan County Speedway in Jacksonville, Ill. Wissmiller went on to win the feature.

Chemung Speedrome

Chemung, N.Y.
June 29, 2008
Modified
1. Tony Hanbury
2. John Wilber
3. Matt Kurzejewski
Legends
1. Daren Scherer
2. Matt Priscott
3. Jason Urso
Street Stock
1. Rick Brown
2. Jay Mudra
3. Chris Daugherty
Four Cylinder
1. Bob Curren
2. Gene Purvis
3. A.J. Lane
Mod Lite
1. Jody Buckley
2. Joe Lane
3. Paul Brinckman
Speedrome Juniors
1. Zach Curren
2. Jesse Kent
3. Fred Peters
Bandolero
1. Andrew Bickford
2. Ryan Polenz
3. A.J. Hamilton

Central Missouri Speedway

Warrensburg, Mo.
June 28, 2008
B-Modified
1. Jeremy Lile
2. Ethan Isaacs
3. Scotty Martin
Street Stock
1. Brian Johnson
2. Brett Nail
3. Tammy Korff
ULMA Late Model
1. Jason Bodenhamer
2. Steve Clancy
3. James Rutledge
Modified
1. Eric Turner
2. Aaron Marrant
3. Dave Meyer

Rice Lake Speedway

Rice Lake, Wis.
June 28, 2008
Late Model
1. Jesse Redetzke
2. John Kaanta
3. Chad Mahder
Modified
1. Kevin Adams
2. Rich Loftus
3. Mike Anderson
Super Stock
1. Eric Olson
2. Jim Harris
3. Cory Davis
Midwest Modified
1. Matt Leer
2. Bryan Bisonette
3. Josh Smith
Street Stock
1. Scott Clark
2. Tommy Richards
3. Tito Viltz
Pure Stock
1. Danny Richards
2. Dusty Brown
3. Darwin Brown

Eagle Valley Speedway

Jim Falls, Wis.
June 29, 2008
Modified
1. Craig Thatcher
2. Kevin Adams
3. Robby Bunkelman
Super Stock
1. Curt Myers
2. Mike Keller
3. Paul Erikson
Midwest Modified
1. Shane Halopka
2. Bryan Bisonette
3. Dan Sweeney
Street Stock

1. Tommy Richards
2. Clark Swartz
3. Ron Hanestad
Pure Stock
1. George Richards
2. Jason Lang
3. Danny Richards
Hornet
1. Brittany Olson
2. Rocky Kempe
3. Jonah Smith

Ohsweken Speedway

Ohsweken, Ontario
June 27, 2008
Sportsman Modified
1. Brandon Easy
2. Robbie Rounce
3. Jim Johnstone
Thunder Stock
1. Brian Pescetti
2. Cody McPherson
3. Vince Fargnoli
Mini Stock
1. Mitchell Brown
2. Kevin Hilborn
3. Mark Thorne

Paducah Int'l Raceway

Paducah, Ky.
June 26, 2008
Modified
1. Randle Sweeney
2. Bart Richardson
3. Todd Miller
Street Stock
1. Steve Maisel
2. Poncho Elder
3. Paul Howard
Four-Cylinder Warrior
1. Jeffrey Bailey
2. Keaton Downing
3. Jaren Frick

Rockford Speedway

Rockford, Ill.
June 25, 2008
Allison Legacy
1. Dwight Dunlap
2. Colton Clevenger
3. Austin Mennen
Legends
1. Maxx Mcnamara
2. Matt Booker
3. Jeremie Johnson
Road Runner
1. Gene Marocco
2. Mike Swanson
3. Charlie Frisch
Hornet
1. Matt Mangiaracina
2. Shane Ward
3. Randy Reynolds
Figure-8
1. Chris Gantz
2. Lennard Groleau
3. Shannon Stoltz
Winged Women on Wheels
1. Chris Gantz
2. Lennard Groleau
3. Shannon Stoltz

Galesburg Speedway

Galesburg, Mich.
June 28, 2008
Sportsman
1. Jim Woodin
2. Gary Mellinger
3. Josh Trammell
Street Stock
1. Terry Humphreys
2. John Foote, Jr.
3. Bob Metheny
Mini Stock

Mount Lawn Speedway

New Castle, Ind.
June 25, 2008

Midget
1. James Robertson
2. Travis Young
3. Kadoda Armstrong
Kenyon Midget
1. Dalton Armstrong
2. Caleb Armstrong
3. Grant Galloway
Ford Focus
1. Tyler Cottongim
2. Alison MacLeod
3. Eric Fehrman

Shady Bowl Speedway

DeGraff, Ohio
June 28, 2008
Modified
1. Mike Carroll
2. Brad Yelton
3. Greg Stapleton
Sport Stock
1. Larry Adams
2. Rex Purtee
3. Gregg Jackson
Dwarf
1. K.B. Knoedler
2. Bob Bayse
3. Bill Hostetler
Compact
1. Jerry Ellis, Jr.
2. Justin Pope
3. Josh Sage

Anderson Speedway

Anderson, Ind.
June 27, 2008
Figure-8
1. Nick Warner
2. Travis Burge
3. Andy Keller

Anderson Speedway

Anderson, Ind.
June 28, 2008
Super Truck
1. Rod Phipps
2. Josh Poore
3. Ronnie Rose
Street Stock
1. Rob Allman
2. Ronnie Rose
3. Danny Acrey II
Figure-8
1. Ronnie Phipps
2. Ranny Hinton
3. Joe Hart
Legends
1. John Robbins
2. Adam Roberts
3. Steve Ross

Sharon Speedway

Hartford, Ohio
June 28, 2008
Sprint Car
1. Bob Felmlie
2. Rob Eyer
3. Dan Shetler
Modified
1. Rob Curtis
2. Brad Rapp

Moler Raceway Park

Williamsburg, Ohio
June 27, 2008
Late Model
1. Bill Williams
2. John Whitney
3. Dillon Huron
Modified
1. Doug Adkins
2. Ray Branscum
3. Carter Jones
Chevette
1. Mike Tarvin
2. Kevin Riggs
3. Les Romano
Pure Stock
1. Tim Carpenter
2. Derrick Davis
3. Todd Anstaett
Mini Sprint
1. Todd Wills
2. Herschel Wills
3. Gary Loney

Indianapolis Speedrome

Indianapolis, Ind.
June 28, 2008
Late Model
1. Nick Moore
2. Doug Greig
3. Bruce Tunny
Late Model Figure-8
1. Jack Dossey, Jr.
2. Ben Tunny
3. Eddie VanMeter
Stock
1. Scott Settles
2. Barry Tabor
3. Matt Clark
Roadrunner
1. Bill Hasson
2. Scott Keen
3. Kris Canter
Hornet
1. Jess Holliday
2. Jon Elkins, Jr.
3. Mike Mink, Jr.

Macon Speedway

Macon, Ill.
June 28, 2008
Late Model
1. Cory Daugherty
2. Chris Dick
3. Dennie Vandmeerscht
Modified
1. Davey Crowley
2. Jim Leka
3. Marty Hiser
Sportsman
1. Mike Pickering
2. Jeff Graham
3. Rick Roedel
Street Stock
1. Al Crawley
2. Troy Dodson
3. Steve Ewing
Hornet
1. Mike Pundt
2. Bruce Dulgarr
3. Joe Reed

Lebanon Midway Speedway

Lebanon, Mo.
June 27, 2008
Modified
1. Eric Hudson
2. Rex Merritt
3. Greg Hughes
Bomber
1. Shawn Winfrey
2. Brandon Knudtson
3. Robert White
Factory Stock
1. Aaron Gustin
2. Derek Brown
3. Ben Solberg
Super Stock
1. J.C. Newell
2. Larry Prewett
3. Ben Newell
B-Mod
1. Ken Dickinson
2. Steve Muilenburg
3. Jason Otto
Legends
1. Dave Bauer
2. Dave Comer
3. Park Jones

Madison Int'l Speedway

Oregon, Wis.
June 27, 2008
Limited Late Model
1. Bobby Wilberg
2. Chad Stevens
3. Ryan Goldade
Super Late Model
1. Steve Rubeck
2. Bobby Wilberg
3. Nathan Haseleu
Sportsman
1. Jay Kalbus
2. Darrell Garman
3. Steve Dickson
Bandit
1. Stephen Scheel
2. Chester Ace
3. Cory Skolaski
Legends
1. Alex Arelano
2. Max McNamara
3. Herman Greinig

LA Raceway

LaMonte, Mo.
June 28, 2008
Modified
1. Justin Thompson
2. Justin Moon
3. Dave Meyer
Late Model
1. Jake Williams
2. Jon Binning
3. James Rutledge
Sportsman
1. Mitchell Moore
2. Tom McGarry
3. Jon Burdick
Hobby Stock
1. Jeremy Gordon
2. Mike Schouten
3. Tanner Young

Kil-Kare Speedway

Xenia, Ohio
June 27, 2008
Late Model
1. John Vallo
2. Tim Allensworth
3. Donnie Renner
Modified
1. Caleb Reschar
2. Jack Jones
3. Jason Mahaffey
Sport Stock
1. Mike South, Jr.
2. Justin Miller
3. Steve Salyers
Compact
1. Chris Boggs
2. Tim Haerr
3. Ron Sagers

Wisconsin Int'l Raceway

Kaukauna, Wis.
June 26, 2008
Late Model
1. Lowell Bennett
2. Mike Gardner
3. Jeff Van Oudenhoven
Limited Late Model
1. Jim Duchow
2. Kris Kelly
3. Todd Verhagen
Super Stock
1. David Hoeming
2. Mike Meyerhofer
3. George Schwalbach
Sport Truck
1. Brandon Kucksdorf
2. Dan Vixmer
3. Taylor Vandermoss

Sizzling Four
1. Scott Verboomem
2. Derek Schmitt
3. Andy Wiese
Figure-8
1. Jeff Wohlrahe
2. Ken Van Wychen

Thunderhill Raceway

Sturgeon Bay, Wis.
June 28, 2008
Modified
1. Bengji LaCrosse
2. Shawn Kilgore
3. Kyle Kudick
Stock Car
1. Charlie Kroll
2. Jamie Suchocki
3. Greg Gretz
Hobby Stock
1. Marcus Moede
2. Chad Kaminski
3. Jarred VanLaanen
Sport Mod
1. Brad Lautenbach
2. Rod Solem
3. Jesse Kroll
Street Stock
1. Todd Everard
2. Harley Simon
3. John Sternard
Four Cylinder
1. Kipp Burlo
2. Tony Everard
3. Jason Cornelius

LaCrosse Fairgrounds Speedway

West Salem, Wis.
June 28, 2008
Sportsman
1. Jimmy Glistner
2. Darrell Garman
3. Todd Lockington
Late Model
1. Todd Oliver
2. Todd Korish
3. Mike Carlson
Thunderstox
1. Andy Moore
2. Charles Vian, Jr.
3. Jamie Drummer
Hornet
Feature No. 1
1. Steve Bornitz
2. Jake Schomers
3. Lee Hager
Feature No. 2
1. Mark Bornitz
2. Heath Weissenberger
3. Joey Johnson

Rockford Speedway

Loves Park, Ill.
June 28, 2008
Sportsman
1. Brooke Behnke
2. Fred Nason
3. Chris Gantz
Short Tracker
1. Tim Melvin
2. Nick Cina, Jr.
3. Boyce Sparkman
Late Model
1. Ricky Bilderback
2. Matt Berger
3. Jerry Gille
Roadrunner
1. David Lignell
2. Richard Nielson
3. Dan Sanders

Skyline Speedway

Stewart, Ohio
June 27, 2008
Late Model
1. Doug Dodd
2. Mike Balzano
3. Steve Shaver
Modified
1. Mark Dickson
2. Kenny Johnson
3. Doug Henry
Pure Stock
1. Eric Francis
2. George Klintworth
3. Jeremy Blake
Four Cylinder
1. Tommy Adkins
2. Mike Gardner
3. Zach Kisner
Mini Wedge
1. Ron Pickens
2. Kyle Bond
3. Mariah Miller

Toledo Speedway

Toledo, Ohio
June 27, 2008
ARCA Late Model
1. Brent Jack

2. Paul Pelletier
3. Justin Schroeder
Sportsman
1. Ron Allen
2. Jim Froling
3. Scott Bross
Factory Stock
1. Brad Turner
2. Matt Brazeau
3. Michael Marlow

Paducah Int'l Raceway

Paducah, Ky.
June 27, 2008
Sprint Car
1. Robert Ballou
2. Hud Cone
3. Kyle Cummings
Midget
1. Brett Anderson
2. Ryan Criswell
3. Zach Daum
Mini Sprint
1. Jacob Patton
2. Derek King
3. Brad McDaniel
Modified
1. Brian Higginson
2. Bart Richardson
3. Rod Reed
Crate Pro Late Model
1. Tait Davenport
2. Matt Liner
3. Troy English

Malden Speedway

Malden, Mo.
June 27, 2008
Late Model
1. Billy James
2. Scott Tracer
3. Austin Rettig
Modified
1. Paul Reeder
2. Tim Radford
3. Robby Arnold
Hobby Stock
1. Kevin Holman
2. Jerry Buck
3. Claudie Cook
Pure Street Stock
1. Jared Wagster
2. Coot Wilson
3. Clint Myers
Economy Modified
1. Brandon Miller
2. Scott Tracer
3. Chris Sims
Mini Stock
1. Gene Windham, Jr.
2. Derrick Durrall
3. Vernon Pickard

I-70 Speedway

Odessa, Mo.
June 28, 2008
Enduro
1. Tommy Speakman
2. Kevin Hunt
3. Richard McCaulley
Dash
1. Jason Isabell
2. Steven Littrell
3. Mike Burgoon
Super Stock
1. Brad Johnson
2. John Thomason
3. Mark Spillman
Super Truck
1. Ronnie Harford
2. Randy Price
3. Damon Clevenger

I-70 Speedway Dirt Track

Odessa, Mo.
June 27, 2008
Modified
1. P.J. Conger
2. Jim Hopkins
3. Randy Grimmer
Stock Car
1. Brad Whitney
2. Travis Taylor
3. Shane Florence
Sport Compact
1. Wade Sherman
2. Dave Cotterman
3. Jesse Clemons
Truck
1. Paul Schwartze
2. Walter Cox
3. Brian Schwartz

I-70 Speedway Dirt Track

Odessa, Mo.
June 28, 2008
Sprint Car
1. Tyler Blank
2. Michael Brown
3. Alan Billings
Modlite
1. Michael Raffurty
2. Jeff Raffurty

Berlin Raceway

Marne, Mich.
June 28, 2008
Sportsman
1. Terry Bockheim
2. Kirk Meissner
3. Brian VanZalen
Pro Stock
1. Justin Regnerus
2. Ken Smith, Jr.
3. Weston Jewett
Super Stock
1. Mike Bursley
2. ? Wiersma
3. Denny Anderson
Late Model
1. Tom Thomas
2. Caleb Bisacky
3. Brain Maxim
Sprint Car
1. Jeff Bloom
2. Jason Blonde
3. Curt Schumacher

Monett Speedway

Monett, Mo.
June 28, 2008
Late Model
1. Justin Wells
2. Chance Hines
3. Brad Looney
Factory Stock
1. George Meyer
2. Jody Tillman
3. Kelly Bremer
Modified
1. Johnny Bone
2. Mitch Keeter
3. Terry Beckham
Rookie
1. Dustin Hooten
2. Chad Williams
3. Shawn Duncan
Bomber
1. Danny Boyd
2. Shawn Strong
3. Jerry Lankton
Pro Four
1. Pat Schudy
2. Lonnie Muhlbauer
3. Darrin Widener

Kokomo Speedway

Kokomo, Ind.
June 29, 2008
Sprint
1. Hunter Schurenberg
2. Cole Whitt
3. Scotty Weir
Street Stock
1. James Headley
2. Jay Nordman
3. Shane Landis
Thunder Car
1. Ervin Turner
2. Mike Fredrick
3. David Clark

I-96 Speedway

Lake Odessa, Mich.
June 28, 2008
SOD/NRA
1. Dustin Daggett
2. Darren Long
3. J.R. Stewart
Modified
1. Todd Feutz
2. Johnny Deyoung
3. Ryan Fisk
Road Beater
1. John Primm
2. Scott Rumsey
3. Greg Wendroff
Mini Sprint
1. Dan Dunigan, Jr.
2. David Price
3. Christopher Jones
Hobby Stock
1. C.J. Reisbig
2. Bry Sloan
3. Landon Hidy

Mount Lawn Speedway

New Castle, Ind.
June 28, 2008
Late Model
1. Eric Evans
2. Jeff Marcum
3. Eddie Claborn
Thunder Car
1. Matt Nelson
2. Pam McConnell
3. Jameson Owens
Hornet
1. Chris Jennings
2. Jason Clark
3. Nick Warner
Mini Cup
1. Courtney Hannah
2. Geoff Gerline
3. Carl Colbert

Owosso Speedway

Ovid, Mich.
June 28, 2008
Super Late Model
1. John Grega
2. Doug Finley
3. Jon McNett
Mini Stock
1. Jeremy Donnert
2. Junior Gould
3. Mike McManman
Dwarf
1. Eric Hoffman
2. Junior Gould
3. Mike McManman
Pure Stock
1. Brent Bitzel



CAREY FOX PHOTO

HEATING IT UP: Tony Walker (56) holds off Mike Jones during street-stock heat-race action Saturday at Paragon (Ind.) Speedway.

Gas City I-69 Speedway

Gas City, Ind.
June 27, 2008
Sprint
1. Cole Whitt
2. Billy Putterbaugh, Jr.
3. Brett Burdette
Modified
Feature No. 1
1. Travis Shoulders
2. Bill Lewis
3. Bub Patrick
Feature No. 2
1. Bill Lewis
2. Bub Patrick
3. Ryan Cary
Street Stock
1. James Headley
2. Jay Nordman
3. Shane Landis
Thunder Car
1. Ervin Turner
2. Mike Fredrick
3. David Clark

Eldora Speedway

Rossburg, Ohio
June 28, 2008
Sprint Car
1. Dale Blaney
2. Brock Mayes
3. Greg Wilson
Modified
1. Jon Henry
2. Jerry Bowersock
3. John Brooks
Stock Car
1. Jeff Babcock
2. Mike Dirksen
3. Bob Burch

Mount Lawn Speedway

New Castle, Ind.
June 28, 2008
Late Model
1. Eric Evans
2. Jeff Marcum
3. Eddie Claborn
Thunder Car
1. Matt Nelson
2. Pam McConnell
3. Jameson Owens
Hornet
1. Chris Jennings
2. Jason Clark
3. Nick Warner
Mini Cup
1. Courtney Hannah
2. Geoff Gerline
3. Carl Colbert

U.S. 24 Speedway

Logansport, Ind.
June 27, 2008
Non-Wing JR
1. Craig Ronk
2. Trenton Bitzel

Restrictor

1. Barbie Kimmel
2. Dustin Denmark
3. Jason Wright
Non-Wing
Feature No. 1
1. Sonny Marlowe
2. Rodney Stealy
3. Todd Kirkman
Feature Two
1. Josh Ross
2. Tyler Stump
3. Garrett Abrams

U.S. 24 Speedway

Logansport, Ind.
June 28, 2008
Non-Wing Jr.
1. Craig Ronk
2. Dawson Stealy
3. Jimmy Ferns
Restrictor
1. Aaron Farney
2. Megan Ferns
3. Barbie Kimmel
Non-Wing
1. Nate Lauderbaugh
2. Tyler Stump
3. Todd Kirkman

St. Francois County Raceway

Farmington, Mo.
June 28, 2008
Sprint
1. Tommy Worley, Jr.
2. Jason Hunt
3. Jason Keith
Modified
1. Brent Thompson
2. Jeremy Greenwalt
3. Billy Smith
Multi
1. Ryan Kempin
2. Andy Malpodur
3. Tom Sydnor
Pure Street
1. John Bohn
2. Kasey Nations
3. Brian Blair

Nevada Speedway

Buckner, Mo.
June 29, 2008
Late Model
1. David Turner
2. Shannon Phillips
3. Brantlee Gotschall

Illiana Motor Speedway

Schererville, Ind.
June 28, 2008
Late Model
1. Mike White
2. Jerry Sharp
3. Jack Kalwasinski
Limited Late Model
1. Eddie Hoffman
2. Anthony Danta
3. John Nutley
Turbo Stox

Paragon Speedway

Paragon, Ind.
June 28, 2008
Sprint Car
1. Jesse Cramer
2. Jonathan Sciscoe
3. Ray Kenens
Street Stock
1. Chris Hillman
2. Lee Hobbs
3. Steve Hollars
Bomber
1. Mark Smith
2. Bobby Gardner
3. Justin Porter
Pure Stock
1. Kyle Zike
2. Jeff Herron
3. Kenny Polley III

Auto City Speedway

Flint, Mich.
June 28, 2008
Modified
1. Ken O'Connor
2. Nick Clemmons
3. Johnny Belott
Super Stock
1. Robbie Johnson
2. Jeff Owens
3. Terry Bogusz
Factory Stock
1. Nick Lechota
2. Jay Woolworth
3. Robbie Johnston
Led Sled
1. Lonnie Saumier, Jr.
2. Ricky Plamondon
3. Chad Lamson
Figure-8
1. Chad Lamson
2. Charlie Thom
3. Andrew Burton

Slinger Super Speedway

Slinger, Wis.
June 29, 2008
Late Model
1. David Prunty
2. Collin Bamke
3. Dale Prunty
Limited Late Model
1. John Reynolds, Jr.
2. Steve Apel
3. Chris Blawat
Midwest Sportsman
1. Dave Thomas
2. Kenny Joosten
3. Jeff Holtz
Thunderstock
1. Aaron Cain
2. Al Stippich

Double X Speedway

California, Mo.
June 29, 2008
360 Sprint Car
1. Jesse Hockett
2. Tyler Blank
3. Curtis Evans
Street Stock
1. Ray Smith
2. 'Boy' Dowell
3. Greg Holdren
Hobby Stock
1. Jeremy Gordon
2. Allen Guthrie
3. Krissi Herrbach

Paragon Speedway

Paragon, Ind.
June 28, 2008
Sprint Car
1. Jesse Cramer
2. Jonathan Sciscoe
3. Ray Kenens
Street Stock
1. Chris Hillman
2. Lee Hobbs
3. Steve Hollars
Bomber
1. Mark Smith
2. Bobby Gardner
3. Justin Porter
Pure Stock
1. Kyle Zike
2. Jeff Herron
3. Kenny Polley III

Auto City Speedway

Flint, Mich.
June 28, 2008
Modified
1. Ken O'Connor
2. Nick Clemmons
3. Johnny Belott
Super Stock
1. Robbie Johnson
2. Jeff Owens
3. Terry Bogusz
Factory Stock
1. Nick Lechota
2. Jay Woolworth
3. Robbie Johnston
Led Sled
1. Lonnie Saumier, Jr.
2. Ricky Plamondon
3. Chad Lamson
Figure-8
1. Chad Lamson
2. Charlie Thom
3. Andrew Burton

Auto City Speedway

Flint, Mich.
June 28, 2008
Modified
1. Ken O'Connor
2. Nick Clemmons
3. Johnny Belott
Super Stock
1. Robbie Johnson
2. Jeff Owens
3. Terry Bogusz
Factory Stock
1. Nick Lechota
2. Jay Woolworth
3. Robbie Johnston
Led Sled
1. Lonnie Saumier, Jr.
2. Ricky Plamondon
3. Chad Lamson
Figure-8
1. Chad Lamson
2. Charlie Thom
3. Andrew Burton

Ace Speedway

Altamahaw, N.C.
June 28, 2008
Late Model
1. Speedy Faucette
2. Rodney Cook
3. Dean Fogleman
Modified
1. Josh Nicholes
2. Gary Young, Jr.
3. Thomas Scott
Limited Sportsman
1. Ziggy Zimmerman
2. John Moore
3. Bobby Griffin
Xtreme Car
1. Ben Walker
2. Keith Brame, Jr.
3. Jerry Kernodle
Flathead Ford
1. Bill Blair
2. Randy Apple
3. Tom Corns

Bowman Gray Stadium

Winston-Salem, N.C.
June 28, 2008
Modified
Feature No. 1
1. Burt Myers
2. Tim Brown

Atlanta Motor Speedway

Hampton, Ga.
June 26, 2008
Bandolero Young Gun
1. Dustyn Cunningham
2. Will Fincham
3. Chad Martin
Legends Master
1. Randy Thornton
2. Jeff Haynes
3. Robert Spence
Legends Charger
1. Mike Weed
2. Robbie Woodall
3. Mark Younginger
Roadster
1. Bubba Harry
2. Brian Meredith
3. Ed Clark
Legends Pro
1. Casey Roderick
2. Doug Stevens
3. Billy Fulson
Legends Semi-Pro
1. Bryce Walker
2. Justin Swilling
3. Chase Moody
Bandolero Bandit
1. Mason Massey
2. Kason Plott
3. Charlie Gresham

Music City Motorplex

Nashville, Tenn.
June 28, 2008
Bandolero
1. Sean Hosey
2. Laura Gentry
Dwarf
1. Ricky Mdlwain
2. Rick Webster
3. Michael Wood
Grand National Sportsman
1. Lee Goddard
2. Howard Tucker
3. Eddie Taylor
Late Model
1. Andy Johnson
2. Michael House
3. Chase Montgomery
Legends Pro Master
1. Rob Sanders
2. David Moyes, III
3. Tyler Slayden
Legends Semi-Pro
1. Brandon Summers
2. Cody Fernet
3. Tanner Berryhill
Super Truck
1. Bobby Buttrely
2. Daniel Victory
3. Jess Williams
Thunderstox
1. Matt Barnes
2. Charles Goddard, Jr.
3. Jeremy Newman

East Bay Raceway Park

Gibsonton, Fla.
June 28, 2008
Modified
1. Alex Boerner
2. Jeff Matthews
3. Scotty Williams
Limited Late Model
1. J.R. Prather
2. Bob Peterson
3. Daniel Woody
Outlaw
1. Shane Burrows
2. Jim Cousen
3. Chad Rose
Late Model
1. Bobby Alexander, Sr.
2. Travis Varnadore

3. Ted Erskine
Modified
1. Bobby Dixon
2. Buzzie Reutimann
3. Austin Sanders
Four Cylinder Bomber
1. George Christensen
2. Collin Kruse
3. Frank Miller

Concord Motorsports Park

Concord, N.C.
June 28, 2008
Late Model
Feature No. 1
1. Chuck Crump
2. Justin Hill
3. Kevin Love
Feature No. 2
1. Chuck Crump
2. Justin Hill
3. Kevin Love
Limited Late Model
1. Jay Payne
2. Bobby Measmer, Jr.
3. Mike Terry
Pure Stock
1. Charles Hutto
2. Cooper Faassen
3. Clinton Baker
Fast and Furious Four
1. Wayne Harrington
2. Tracy Mullis
3. Jake Simpson
Bootlegger Brigade
1. Josh Walsh
2. Kirby Allen
3. Rusty Drye

Atlanta Motor Speedway

Hampton, Ga.
June 26, 2008
Bandolero Young Gun
1. Dustyn Cunningham
2. Will Fincham
3. Chad Martin
Legends Master
1. Randy Thornton
2. Jeff Haynes
3. Robert Spence
Legends Charger
1. Mike Weed
2. Robbie Woodall
3. Mark Younginger
Roadster
1. Bubba Harry
2. Brian Meredith
3. Ed Clark
Legends Pro
1. Casey Roderick
2. Doug Stevens
3. Billy Fulson
Legends Semi-Pro
1. Bryce Walker
2. Justin Swilling
3. Chase Moody
Bandolero Bandit
1. Mason Massey
2. Kason Plott
3. Charlie Gresham

Lowe's Motor Speedway

Concord, N.C.
June 24, 2008
Legends Car Pro
1. Chris Buescher
2. Steven Ross
3. Casey Roderick
Thunder Car
1. Adam Gay
2. Taylor Hull
3. Kara Clarke
Legends Master
1. Clay Hair
2. John Sossoman
3. George "Cotton" Spry
Legends Semi-Pro
1. Cody Blackburn
2. Sam McAulay
3. Chad Hackenbracht
Legends Young Lion
1. Scott Hensley
2. Dylan Sawyer
3. Bryce Walker
Bandolero Bandit
1. Dillon Bassett
2. Mason Massey
3. T.J. Michael
Bandolero Young Gun
1. Timmy Hill
2. Justin Carroll
3. Robert Poole
CrashCar
1. Rusty Drye
2. Jeremy Troiano
3. Kenneth Deese

Harris Motor Speedway

Rutherfordton, N.C.
June 28, 2008
Crate Late Model
1. Chris Steele

WEST



Arizona
California
Nevada
New Mexico
Oregon
Washington

- 2. Zack Mitchell
- 3. Joey Phillips
- Limited Sportsman**
- 1. Lamar Jordan
- 2. Steve Greene
- 3. Mitch Sill
- Pure Stock**
- 1. Josh Ayers
- 2. Roger Woody
- 3. Kevin Hawkins
- Young Gun**
- 1. Justin Ward
- 2. Ethan Gregory
- 3. Ashley Harvey
- Stock Eight**
- 1. Timmy Smith
- 2. Dale Chapman
- 3. David Ayers
- Street Stock Four**
- 1. Clyde Scott
- 2. Eddie McGrew
- 3. Brian Suttles
- Renegade**
- 1. Josh Burgess
- 2. Nikita Treadwell
- 3. Brian Kuykendall
- Super Stock Four**
- 1. Scott Morgan
- 2. Stacy Brock
- 3. Brett Cooper

Five Flags Speedway

- Pensacola, Fla.
- June 27, 2008
- Late Model**
- 1. Auggie Grill
- 2. Donnie Wilson
- 3. Casey Smith
- Sportsman**
- 1. Thomas Warren, Jr.
- 2. Randy Thompson
- 3. William Kitchen
- Super Stock**
- 1. James Kimbrough
- 2. Scotty Anderson
- 3. Greg Young
- Bomber**
- 1. Pete Kitchen
- 2. Daniel Webber
- 3. Travis Fowler

Checked Flag Speedway

- Hohenwald, Tenn.
- June 27, 2008
- Modified**
- 1. Tony Simmons
- 2. Michael Lee
- 3. T.J. Herdon

Travelers Rest Speedway

- Travelers Rest, S.C.
- June 28, 2008
- Sprint Car**
- Feature No. 1
- 1. Steven Lines
- 2. Johnny Bridges
- Feature No. 2
- 1. Matt Linder
- 2. Trevor Lewis
- Crate Late Model**
- 1. Dave Smith
- 2. Greg Pilgrim
- 3. Dustin Morris
- Renegade**
- 1. Donnie Atkins
- 2. Dwight Smith
- 3. Harvey Carpenter
- Stock Four**
- 1. Newman Presnell
- 2. Matt Gilbert
- 3. Kevin Kelley
- Pure Stock**
- 1. Barry Thornton
- 2. Mike Watson
- 3. Nick Adams
- Young Gun**
- 1. Chris Goodman
- 2. Mitchel Marcas
- 3. Brent Bassett

Southern New Mexico Speedway

- Las Cruces, N.M.
- June 28, 2008
- Super Truck**
- 1. Kenny Medina
- 2. Dustin Smith
- 3. Brandon Cruise
- Renegade Sprint**
- 1. Kyle McCutcheon
- 2. Lorne Wofford
- 3. Curt Barnett

Citrus County Speedway

- Inverness, Fla.
- June 28, 2008
- TBARA Sprint Car**
- 1. Joey Aguilar
- 2. Shane Butler
- 3. Troy DeCaire
- Sportsman**
- 1. JoJo Viverito
- 2. Tom Posavec
- 3. Bobby Ervien
- Street Stock**
- 1. Jason Murphree
- 2. David Foster
- 3. Mike Loudy
- Mini Stock**
- 1. Kevin Harrod
- 2. Travis Hoefler
- 3. George Neumann
- Four Cylinder Bomber**
- 1. Nathan Florian
- 2. Richard Kuhn
- 3. Chris Eberly

Central Arizona Raceway

- Casa Grande, Ariz.
- June 28, 2008
- Modified**
- 1. Mark Harrison
- 2. Robert Adams
- 3. Dana Fite
- Super Stock**
- 1. Bugi Lacy
- 2. Steven Ashcraft
- 3. Mike Brigner
- Pure Stock**
- 1. E.J. Jones
- 2. Dennis Harrison
- 3. Jody Henderson

Toyota Speedway

- Irwindale, Calif.
- June 28, 2008
- Super Late Model**
- 1. Nick Joanides
- 2. Travis Thirkette
- 3. Jason Patison
- Super Truck**
- 1. Connor Cantrell
- 2. Pat Mintey, Jr.
- 3. Joe Herold
- Mini Stock**
- 1. Jacob Rogers
- 2. Rich Garver
- 3. Dennis Croasmun
- Bandolero**
- 1. Aaron Anderson
- 2. Misty Balsler
- 3. Andrew Porter
- Demo Derby**
- 1. Dan Pachella
- 2. James Altman
- 3. Jack Steiner

Manzanita Speedway

- Phoenix, Ariz.
- June 28, 2008
- Late Model**
- 1. Anthony Madrid
- 2. Randy Carder
- 3. Joey Moriarity
- Dwarf**
- 1. Steve Davis
- 2. Brian Stehr
- 3. Chris Snyder

Southern New Mexico Speedway

- Las Cruces, N.M.
- June 28, 2008
- Super Truck**
- 1. Kenny Medina
- 2. Dustin Smith
- 3. Brandon Cruise
- Renegade Sprint**
- 1. Kyle McCutcheon
- 2. Lorne Wofford
- 3. Curt Barnett

Altamont Motorsports Park

- Tracy, Calif.
- June 28, 2008
- USAC W. Sprint Car**
- 1. Porter Smith
- 2. Ryan Kaplan
- 3. Chase Scott
- USAC W. Midget**
- 1. Shane Golobic
- 2. Paul Zimmerly
- 3. Evan Margeson
- Ford Focus**
- 1. Brendan Langlois

Evergreen Speedway

- Monroe, Wash.
- June 28, 2008
- Super Stock Car**
- 1. Jason Frasier
- 2. Naima Lang
- 3. Kelly Mann
- Super Figure-8**
- 1. John Carlson
- 2. Bill Wade
- 3. Doug Delfel
- Bomber**
- 1. Lane Sundholm
- 2. Jim Foti
- 3. Jill Lang
- Mini Stock Car**
- 1. Mark Weedin
- 2. Chuck Richard
- 3. Kris Harriss
- Stinger Eight**
- 1. Mike Middleton
- 2. Ben Chandler
- 3. J.J. Edwards

Placerville Speedway

- Placerville, Calif.
- June 28, 2008
- Sprint Car**
- 1. Andy Forsberg
- 2. C.J. Humphreys
- 3. Scott Russell
- Pure Stock**
- 1. Tom Tilford
- 2. Kevin Wirth
- 3. Jared Vilt
- Pro Stock**
- 1. Dan Brown, Jr.
- 2. Tom Arobosgast
- 3. Forrest Carnett
- Midget Lite**
- 1. Marshall Sexton
- 2. Chris Glass
- 3. Jeff Scott

Marysville Raceway Park

- Marysville, Calif.
- June 28, 2008
- Street Stock**
- 1. Jeff Olschowka
- 2. Lisa Shelby
- 3. Bill Knoop
- Open-4 Cylinder**
- 1. Jeff Olschowka
- 2. Olin Crane
- 3. Mark Hill
- Modified**
- 1. Nick Joanides
- 2. Ryan McDaniel
- 3. Dustin Massey
- Sprint Car**
- 1. Tony Gaoiran
- 2. Tim MacLaughlin
- 3. Jim Pfifer
- Extreme Bomber**
- 1. Mike Dehoogh

Madera Speedway

- Madera, Calif.
- June 28, 2008
- Grand Am Modified**
- Feature No. 1
- 1. Jason Philpott
- 2. Scott Winters
- 3. Jeremy Grasty
- Feature No. 2
- 1. Jason Philpott
- 2. Jeremy Grasty
- 3. Scott Winters
- Limited Stock Car**
- 1. Dennis Saunders, Jr.
- 2. Howard Holden
- 3. Jason Aguirre
- Toyota Sedan**
- 1. Stan Hankins
- 2. Jason Kerns
- 3. Candee McIntosh
- Modified Super Toyota**
- 1. Randy Fleming, Jr.
- 2. John Bowersox
- 3. Jason Bowersox
- Baby Grand**
- 1. Jake Gomes
- 2. Josh Gomes
- 3. Michael Ray
- Mini Cup**
- 1. John Bowman
- 2. Max Unterbach
- 3. Brent Curran

Madison Speedway

- Madison, Wis.
- June 28, 2008
- Street Stock**
- 1. Kenny Medina
- 2. Dustin Smith
- 3. Brandon Cruise
- Renegade Sprint**
- 1. Kyle McCutcheon
- 2. Lorne Wofford
- 3. Curt Barnett

Skagit Speedway

- Alger, Wash.
- June 28, 2008
- 360 Sprint Car**
- 1. Danny Kirkpatrick
- 2. Cory Chamberlain
- 3. Shane Broers
- Sportsman Sprint Car**
- 1. Kyle Oman
- 2. Marc Schutte
- 3. Matt Van Der Sys
- Outlaw Hornet**
- Feature No. 1
- 1. Ken Higby
- 2. Karl Dahl
- 3. Rick Young
- Feature No. 2
- 1. Greg Hibma
- 2. Rick Young
- 3. Travis Meins

Silver Dollar Speedway

- Chico, Calif.
- June 27, 2008
- 410 Sprint Car**

Mid Atlantic

- 1. Andy Gregg
- 2. Jonathan Allard
- 3. Andy Forsberg

Wingless

- 1. Keith Bloom, Jr.
- 2. Marc Zieske
- 3. Cody Myers

Street Stock

- 1. Steve Hammett
- 2. Gary Newmann
- 3. Jeff Olschowka

Street Stock

- 1. Steve Hammett
- 2. Gary Newmann
- 3. Jeff Olschowka

Street Stock

- 1. Steve Hammett
- 2. Gary Newmann
- 3. Jeff Olschowka



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Street Stock

- 1. Tommy Adams, Jr.
- 2. Teddy Lawless
- 3. Wayne Wilson
- U-Car**
- 1. Randy Argabright
- 2. Chris Amos
- 3. Eddie Scott
- Mini Cup**
- 1. Sammy Brookes
- 2. Brad Kennett
- 3. Damien Inge

Tri-City Speedway

- Franklin, Pa.
- June 29, 2008
- Thundercar**
- 1. Boll Myers
- 2. Chadd Ueber
- 3. Cody Manners

Hagerstown Speedway

- Hagerstown, Md.
- June 29, 2008
- Late Model**
- 1. Andy Anderson
- 2. J.T. Spence
- 3. Roy Deese, Jr.
- Pure Stock**
- 1. Mike Warrenfeltz
- 2. Darrin Younker
- 3. Chris Snyder

Selinsgrove Speedway

- Selinsgrove, Pa.
- June 28, 2008
- 358 Sprint Car**
- 1. Len Krauthelm
- 2. Pat Cannon
- 3. Blane Heimbach
- Late Model**
- 1. Jeff Rine
- 2. Steve Campbell
- 3. Kyle Rhoads
- Pro Stock**
- 1. A.J. Hoffman
- 2. Chad Davis
- 3. Troy Miller

Old Dominion Speedway

- Manassas, Va.
- June 28, 2008
- Late Model**
- Feature No. 1
- 1. Adam Brenner
- 2. Mike Southard
- 3. Willard Lawrence
- Feature No. 2
- 1. Willard Lawrence
- 2. Ray Terczak
- 3. Mike Southard
- Feature No. 3
- 1. Roger Austin, Jr.
- 2. Ryan Ellis
- 3. David Polenz
- Mini Modified**
- 1. Davey Callihan
- 2. Jason Darne
- 3. Scott Gore
- U-Car**
- 1. Bryan Fox

Franklin County Speedway

- Callaway, Va.
- June 28, 2008
- Late Model**
- Feature No. 1
- 1. Willard Lawrence
- 2. Ray Terczak
- 3. Mike Southard
- Feature No. 2
- 1. Roger Austin, Jr.
- 2. Ryan Ellis
- 3. David Polenz
- Mini Modified**
- 1. Davey Callihan
- 2. Jason Darne
- 3. Scott Gore
- U-Car**
- 1. Bryan Fox



THREE'S A CROWD: Marty Coltrain (25), Bobby Shreves (11) and Ryan Toole battle three-wide during limited stock-car action at Virginia Motor Speedway Saturday night.

Street Stock

- 1. Tommy Adams, Jr.
- 2. Teddy Lawless
- 3. Wayne Wilson
- U-Car**
- 1. Randy Argabright
- 2. Chris Amos
- 3. Eddie Scott
- Mini Cup**
- 1. Sammy Brookes
- 2. Brad Kennett
- 3. Damien Inge

Tri-City Speedway

- Franklin, Pa.
- June 29, 2008
- Thundercar**
- 1. Boll Myers
- 2. Chadd Ueber
- 3. Cody Manners

Hagerstown Speedway

- Hagerstown, Md.
- June 29, 2008
- Late Model**
- 1. Andy Anderson
- 2. J.T. Spence
- 3. Roy Deese, Jr.
- Pure Stock**
- 1. Mike Warrenfeltz
- 2. Darrin Younker
- 3. Chris Snyder

Selinsgrove Speedway

- Selinsgrove, Pa.
- June 28, 2008
- 358 Sprint Car**
- 1. Len Krauthelm
- 2. Pat Cannon
- 3. Blane Heimbach
- Late Model**
- 1. Jeff Rine
- 2. Steve Campbell
- 3. Kyle Rhoads
- Pro Stock**
- 1. A.J. Hoffman
- 2. Chad Davis
- 3. Troy Miller

Old Dominion Speedway

- Manassas, Va.
- June 28, 2008
- Late Model**
- Feature No. 1
- 1. Adam Brenner
- 2. Mike Southard
- 3. Willard Lawrence
- Feature No. 2
- 1. Willard Lawrence
- 2. Ray Terczak
- 3. Mike Southard
- Feature No. 3
- 1. Roger Austin, Jr.
- 2. Ryan Ellis
- 3. David Polenz
- Mini Modified**
- 1. Davey Callihan
- 2. Jason Darne
- 3. Scott Gore
- U-Car**
- 1. Bryan Fox

Franklin County Speedway

- Callaway, Va.
- June 28, 2008
- Late Model**
- Feature No. 1
- 1. Willard Lawrence
- 2. Ray Terczak
- 3. Mike Southard
- Feature No. 2
- 1. Roger Austin, Jr.
- 2. Ryan Ellis
- 3. David Polenz
- Mini Modified**
- 1. Davey Callihan
- 2. Jason Darne
- 3. Scott Gore
- U-Car**
- 1. Bryan Fox

Street Stock

- 1. Billy Ingle
- 3. Jeff Beamer

Hesston Speedway

- Hesston, Pa.
- June 28, 2008
- Limited Late Model**
- 1. Rance Garlock
- 2. Matt Parks
- 3. Mike Shoemaker
- Street Stock**
- Feature No. 1
- 1. Bill Henney
- 2. Kris Edwards
- 3. Jarrett Walker
- Feature No. 2
- 1. Khi Swanger
- 2. Bill Henney
- 3. Jesse Snyder
- Hobby Stock**
- 1. Gary Moder
- 2. Josh Berrier
- 3. Carl Snare

Susquehanna Speedway

- Newberrytown, Pa.
- June 28, 2008
- Late Model**
- 1. Walker Arthur
- 2. Tom Cohick
- 3. Austin Hubbard
- Sportsman**
- 1. Tim Shelton
- 2. Jimmy Duncan
- 3. Okey Synan, Jr.
- Sprint Car**
- 1. Craig Folmar
- 2. Daren Bolac
- 3. Tom Humphries
- Limited Stock Car**
- 1. Brett Adkins
- 2. Stephen Childress
- 3. Wesley Givens

Dog Hollow Speedway

- Northern Cambria, Pa.
- June 27, 2008
- Late Model**
- 1. Shawn McGarvey
- 2. Rick Strong
- 3. Billy Eash
- Fastrak Late Model**
- 1. Dan Angelicchio
- 2. Gary Stahl
- 3. Tommy Snyder
- Street Stock**
- 1. Josh Jacoby
- 2. Jim Boyer
- 3. Tyler Hite
- Pure Stock**
- 1. Tim Laughard
- 2. John Mazey
- 3. Marshall Detwiler

Path Valley Speedway Park

- Spring Run, Pa.
- June 27, 2008
- 270 Sprint**
- 1. Cody Phillips
- 2. Jim Still
- 3. Tim Mertz
- 600 Sprint Open**
- 1. Scott Sawyer
- 2. Timmie Barrick
- 3. Keith McIntyre
- 600 Sprint**
- 1. Tom Kohler
- 2. Keith McIntyre
- 3. Jake Murphy
- 305 Sprint Car**

Langley Speedway

- Hampton, Va.
- June 28, 2008
- Late Model**
- 1. Danny Edwards, Jr.
- 2. Paul Debolt

Street Stock

- 1. George Riden
- 2. Michael Heckman
- 3. Tyler Bear
- Sidewinder**
- 1. Ryan Greth
- 2. Jason Morrison
- 3. Rich Halter
- Thunder Car**
- 1. Terry Smith
- 2. Denny Scofield
- 3. Eric Seibert
- Mini Stock**
- 1. Ricky Harper
- 2. Gary Dehart
- 3. Shawn Moore

Grandview Speedway

- Bechtelsville, Pa.
- June 28, 2008
- Late Model**
- 1. Brian Shuey
- 2. Mike Kellner
- 3. Randy Stoudt
- Legends**
- 1. Frank Polimeda
- 2. Tom Mayberry
- 3. Steve Nederostek

Penn Can Speedway

- Susquehanna, Pa.
- June 27, 2008
- Modified**
- 1. Al Rudalavage
- 2. Craig Terrell
- 3. Alex Tonkin
- Late Model**
- 1. Jeremy Randall
- 2. Dan Snyder
- 3. Joe Domiano
- Sportsman**
- 1. Jeff Crambo
- 2. Casey Plummer
- 3. Mike Nagel, Jr.
- Super Stock**
- 1. Frank Payne
- 2. Chris Strohl
- 3. Jim Sykes
- Pure Stock**
- 1. Rich Green
- 2. Steve Deinhardt
- 3. Clay Butler
- Four Cylinder**
- 1. Dan Wood
- 2. Beezer Wilkie
- 3. John Hoover

New Egypt Speedway

- New Egypt, N.J.
- June 28, 2008
- Modified**
- 1. Sam Martz
- 2. Mike Paulman
- 3. Tad Cox
- Sportsman**
- 1. John Ramano, Jr.
- 2. Frank Cozze
- 3. Clay Butler
- Super Stock**
- 1. Dan Wood
- 2. Beezer Wilkie
- 3. John Hoover

Allegany County Speedway

- Cumberland, Md.
- June 27, 2008
- Late Model**
- 1. Jack Pencil
- 2. D.J. Myers
- 3. Randy Burkholder
- Street Stock**
- 1. Jim Saylor
- 2. Tony Daniels
- 3. John Whitfield
- Hobby Stock**
- 1. Marcius VanMeter
- 2. David Puckett
- 3. Jeff Tuel
- Factory Stock Six Cylinder**

Trail-Way Speedway

- Hanover, Pa.
- June 27, 2008
- 358 Sprint Car**
- 1. Jeff Rohrbaugh
- 2. Brad McClelland
- 3. Dale Hammaker
- Thunder Car**
- 1. Tyler Gastley
- 2. Shannon Weaver
- 3. Shawn Crunkilton

Street Stock

3. Brandie Levassuer
Hobby Stock
1. Brookin Stephens
2. Justin Shoemaker
3. Jeremy Huffman
Sprint Car
1. Jamie Passmore
2. Danny Smith
3. Dean Drake

Lakeside Speedway

Kansas City, Kan.
June 28, 2008
Modified
1. Mark Schafman
2. Chad Lyle
3. Larry Harvey, Jr.
Grand National
1. Nic Bidingier
2. David Powell
3. Tim Shields
Factory Stock
1. Darrin Christy
2. Buz Kaster
3. Sean Foster

Southern Iowa Speedway

Oskaloosa, Iowa
June 25, 2008
Hobby Stock
1. Don Nunnikhoven
2. Jason McDaniel
3. Nathan Wood
B-Mod
1. Brian Edel
2. Bill Gibson
3. Leroy Groenendyk
Stock Car
1. Colt Mather
2. Matt Greiner
3. A.J. Johnson
Modified
1. Colt Mather
2. Steven Blattler
3. Ron Ver Beek

Junction Motor Speedway

McCool Junction, Neb.
June 28, 2008
Late Model
1. Kelly Boen
2. Delbert Smith
3. Jason Landers
Modified
1. Kyle Berck
2. Robert Wilson
3. Shane Stutzman
Stock Car
1. Bryan Boersen
2. Jeremiah Slough
3. Mike Goldfuss
Two Person Cruiser
1. Greg Ekeler / John Miller
2. Ken Barry / Drew Barry
3. Brent Kassik / John Miller
Four Cylinder Front Wheel Drive
1. Micah Veleba
2. Lance Hiebner
3. Ryan Pedersen

McCook Speedway

McCook, Neb.
June 27, 2008
Modified
1. David Murray, Jr.
2. Nick Tubbs
3. Ronnie Wallace
Stock Car
1. Dave Plowman
2. Casey Werkmeister
3. Zach Schultz
Hobby Stock
1. Aaron Koch
2. Corey Cruzan
3. Richard Boon
Classic Modified
1. Max Pollmann
2. Billy Aeby
3. Alex Pollmann
Mini Truck
1. Mitch Hamilton
2. Royal Fisher
3. Dale Heyen

Junction Motor Speedway

McCool Junction, Neb.
June 27, 2008
Sprint Car
1. Brian Brown
2. Jack Dover
3. Lee Grosz
Dwarf
1. Bud Lee
2. Scott Nagatz
3. Chad Iwan
GOTRA
1. Chris Lavicky
2. Roger Rowe
3. Ronald Stohlmann

Dodge City Raceway

Dodge City, Kan.
June 28, 2008
305 Sprint Car
1. Brian Herbert
2. Mike Woodruff
3. Darren Bowman

Adams County Speedway

Coming, Iowa
June 28, 2008
Hobby Stock
1. Matt Hudson
2. Jesse Sobbing
3. Larry Harvey, Jr.
3. Matt Williamson
Pro Street
1. Greg Miller
2. Steve Churchill
3. Craig Garner
Modified
1. Jeremy Tibben
2. Jeff James
3. Dean Mahlstedt
Late Model
1. Paul Glendenning
2. Trent Jackson
3. Leon Zeitner

Dawson County Raceway

Lexington, Neb.
June 29, 2008
Modified
1. Chad Dolan
2. John Huffman
3. Bo Egge
Stock Car
1. Casey Werkmeister
2. Charley Brown
3. Shane Stout
Hobby Stock
1. Kyle Bond
2. Corey Cruzan
3. Ethan Johnson



Alabama
Arkansas
Louisiana
Mississippi
Texas

Heart O' Texas Speedway

Elm Mott, Texas
June 27, 2008
Modified
1. P.J. Egbert

2. Kenny Stone
3. Benji Kirkpatrick
SportMod
1. Keith White
2. Robert Black
3. Chase Jupe
Hobby Stock
1. Charles Cosper
2. Shannon Dulock
3. Michael Guenat
Street Stock
1. Doug Andrews
2. Brandon Geurin
3. David Khoury
Pure Stock
1. Kevin Smith
2. Jeff Shepperd
3. Tommy Honey
Cruiser
1. Andrew Richards
2. J.J. Jenkins / H. Zucha
3. Jeff Woodruff
Junior Mini Stock
1. Garret Rawls
2. Dillon Payne
3. Brandon Kreder

I-37 Raceway

Pleasanton, Texas
June 27, 2008
Modified
1. Greg Dinsmore
2. Brian Rye
3. Patrick Kelly
SportMod
1. Johnny Torres
2. Chip Godfredson
3. Steve Grantz
Super Stock
1. Moe VanKirk
2. Jed Rollins
3. How Marxc
Street Stock
1. Wade Jones
2. Tommy Casey
3. Craig Crawley
Pure Stock
1. Justin Henley
2. Mark Pivarnik
3. Sonny Jones

Thunder Hill Raceway

Kyle, Texas
June 28, 2008
Grand Stock
1. Art Ganss
2. Carolyn Aramendia
3. James Aramendia
Thunder Stock
1. Anthony Gordon
2. Gary Chancellor
3. Joey Schoemer
Super Stock
1. Gary Stapp
2. Shawn Paul Lehman
3. Duane Toyne
NasKart
1. Mike Steinman
2. Marty Kreis
3. Chris Terry

El Paso Speedway Park

El Paso, Texas
June 27, 2008
Xtreme Modified
1. Ralph Adams, Jr.
2. Paddy Rush
3. Wes Benson
Street Stock
1. Mark Kimpel
2. Ozzie Noder
3. Frank Ray, Jr.
Legends of the Southwest
1. Jonathan Barcena
2. Don Reynolds
3. Joe Cully
Renegade Sprint
1. John Carney, Jr.
2. Lorne Wofford
3. Brandon Schure

Monticello Speedway

Monticello, Ark.
June 28, 2008
Cruiser
1. Mike Ziemann
2. Justin Wilson

3. Brandon Lloyd
Hobby Stock
1. Matt Stacy
2. Ricky Wrinkle
3. Roger Hayden
Sport Modified
1. Waylon Ball
2. Bryan James
3. Jimmy Gibson
Junior Modified
1. Zane Ferrell
2. Dylan James
3. Otis Hodge, Jr.
Street Stock
1. Mike Kongenske
2. David Pearce
3. Jason Craig

East Alabama Motor Speedway

Phenix City, Ala.
June 28, 2008
Late Model
1. Richie Stephens
2. William Thomas
3. Larry Harrod
Limited Sportsman
1. Rodgerick Dykes
2. Sam Moore
3. Chad Scrimshire
Hobby Stock
1. John Michael
2. Robert Jackson
3. Robert Renfroe
Bomber
1. Drew Roberts
2. Christy Noles
3. Trevor Elliott
Pony Stock
1. Bryan Price
2. Adam Rodriguez
3. Jesse Rivera
Modified
1. Jeff Culpepper
2. Randy Register
3. Ricky Culpepper

Crawford County Speedway

Van Buren, Ark.
June 28, 2008
Grand National
1. Chuck Smith
2. Brandy Justice
3. Gerry Vaughn
Modified
1. Brandon Hunter
2. William Gould
3. Victor Pinkerton
Young Gun
1. Tyler Chambers
2. Chris Coughran, Jr.
3. Parker Dunn
Front Wheel Drive
1. Jimmy Richesin
2. Jerry Ellison
3. Kaelin Richesin
Pure Stock
1. Myles Newman
2. Bobby Murray
3. Remington Watson
Mini Stock
1. Dustin Schmidt
2. Daniel Nicholson
3. Alvin Moran

Thunderbird Speedway

Crandell, Texas
June 28, 2008
Mini Stock
1. Will Garrison
2. Jon White, Jr.
3. Bobby Ortega
Modified
1. Tommy Davis, Jr.
2. Matt Deaver
3. Phillip Smith
Junior Mini Stock
1. Dustin Mooney
2. Dakota Raines
3. Courtney Miller
Street Stock
1. Junior Zbleski
2. Les Lunsford
3. Chris Davis
Bomber
1. Glen Pace
2. Chad Roden
3. Sonny Glass
Limited Modified
1. Tommy Davis, Jr.
2. Thomas Blackwell

Texas Thunder Speedway

Killeen, Texas
June 28, 2008
Modified
1. P.J. Egbert
2. Ben Ketteman

3. Trevor Egbert
SportMod
1. Keith White
2. Eric Tomlinson
3. P.J. Egbert
Stock Car
1. Michael Walter
2. Ronnie Ellis, Jr.
3. David Dunn
Street Stock
1. Tim Carmen, Jr.
2. Danny Dunn
3. Eric Jones
Texas Twister
Feature No. 1
1. Kevin Yagalla
2. T.J. Yagalla
3. Michael Hilliard
Feature No. 2
1. Aaron White
2. Carl McConnell
3. Randy Doyle

Thunder Hill Raceway

Kyle, Texas
June 28, 2008
Grand Stock
1. Art Ganss
2. Carolyn Aramendia
3. James Aramendia
Thunder Stock
1. Anthony Gordon
2. Gary Chancellor
3. Joey Schoemer
Super Stock
1. Gary Stapp
2. Shawn Paul Lehman
3. Duane Toyne
NasKart
1. Mike Steinman
2. Marty Kreis
3. Chris Terry

Thunderbird Speedway

Crandell, Texas
June 28, 2008
Mini Stock
1. Will Garrison
2. Jon White, Jr.
3. Bobby Ortega
Modified
1. Tommy Davis, Jr.
2. Matt Deaver
3. Phillip Smith
Junior Mini Stock
1. Dustin Mooney
2. Dakota Raines
3. Courtney Miller
Street Stock
1. Junior Zbleski
2. Les Lunsford
3. Chris Davis
Bomber
1. Glen Pace
2. Chad Roden
3. Sonny Glass
Limited Modified
1. Tommy Davis, Jr.
2. Thomas Blackwell

Esh Win Kicks Off Keystone Speedweek

BY TODD HEINTZELMAN

ABBOTTSTOWN, Pa. — Doug Esh kicked off Pennsylvania Speedweek with a victory in the 30-lap Kevin Gobrecht Memorial at Lincoln Speedway.

The event was delayed for almost four hours after a thunderstorm struck during the third sprint-car heat. Racing resumed around midnight and the feature was complete at 2 a.m. Sunday.

Esh started on the pole and drove into the lead over second-place starter Brian Montieth and third-place starter and 10-time Speedweek champ Fred Rahmer. Esh's wife, Kelly, waved the green flag after winning a raffle to be the honorary starter.

Following a lap-two restart, Rahmer dove under Montieth to take second as Chad Layton put a similar move on Greg Hodnett for fourth. Meanwhile, Esh was building a comfortable lead.

Esh was into lapped traffic by lap seven, allowing Rahmer and Montieth to erase his lead. By lap 11, the top three were nose to tail and slicing through lapped traffic.

Montieth took second back on lap 12 and was under Esh three laps later, but Esh's momentum around the outside allowed him to keep the lead.

The final caution waved on lap 18 with no lapped cars between the top three. Esh and



RICH KEPNER PHOTO

LATE SHOW: Doug Esh powered his sprint car to victory at Lincoln Speedway.

Montieth drove away from Rahmer and were back to traffic with five laps to go. Esh held off Montieth by a couple of car lengths for his first Lincoln win of the season. Rahmer settled for third ahead of Layton and Hodnett.

"It was a great race. Thanks to the fans for sticking around because it's been a marathon," said Esh. "There's nothing like starting Speedweek with a little momentum."

Sunday's Speedweek event at Bedford Speedway was rained out.

The finish:

Doug Esh, Brian Montieth, Fred Rahmer, Chad Layton, Greg Hodnett, Jeff Shepard, Nikki Young, Cody Darrah, Brian Paulus, Brian Leppo, Cris Eash, Josh Wells, Jim Siegel, Cory Haas, Keith Kauffman, Mark Smith, Nick Schlauch, Jr., Mike Bittinger, Michael Carber, Jeff Busby, Stevie Smith, Alan Krimes, Aaron Ott, John Rudisill.

Shryock Takes Two On USMTS Tour

June 23

INDEPENDENCE, Iowa — Kelly Shryock came away with the victory as the O'Reilly USMTS National Tour made its inaugural stop at Independence Motor Speedway June 23.

Shryock, who started in the fourth position, finally outdueled Al Hejna, who had charged from ninth to the point, for the lead on lap 29. He led the final 11 laps, hitting the finish line with Hejna on his rear bumper in second.

Jason Hughes finished third. Tommy Weder, Jr. was fourth and Richie Gustin, Jr. filled the top five.

Shryock, an eight-time USMTS national champion, earned \$2,000 for the victory.

The finish:

Kelly Shryock, Al Hejna, Jason Hughes, Tommy Weder, Jr., Richie Gustin, Jr., Scott Green, Alan Mondus, Layne Meyer, Derek Ramirez, Bryan Rowland, Joey Schaefer, Ron Ver Beek, Donovan Lodge, Mark Schulte, Colt Mather, Brandon Kenny, Ryan Gustin, Mark Noble, Jeff Schluetter, Ryan York, Jon Tesch, Justin O'Brien, Zack VanderBeek, Dean Mahlstedt.

June 24

ALTA, Iowa — The only two drivers ever to wear the championship belt of the O'Reilly USMTS National Tour slugged it out again June 24 as a packed house looked on at Buena Vista Raceway.

Defending O'Reilly USMTS national champion Jason Krohn overpowered race-long leader Brandon Kenny on lap 21 of the 30-lap event. Two laps later, eight-time O'Reilly USMTS champ Kelly Shryock muscled past Kenny to take second.

With four laps to go, the battle waged on as 11th-starting Shryock pulled up alongside

Krohn. Two laps later, Shryock took the lead and held on over the final laps to secure his third victory in four races by a bumper.

While Krohn settled for second after banging with Shryock over the final laps, Kenny, who led the first 20 laps, finished third, ahead of Dereck Ramirez and Jason Hughes.

The finish:

Kelly Shryock, Jason Krohn, Brandon Kenny, Dereck Ramirez, Jason Hughes, Tommy Weder, Jr., Jay Noteboom, Scott Green, Al Hejna, Mike Steensma, Zack VanderBeek, Jon Tesch, Josh Reisch, Jeff Feaster, Bryan Rowland, Kenny Wallace, Corey Dripps, Randy Brands, Jim Mathieson, Clayton Christensen, Ken Schrader, Mike Lineberry, Ryan Ruter, Jim Thies.

June 25

BRANDON, S.D. — Huset's Speedway had not been kind to Al Hejna in the previous two visits by the O'Reilly USMTS National Tour. Conversely, Kelly Shryock had cultivated a warm friendship with the three-eighths-mile dirt oval.

It was a reversal of fortunes June 25, as Hejna scored his second O'Reilly USMTS victory of the season while Shryock's front-row start for the 40-lap event turned into a last-place finish instead of his third-straight victory.

Hejna, who started 12th and worked his way to the point by lap 33, took the lead for good with three laps to go and held off Jason Hughes for the \$2,000 winner's share.

NASCAR veteran Ken Schrader finished third, ahead of Brandon Kenny in fourth and Scott Green in fifth.

The finish:

Al Hejna, Jason Hughes, Ken Schrader, Brandon Kenny, Scott Green, Tommy Weder, Jr., Kenny Wallace, Zack VanderBeek, Jim Horejsi, Corey Dripps, Josh Reisch, Bryan Rowland, Derek Ramirez, Marlin Kracht, Brett DeJager, Jay Noteboom, Jason Krohn, Tim Donlinger, Garry Oskerson, Brandon Aggen, Anthony Mann, Jon Tesch, Mike Steensma, Kelly Shryock.



BOWMAN GRAY STADIUM PHOTO

BIG 5-0: Modified driver Michael Clifton takes a victory lap after his win Saturday night at Bowman Gray Stadium in Winston-Salem, N.C.

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Parts/Engines 15

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Parts/Engines 15

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Trucks/Haulers 17

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STEP 2 – WRITE your ad below. **ADD** the number of words. TYPE OR PRINT CLEARLY.
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Use additional paper if needed ...

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| | |
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| Black & white photo \$10 per week <input type="checkbox"/> | Row of Flags \$5 per week <input type="checkbox"/> |
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| *\$180 maximum photo fee for consecutive ad run. | Row of Check Marks \$5 per week <input type="checkbox"/> |
| BORDERS – to be placed around the ad. | No Ad Enhancements <input type="checkbox"/> |
| Shadow Box - <input type="checkbox"/> \$7 per week <input type="checkbox"/> | Ad Enhancements total: \$ _____ |
| Plain Box - <input type="checkbox"/> \$6 per week <input type="checkbox"/> | |

STEP 4 – TOTAL YOUR COST HERE.

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Multiply by number of weeks to run ad* x _____

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*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

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Trucks/Haulers 17



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Trucks/Haulers 17



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Old Hand Bridges, Rookies Lines And Linder Top USCS

Friday

GASTONIA, N.C. — After setting a track record of 13.49 seconds around the four-tenths-mile Carolina Speedway during qualifying, local racer

USCS

J o h n n y B r i d g e s romped to victory in

Friday night's 30-lap O'Reilly United Sprint Car Series event at the track.

Bridges took the lead on lap three and led the final 28 laps of the race. It was Bridges third O'Reilly USCS Southern Thunder Tour and "Thunder in the Carolinas" regional sprint-car feature win of the season. The victory came in front of the largest Carolina Speedway crowd of the season.

After Matt Linder led the first two circuits, Bridges took control and led throughout. Six-time USCS champion Terry Gray finished second, while Linder, Australian Steven Lines and Danny Martin, Jr. rounded out the top five.

The finish:
Johnny Bridges, Terry Gray, Matt Linder, Steven Lines, Danny Martin, Jr., Trevor Lewis, Coby Adams, John Karklin, Nick Bashford, Jake McLain, David Thorman, Josh Weller, Scott Young, Bronzie Lawson III, Brad Wickham.

Saturday

TRAVELERS REST, S.C. — Steven Lines and Matt Linder picked up their first O'Reilly Auto Parts United Sprint Car Series victories as Travelers Rest Speedway hosted twin 20-lap events Saturday night.

Lines, a native of Melbourne, Australia, driving the No. 23 J&J of Cherryville, N.C.-based owner Jeff McCall, charged from eighth-starting spot to fourth on the first lap and was second by lap four.

He reeled in leader Johnny Bridges, passing him on lap 16 and cruising to his first victory on U.S. soil. Bridges finished second ahead of Danny Martin, Jr. in third, Josh Weller in fourth and Terry Gray in fifth.

In the second event, Linder, a second-generation Georgia driver, had to hold off a 20-lap challenge from Trevor Lewis.

Lewis finished in the runner-up spot ahead of Terry Gray.

The finish:
First Feature: Steven Lines, Johnny Bridges, Danny Martin, Jr., Josh Weller, Terry Gray, Nick Bashford, Trevor Lewis, Jake McLain, Matt Linder, Nick Defeo, David Thorman, Brad Wickham.
Second Feature: Linder, Lewis, Gray, Weller, Martin, Bridges, Lines, Bashford, McLain, Thorman, Wickham.



KEVIN HORCHER PHOTO

SPRINT DECISION: A.J. Anderson (34) races inside of eventual winner Jon Stanbrough Saturday at Tri-State Speedway in Haubstadt, Ind.

Ballou, Stanbrough Share MSCS Glory

Friday

PADUCAH, Ky. — Robert Ballou captured the Hoosier Tire Midwest Sprint Car Series feature Friday night at Paducah Int'l Speedway.

Ballou's MPH Promotions Maxim was the winning machine in what was the driver's fourth-career victory with the non-winged

MSCS

sprint-car series. Ballou took the lead from Daron Clayton on the 11th lap after a spirited duel that spanned the previous 10 laps. Meanwhile, Hud Cone worked his way from sixth to second and challenged Ballou through the closing laps.

Kyle Cummins raced from 12th on the grid to finish third, while Chad Boespflug and Kenny Biro rounded out the top five.

The finish:
Robert Ballou, Hud Cone, Kyle Cummins, Chad Boespflug, Kenny Biro, Ricky Williams, Alex Shanks, Coleman Gulick, Thomas Meseraull, John Memmer, Daron Clayton, Chad Branson, Kevin Thomas, Mike Hess, Dale Christian, Shain Matthews, Patrick Budde, Craig Budde, Jake Cook, Shane

Wade, Bret Mellenberndt, Kyle Wissmiller, John Irvin, Chris Windom.

Saturday

HAUBSTADT, Ind. — Jon Stanbrough won for the third time in four Hoosier Tire Midwest Sprint Car Series feature events this season at Tri-State Speedway, collecting the victory Saturday night with a flag-to-flag effort from the pole. Fresh off his King of Indiana Sprint Series title, Stanbrough had few problems from second-running Kyle Cummins, who took over that position on lap 14 of the 25-lap feature.

"The car was flawless," Stanbrough said after the race, giving credit to his Fox Brothers Racing Team.

A.J. Anderson finished third ahead of Jeff Bland, Jr. in fourth and Danny Holtsclaw in fifth.

The finish:
Jon Stanbrough, Kyle Cummins, A.J. Anderson, Jeff Bland, Jr., Danny Holtsclaw, Chris Windom, Robert Ballou, Chris Urish, Blake Fitzpatrick, Hunter Schuerenberg, Ricky Williams, Hud Cone, Alex Shanks, Jerry Ruble, Kurt Gross, Shane Wade, Daron Clayton, Kenny Biro, Brady Short, John Memmer, Kyle Wissmiller.

Boen Dominant For No. 29 As NCRA LM Hits Junction

MCCOOL JUNCTION, Neb. — Three-time defending series champion Kelly Boen started outside the front row and never looked back

as he won his first O'Reilly NCRA late-model feature of the season Saturday night at Junction Motor Speedway. The race was co-sanctioned by the Topless Outlaw Racing Ass'n.

Boen got the jump on polesitter Delbert Smith at the start of the 30-lap feature and quickly pulled away from the rest of the field.

Just past the halfway mark,

the first and only caution of the feature waved when Craig Preble came to a stop at the top of turn four.

Once racing resumed, there was no catching Boen, as NCRA's all-time late-model feature winner picked up his 29th-career victory. Smith held off Bryant Goldsmith for second. John Anderson and Chad Humston completed the top five.

The finish:
Kelly Boen, Delbert Smith, Bryant Goldsmith, John Anderson, Chad Humston, Jason Friesen, Edward Moore, Dave Conkwright, Kyle Berck, Allen Humphrey, Ben Schaller, Craig Preble, Dave Darman, Mike Wiarda, Mike Collins, Joe Kosiski, Shawn Harker, Al Zeitner, Jerry Warner, Casey Landers, David Brack, Camron Winter.

Patrick Surprised By Peers' Criticism

BY BRUCE MARTIN
NSSN CORRESPONDENT

RICHMOND, Va. — Danica Patrick was bewildered when she heard the criticism for her driving at Iowa Speedway, especially from Indianapolis 500 winner Scott Dixon, who called her "a menace."

"Yeah, it's surprising," Patrick said. "It's especially surprising that he was only behind me on the last restart."

"And he flew by me. So, that's the only

time he was near me.

"I don't understand."

While Dixon didn't have anything further to say about Patrick this past weekend at Richmond, he didn't regret making the "she's a menace" comment at Iowa.

"No," Dixon said. "Why would I?"

Patrick realizes she has a big target on her back, but the recent round of criticism in regards to blocking on the short tracks has left her wondering why she is being singled out. And prior to taking the track at Richmond Int'l Raceway last weekend, she was asked which was a bigger insult — to be called a "menace" by Dixon or the "new Scott Sharp of the IndyCar Series" by Carpenter?

"They're both bad," Patrick said. "Neither of them is good. Everybody will agree with that. So, again, I don't know where the comments came from. I really don't. I mean, sure, I don't know where they came from, that's really all I can say." Sharp was a long-time IndyCar driver known for blocking on the race track.

Usually polished and professional, Patrick was at a loss for how she became involved in her latest controversy.

"I've never been different my whole career," Patrick said. "I've always been the same person. So, I just try and be consistent and follow the weekend as it goes. And, so, I really try not to pay too much attention to what goes on around me and focus on myself because ultimately, at the end of the day, there's nothing I can do about those emotions and there's nothing I can do about negative comments.

"Really, the ideal thing is to never hear about them or never know about them. So, it's not really my center of focus, that's for sure."

Patrick's look of determination is a scowl as she marches through the paddock towards her race car, giving some the impression she is aloof and unapproachable.

Her team owner, Michael Andretti, can relate to that



Danica Patrick

because he suffered the same perception as a race driver.

"It's just like what happened with me," Andretti said. "I was so focused people thought I was stuck up when I didn't even know anybody was around. I looked miserable, but that's only because that was my focus face. I've been there so many times in my career."

Andretti even finds a certain level of hypocrisy in the most Patrick's most recent controversy.

"It makes me laugh, to be honest," Andretti said. "A lot of those guys need to look in the mirror before they make a comment. What was Dixon thinking before that restart at Iowa? He just about crashed her and put her in a position where she was between Marco (Andretti) and Scott. It's people stirring stuff up for no reason."

"Everybody is always trying to come up with something. She needs to stay focused and win more races again. She has run into a slump where she isn't getting the car right and having some bad luck. My feelings haven't changed about her at all. She is a real talent and will win some races."

Used to attention, controversy and pressure, Patrick is now used to the heat that comes with being the center of attention.

"I don't know any different," Patrick said. "When it gets calm, we'll all be in shock, won't we? I don't mind it. I don't mind managing it. It's all part of the game and I'm fortunate that everybody wants to talk about me."

"Neither of them (Dixon and Carpenter) have talked to me. I didn't do anything, so I don't really have any questions other than I don't understand. It's racing. Everybody will have their own opinion on all of it. I'm always on the hot seat, guys. I'll always go on the hot seat, whether I have something to talk about or not."

Carpenter admitted he did have some regret as to what he said after the Iowa race.

"I thought about it later. I feel really bad about it," Carpenter said. "I really threw Scott Sharp under the bus."

Robertson Tops Mount Lawn

NEW CASTLE, Ind. — James Robertson won the June 25

USAC REGION

U S A C R e g i o n a l M i d g e t

Series feature at Mount Lawn Speedway. Robertson took the lead from point-leader Travis Young on lap 14 and paced the remainder

of the 30-lap event on the three-tenths-mile asphalt oval.

Young finished second, with Dakoda Armstrong, Alison MacLeod and Dallas Melby filling the top five.

The finish:
James Robertson, Travis Young, Dakoda Armstrong, Alison MacLeod, Dallas Melby, Zach Daum, Joe Liguori, Jon Laski, Adam Schuyler, Josh Butler, Nick Wagner, Dave Fuhrman.

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DENNIS MATTISH PHOTOS

PORTER'S HOUSE: Porter Smith (21) sets up Eric Humphries before passing him to win Saturday's USAC Western Sprint Car Series race at Altamont Motorsports Park in Tracy, Calif.

Smith Earns Western Sprints Breakthrough

TRACY, Calif. — Porter Smith claimed his first USAC Western Sprint Car Series victory Saturday night at Altamont Motorsports Park.

Smith took the lead from Eric Humphries on lap 26 after a race-long duel. The two former late-model stars wowed fans with their wheel-to-wheel battling.

The opening 24 laps were run without a yellow flag with Humphries leading the way.

But the race was slowed when Scott Clough stopped with a flat tire.

Humphries was shuffled back quickly on a lap-26 restart, falling out of the top five. Smith led the rest of the distance, with Ryan Kaplan finishing second.

Chase Scott, Nick Rescino, Jr. and Tanner Swanson rounded out the top five.

The finish:

Porter Smith, Ryan Kaplan, Chase Scott, Nick Rescino, Jr., Tanner Swanson, Jolo Helberg, Tony Hunt, Scott Pierovich, Eric Humphries, Kody Swanson, Greg Anderson, Brian Geisler, Snake Livernash, Jimmy Riddell, John Sarale, Joe Hauck, Jarred Williams, Scott Clough.

Golobic Strikes Gold In West

TRACY, Calif. — Shane Golobic earned his first USAC Western Midget Series victory in dramatic fashion Saturday night at Altamont Motorsports Park.

Golobic sneaked past leader Paul Zimmerly on the final lap to take the victory.

USAC MIDGETS



Shane Golobic

The restart saw Zimmerly quickly move past Evan Margeson and attempt to fend off Golobic. Coming to the white flag, Golobic made a stunning

move to the outside and took the lead with the right-rear tire smoking.

Golobic's popular victory was the first for the 16-year-old driver driving for Bryan Clauson, Inc.

Golobic was followed by Zimmerly, Margeson, Daniel Bedford and C.J. Sarna. Early race-leader Daniel Bedford of Brentwood, Calif., had his momentum slowed by a huge accident on the back-

stretch on lap three.

The finish:

Shane Golobic, Paul Zimmerly, Evan Margeson, Daniel Bedford, C.J. Sarna, Nic Faas, Marco DeGeorge, Robby Josett, Chan Nichols, Justin Grant, Steve Mathews, Viktor Sinzig.

Bloom Blossoms At Berlin

MARNE, Mich. — After a dismal start to the season, Jeff Bloom broke through to victory lane on Sunday at Berlin Raceway in the Auto Value Bumper Super Sprint race.

Bloom started from the pole and despite a string of late-race caution flags bunching up the field, held off the charges of Ike Beasley to take the checkered flag.

Jason Blonde, Curt Shumaker and Jim Swain completed the top five.

Atkinson Takes South Sound

ROCHESTER, Wash. — Mark Atkinson won his second Western Midget Racing Ass'n race of the season Saturday at South Sound Speedway.

Atkinson took the lead early and pulled to a dominant lead over Tony Seidelman.

Though the race had high attrition, Atkinson's run was nearly flawless. He finished second in an early heat race and laid down the fastest time in qualifying. After starting eighth, Atkinson took the lead on lap 17.

The finish:

Mark Atkinson, Tony Seidelman, Darren Linder, Kerstin Smutny, Logan Forler, Brea Lopez, Dave Hoene, Spence Gatrell, Rick Brown.



SHANE MUIR PHOTO

DEJA VU: Brent Kaeding (69) drives under Matt Sargent en route to his third-straight Pombo/Sargent Classic victory.

Kaeding Wins His Third Pombo/Sargent Classic

TULARE, Calif. — When it comes to the Pombo/Sargent Classic, no driver has been more dominant than Brent Kaeding, and he showed that once again Saturday night at Tulare Thunderbowl Raceway.

Kaeding dominated the 30-lap event en route to his third-straight victory in the Golden State Challenge Series-sanctioned winged-sprint-car event. It was also his 10th overall victory in the event.

"It feels good to be able to come out here and get our first Golden State win of the year," Kaeding said. "We've won a lot of these Pombo/Sargent

Classics and it's nice to be able to continue this event because they were two hard-nose guys who would beat and bang on each other and put on a show."

Kaeding took the lead at the start and kept it throughout on the third-mile oval, gaining his first GSC triumph since last June.

Tyler Walker started fourth and finished second, while fast-qualifier and point-leader Jonathan Allard finished third, ahead of Bud Kaeding and Mike Henry.

The finish:

Brent Kaeding, Tyler Walker, Jonathan Allard, Bud Kaeding, Mike Henry, Brandon Carey, Evan Suggs, Charlie Loudon, Matt Sargent, Brent Bjork, Ken Fredenburg, Mike Stallings, Anthony Simone, Dan Simpson, Craig Stidham, Jason Statler, Mark Workentine, Jerry Wise, Jr.

Good Grief! It's Schultz Again

SANDUSKY, Ohio — Charlie Schultz picked up his second-consecutive Midwest Supermodified Ass'n victory Saturday night at Sandusky Speedway.

Denny Fisher led the first six laps of the half-mile asphalt oval, but Shultz grabbed the lead on lap seven.

Despite the challenges of Dave Shullick, Jr. and Tim Jedrzejek, Shultz led the remainder of the 30-lap event for the victory.

Shullick finished second, with Jedrzejek grabbing third. Ontario driver Mark Sammut was fourth, with Tim Ice fifth.

The finish:

Charlie Schultz, Dave Shullick Jr., Tim Jedrzejek, Mark Sammut, Tim Ice, Randy Burch, Jack Smith, Jon Henes, Bob Dawson, Jim Paller, Matt Palmer, Dave Mumaw, Terry Gibson, Denny Fisher, Moe Lilje, Robbie Evans.

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NSSN THE FINAL LAP



WHAT'S YOUR LINE? Scott Hatton (15), Brandon Waelti (3) and Joe Wipperfurth battle for position during a Badger Midget Series heat race Sunday night at Wisconsin's Angell Park Speedway.

ROGER HAMILTON PHOTO



HOOKING IT: Greg Wilson (20), Brad Haudenschild (10) and Dean Jacobs hot lap during the Ohio Sprint Speedweek stop at Hilltop Speedway in Millersburg, Ohio.

HEIN BROTHERS PHOTO



BACK AT IT: The Kalitta Motorsports teams of Doug Kalitta (near lane) and David Grubnic (far lane) returned to NHRA competition in Norwalk, Ohio.

FRANK SMITH PHOTO



OUCH: Will Power's No. 8 Aussie Vineyards Dallara-Honda gets an early ride to the garage after Power crashed during Saturday's SunTrust Indy Challenge.

SHAWN PAYNE/IRL INDYCAR PHOTO



DRAG RACE: Chuck Hossfeld (4) beats Ted Christopher to the checkered flag in Friday's NASCAR Whelen Modified Tour race in Loudon, N.H.

LEIF TILLOTSON PHOTO

Veteran Promoter Recalls Many Midget Memories

Editor's Note: Like many readers, the recent 75th anniversary of midget racing brought back many memories for former driver and promoter Jack Calabrese.

Jack shares his memories here.

PENTWATER, Mich. — When I was a kid growing up on the south side of Chicago, my pop would take me to watch the midgets run in the Chicago area. I'm sure my father didn't know at the time he was creating a love affair for the little nippers that would live with me all my life.

I started running midgets in the 1960s and met a lot of people, some were quite colorful, to say the least and some were not so colorful. One thing they all had in common was they loved the midgets and contributed to midget auto-racing's history.

Here, I offer a few words about some of the people I've met along the way. Surely, I won't remember all of them and maybe some of you might want to add a few of your own favorites that were racing in the 1960s.

Back then, Bob Stroud was The Man. He had a handful of regulars, plus many came in and out from regional locations from time to time to fill the field. They were the best in their region. Yet, the "points chasers" a.k.a. as, "regulars" were the best of the best. In comparison, NAMARS in the 1980s had about 10 or 12 regulars that traveled to 25 or 30 shows a season.

In the '60s, at any given USAC race drivers like Mike McGreevy, Chuck Arnold, Tommy Copp, Dave Strickland, Don Meacham, Bob Mclean, Bobby Grim and Gene Force would be at the pit gate signing in. Add Mel Kenyon, Bob Wente and Bob Tattersall, throw in Ray Elliot, Don Vogler, Gary Byer, Rodger West, a Billy Renshaw or two, then a Jigger Sirois and WOW, what a line up.

Sort of made you feel a little queasy. Those guys could do it all — and do it well. Making a main event with that bunch glaring at you wasn't easy. Missing the main was par for the course.



Jack Calabrese

My first car owner, O. B. Granger, owned a Ford V-8 60. Our first race was indoors at the Fort Wayne (Ind.) Coliseum. I started on the pole of the hooligan and finished fifth. Man, we thought we won the Indy 500. Later on, O.B. bought a Falcon engine and we hit the road, racing as many fair dates and regional tracks as time allowed.

Here are a few names from the past when I started that helped midget auto racing along the way:

- Rib Hare, an indoor specialist in Cliff Cornell's black eight ball.

- George Kladis, Danny's son, just like his dad, only not as good. But good.

- Dick Pole, damn good fabricator and driver.

- Bobby Lithgow, smoooooth. He loved hard slick tracks. His father was a nice guy.

- John Batts, excellent driver, good friend, but never let him drive without his glasses.

- Henry Pens, pavement specialist extraordinaire. Pens could thread the needle, but got eliminated by the 'Hit Lady.' (another story).

- Warren Schiebe, remember him? Pretty darn good driver. He could do it, too. Had funny looking glasses.

Some of the car owners I've driven for through the years have been great, and some have given me hemorrhoids. I'm sure I've given them a few right back.

We all loved midget auto racing and that's all that counted.

Calabrese has "Left The Building."

Ratliff Banks Fleetwood Cash

BROWNSTOWN, Ind. — Justin Ratliff picked up the \$3,000 check as the O'Reilly Battle of the Bluegrass DirtCar Series late models made their second visit to Brownstown Speedway for Saturday night's 10th-annual Lee Fleetwood Memorial.

Ratliff used the top of the quarter-mile dirt track to his advantage to gain spots during the event and pass-

ing point-leader Victor Lee for the lead on lap 16.

Ratliff held off Lee during the remainder of the 30-lap event to post his third-career victory in the series. Lee finished second, with Steve Barnett, Greg Johnson and Tim Tungate rounding out the top five.

The finish:

Justin Ratliff, Victor Lee, Steve Barnett, Greg Johnson, Tim Tungate, Cody Mahoney, Shannon Reed, Eric Wells, David Webb, Larry Gray, Royce McGowan, Mike Jewell, Rohn Moon, Jim Moon, Joe Godsey, Christian Rayburn, Zach Carney, Jason Smith, Tyrel Todd, Chad Stapleton, Jacob Webber, Joe Janowski.

ECONOMAKI: Logano Gets Attention, But Older Drivers Can Win, Too!

CONTINUED FROM PAGE 4

premium automaker by 2015. Audi exec **Frank Dreves** has said Audi will expand its production to 40 models by 2015 from 25 today. Porsche, now the major shareholder of the Volkswagen group, now has a seat on Audi's board.

With **Joey Logano** generating widespread publicity for teen-aged drivers, after his Kentucky NASCAR Nationwide victory in his third start in that series, drivers at the other end of the age spectrum are getting some ink, as well. Atlanta Motor Speedway's summer series, Thursday Night Thunder, now in its fourth week racing around a quarter-mile oval using the start-finish line portion of its big track's main stretch and pit lane, is attracting drivers aged 40 and higher to its Masters Series in which Legends cars compete. Star of the month is 51-year-old **Jim Daniel**, who recently won his first Thursday Thunder Masters Series feature. Atlanta Motor Speedway President **Ed Clark** is also a frequent competitor at the track in both the Legends cars and roadsters.

FLETCHER: Whether Or Not To Wave The Move-Over Flag

CONTINUED FROM PAGE 4

tracks with wide, ultra-racy surfaces don't even need it in the flag-stand, and several don't have it or never use it.

In the heat of a furious battle on the race track, it's often difficult for drivers to know who's racing who and for what position. But I'm just not in favor of race drivers being asked to slow down or move over.

One of the definitions for the word "race" offered by the American Heritage College Dictionary is "steady or rapid onward movement."

Simply put, race-car drivers are called race-car drivers because they race. Moving over isn't racing.

What if the race leader catches three cars racing for position and the flagger waves them out of the way? I'm betting at least one of those three drivers will continue racing, and that's the one who will be picking up a couple of quick, easy positions. I've seen it. I bet you have, too.

For those who might misinterpret my point, I'm not saying that slower drivers should purposely hold back those who are faster.

But I do believe that the decisions about how to drive a particular race should be made on-track by drivers, not by track management before the green flag ever waves.

Look at it this way. Nobody can predict what situation might arise during the course of a race. And in many instances, waving a blue-and-yellow flag won't change a thing.

FORUM: Problems And Solutions From NSSF Readers

CONTINUED FROM PAGE 4

couldn't reach the chute lever and, as a result, he went into the sand pit at high speed.

Considering the data-gathering devices and computers they have on these cars, maybe they could get those chutes to come out in an emergency without having to depend on the driver. Just think about the conditions these drivers face if there is trouble at the end of their runs. They are traveling at about 330 miles per hour; they are on fire; they can't see or breathe; oil is getting on their tires, and they are expected to hit chute levers, cut the fuel pump, steer the car, hit the fire bottles and pull the brake lever, all at the same time.

If they could, for instance, automatically deploy the chute if the engine loses intake manifold pressure or oil pressure, it would be one less thing for the driver to do. Maybe they could even have a system that uses a transponder that deploys the chute when they pass over a wire in the track at the end of the strip.

I don't know what the answer is. I'm just a fan, and I'm saddened a champion and true racer was taken from his family and us way too early. Even if there was an automatic chute system, it might not have made a difference in Scott Kalitta's fate. They say several things have to go wrong in most major accidents. Whatever happened, I'm sure the NHRA will make changes. They are the most progressive and safety-conscious sanctioning body in auto racing.

*Paul Luiz
Nipomo, Calif.*

Humpy Wronged

Humpy Wheeler got the shaft. Wait until Bruton's 34-year-old son gets in hot water. Who's he going to call?

*Mike Rudderham
Griffin, Ga.*

Defending Danica, Part II

It seems that week after week I have to write in to give some moron a reality check for bashing Danica Patrick. I just don't get why people continue to focus on anything they can twist around to bash the lady. I pulled punches with the last moron who wrote in about her sunglasses, but now I'm not going to be so nice. You idiots asked for it.

To moron No. 1: What is this crack about how Danica needs to be spanked? May I ask how long you've been required to register with your state? Real mature. I bet your parents are so proud.

As for the rest, I want to address you all as a whole.

It is sad that in this day and age there are people who still feel that women belong in the kitchen, barefoot and pregnant. That just tells me that maybe you should stop watching the reruns of "Leave It To Beaver" and see that women do have jobs, play sports and oh, by the way, they can vote, too.

For the rest of you who fail to see the talent this young woman has, let me see you drive a car at 220 miles per hour for several hundred miles. You have no clue what racers must endure in order to maintain their cars — a simple slip can be a disaster. But, then again, your mom's station wagon only does 55.

Lastly, if Danica wants to go to the pit of a driver who dumped her and take him or her to task for their stupidity, then that shows me she is, at the end of the day, "one of the boys" out on the track. Danica is a true competitor and has a fire

in her that keeps me watching. Danica is a future IRL champion, mark my words. It is only a matter of time.

*Jonathan Bell
Mauston, Wis.*

More Offys Running

The Antique Auto Racing Ass'n has 16 Offy midgets in the club. Four of the midgets are restored for show, while the rest of the Offys run in our regular exhibition races.

We run on half-mile fairground tracks throughout Ohio. Speedsters, midgets, three-quarter midgets and big cars all run in individual heat races. There are usually five-to-eight Offys that show up at each race. If only we could get 10 or 12 Offys to make the same show — oh, what sweet music.

*Ken "Red" Root
Fremont, Ohio*

New Gag Order

Shut up and drive? That's NASCAR's solution to the big problem that it caused with its "Crap of Today" car? That's easy for NASCAR officials to say. They don't have to drive that pig around the track.

I think it would be great if all the drivers parked those things and refused to drive them. The problem with NASCAR is ego. They will never admit they are wrong. They are not car designers. That is one ugly car. It has impossible handling and is as aerodynamic as a brick. I'm sure Michael Waltrip likes it because it has lots of headroom, but how many drivers are 6-foot-8?

Grading the CoT, I'd give it an "F." The only thing good is that maybe it is safer. Hey, they could have put foam in the old car.

There is no passing, except in the pits. It sure makes for a boring race.

NASCAR, when are you going to wake up and listen to what the drivers and fans are saying?

I thought NASCAR said the drivers would be allowed to express themselves, driving and otherwise, this year. That seems to be out the window with this gag order. How dare they criticize NASCAR's boondoggle. The only one who expresses himself — at the expense of others — is that maniac, Kyle Busch.

*Tim Helton (sorry, Uncle Mike)
Charlotte, N.C.*

Wake Up, NASCAR

I am a NASCAR fan of many years. How many millions of dollars did Toyota spend to buy its way into Cup and Truck races? With the CoT, maybe we'll have Honda, Kia and other foreign cars.

Thank goodness we don't have to hear D.W.'s mouth run.

There are reports of a 14-percent fan loss in 2006 and 10 percent in 2007. We can figure one percent for each Toyota and one percent for the silly fines (\$100,000 for the wrong bolt, nut or whatever).

This is not real racing. NASCAR, please wake up and save the sport.

*Keith H. Willford
Findlay, Ohio*

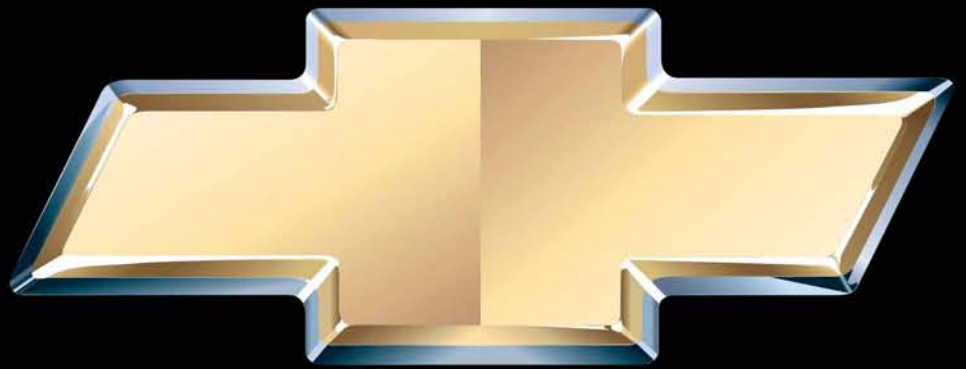
Go Green

As far as auto racing is concerned, there is nothing more ridiculous than after several hours of racing, a race ends under yellow.

At least NASCAR tries to have a green-flag finish. The IRL, which had two-straight races end under yellow, will probably say it would be too dangerous to add a last few laps of green. Golly, gee whiz, here I always thought danger and excitement were the main parts of racing.

*L. Windenborn
St. Louis, Mo.*

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