AMERICA'S WEEKLY MOTORSPORTS AUTHORITY

ALL MAJOR SERIES
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MARKETPLACE

SINCE 1934

NATIONAL
SPEED SPORT NEWS

Connolly Goes Five In A Row In Richmond

Kalitta Beats Troxel; Scelzi, Capps Advance

NHRA

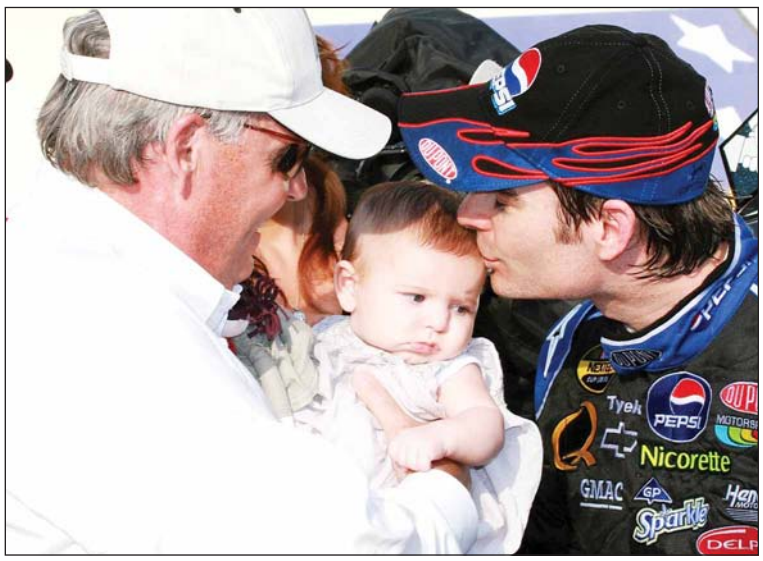
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OCTOBER 10, 2007 www.nationalspeedsportnews.com Vol. LXXV, No. 40 $3



RICH ICELAND PHOTO

PLEASED PAPPA: Sunday may have been Jeff Gordon's 80th trip to victory lane, but it was the first for his daughter, Ella.

Gordon Turns 80 In Alabama

NEXTEL CUP PAGES 3, 26-28

Coffey Tastes Sweet DIRT Mod Triumph

DIRTCAR PAGES 2, 22



ALMS PHOTO

BACK IN THE SADDLE: The duo of Allan McNish and Ryan Capello scored the first victory for Audi since March, beating the Penske Porsche of Romain Dumas, Timo Bernhard and Patrick Long by .923 second.



JOE SECKA/JMS PRO PHOTO

GOING TO THE FRONT: Vic Coffey (32c) runs in a tight pack of cars around turn four Sunday at the New York State Fairgrounds.

Coffey Puts End To 'Lucky' Label

Coffey Fends Off Fuller To Claim $50,000 Payout

By Ron Hedger
NSSN Correspondent

SYRACUSE, N.Y. — Ever since Vic Coffey won the 2002 Eckerd 200 on the New York State Fairgrounds mile, he's been dogged by a reputation of having won because he was lucky, as 10 cars in front of him had either run out of gas or suffered flat tires in the final 10 laps.

But 2007 brought a new race title when Rite Aid Drugstores purchased Eckerd and a defining moment for Coffey and his Sweetners Plus CC Performance-powered Bicknell. With a near full-house watching on a picture-perfect Sunday afternoon, he sailed past leader Matt Sheppard on lap 154, and fought off Advance Auto Parts Super DIRTcar Series point-leader Tim Fuller to claim the $50,000 triumph.

DIRTCAR

"That ought to put the lucky rumors to bed!" declared the dirt-covered Coffey. "This time we passed Matt for the lead. I shot it in there when he drifted up and took it away. Shep got a look on the outside once and my spotter started hollering, 'Coming hard on the outside!' when Fuller tried me, but I just kept going in far enough that he couldn't cut down on me."

Fuller had to settle for second with Richie Tobias third, ahead of Ronnie Johnson and Canadian David Hebert.

Jimmy Phelps led the first portion of the race, towing four-time Billy Decker, Fuller, J.R. Heffner and Pat Ward around the extremely fast dirt mile. Fuller began challenging for the lead in the 40-lap range, finally taking command on lap 55, but an immediate yellow for Tim Sears sent most of the field to the pits for fuel. The crowd went wild when Hearn's car stalled and wouldn't refire, putting him a lap down.



Vic Coffey

Johnson elected to stay out then and during the next round of stops at lap 76 when Decker's engine expired. He finally stopped on lap 84 as the track crew retrieved Gary Tomkin's stalled car, with Hearn, who had gotten the EZ Pass to regain his lost lap, stalling again. That time he got back out on the lead lap.

Andy Bachetti, added to the field after missing by one in the consi, inherited the lead and held it through halfway to earn the $5,000 Aramark bonus, a feat made easier when Bobby Varin spun on lap 99 to put the field under caution.

Barney assumed the point when Bachetti stopped the next time

RUMORS: CONTINUED ON PAGE 22



HAROLD HINSON/HHP PHOTO

THE DEATH OF IROC

Driver Showcase Series Ends After 30 Seasons

No other racing series in the United States, if not the world, ever brought together a greater collection of race drivers with more diverse backgrounds than the International Race of Champions Series.

It was a showcase of drivers from NASCAR, IndyCar, sports cars and even Formula One that competed against each other in equally prepared cars in a four-race series each year.

By Bruce Martin
NSSN Correspondent

INSIDE LOOK

It began Oct. 27, 1973 with 12 drivers in Porsche Carrera 911s with the late Mark Donohue defeating Bobby Unser and Peter Revson at Riverside. Donohue would win the championship over Revson in the season-finale Feb. 14, 1997 at Daytona.

Chevrolet Camaros replaced Porsche the following year when Bobby Unser defeated A.J. Foyt and Cale Yarborough for the title.

The series continued through 1980 and after a three-year interruption, returned in 1984 and ran through 2006, featuring some of the biggest stars ever to hit the race track.



But after so much glorious history, IROC is over and its death has gone virtually unnoticed.

With NASCAR's emergence as the most dominant racing series in the United States, it was difficult for the series to find manufacturer support and sponsorship.

Unable to open the 2007 season, Jay Signore and his IROC crew were forced to close up shop.

It was a sad ending to a glorious racing concept.

"What really happened was with all the racing going on in all the different series and certainly with many of the drivers having commitments with sponsors, sometimes they didn't have time to compete in the IROC races," said Roger Penske, who along with Les Richter and Signore formed IROC in 1973. "Quite honestly, in order to get the

IROC: CONTINUED ON PAGE 39

NSSN RACING LINE

The Week In Motorsports For October 10, 2007

Bodine Holds Off Crawford, Benson For Talladega Win

TALLADEGA, Ala. — Todd Bodine decided to play defense and was able to hold off a tandem of trucks at the start-finish line to win a thrilling NASCAR Craftsman Truck Mountain Dew 250 at Talladega Superspeedway Saturday evening.

Craftsman Trucks **PAGE 34**

Defending Champ Makes Good With 18th Victory

PRINCETON, Minn. — One of the main goals that Donny Schatz had for the 2007 season was to win more races than he did in 2006.

In earning his first World of Outlaws championship last season, he earned 17 victories. Saturday night he surpassed that mark with his 18th triumph of the season, topping the PolyDome Princeton National.

WoO **PAGE 36**



DOUG JOHNSON PHOTO

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Man With A Plan

Gordon Waits To Make Move To The Front, Takes Fifth Victory In '07

By Bruce Martin
NSSN Correspondent

TALLADEGA, Ala. — Just call Jeff Gordon "The Master" at Talladega Superspeedway.

In the past, the four-time Cup champion realized his best path to victory was from the front of the field. But Sunday's NASCAR Nextel Cup UAW-Ford 500 was the first restrictor-plate race with the Car of Tomorrow.

So with an unknown commodity on a track this size, Gordon discovered the best way to the front was to stay in the back for the first three-quarters of the contest.

NEXTEL CUP

"Based on where we qualified, that answered our plan for today," said Gordon, who started 34th. "Based on that plan, I believed in it. But I told (team owner) Rick Hendrick we need to race and let the chips fall where they may. I changed that after talking to the guys.

"I don't like going out there riding in the back. I like to be battling for the lead and leading laps. I knew we could get up there, I just didn't know how far up there we could get. It was a great run with nine to go to work with our teammates there."

Gordon, who was a non-factor for most of race, played it perfectly at the end to score his 80th career victory and his sixth at Talladega Superspeedway. In the process, he became NASCAR's all-time restrictor-plate winner with 12 victories on tracks that require the device on the carburetor (Daytona and Talladega). That's one more than the late Dale Earnhardt's 11.

"I thought Earnhardt had so many it was ridiculous," Gordon said. "To me he was 'The Man' on the restrictor plates. I'm blown away we won this race today.

"The package that we had here earlier in the season, I would have said if we had that package coming back we could win quite a few races. I could use the mirror and see the air just like Earnhardt could do. I'm pretty blown away we've been able to win that many restrictor plate races."

After being penalized for running over an air-hose that drug an air-wrench out of his pit area on lap 139, Gordon pulled off the race-winning pass when he blew by his teammate, Jimmie Johnson, in the third turn on the final lap to sweep both Nextel Cup races at Talladega in 2007. It was his fourth Cup win at the 2.66-mile superspeedway since 2004.

The final lap was the only time Gordon led and it was valuable because it also gave him the lead in The Chase for the Nextel Cup by nine points over Johnson.

After starting 34th, Gordon hung out in the middle of the field until there were less than 20 laps to go. Then, he teamed up with fellow Hendrick drivers Johnson and Casey Mears to get back to the front.

"Man, I'm excited," Gordon said. "That was an awesome win. I have no idea how I got to the front. We laid in the back and didn't want to have to do it that way. This car (Car of Tomorrow) has a lot of unknowns and we wanted to play it safe.

"I don't know how I got by my teammate. I got a push from the 22 (Dave Blaney). Jimmie tried to block me but I got a good push from behind by the 20 (Tony Stewart) and he's the one that got me this victory.

"I really thought Jimmie Johnson was going to win that race."

It was a wild finish to a typical Talladega race — the first with NASCAR's next generation car known as the Car of Tomorrow.

Gordon's Chevrolet Impala finish

PLAN: CONTINUED ON PAGE 26



ALAN MARLER/HHP PHOTO

NO. 80: Jimmie Johnson (48) pushes teammate Jeff Gordon across the start/finish line Sunday at Talladega (Ala.) Superspeedway.

Hillenburg Puts Up $4.4M For 'The Rock'

By Mike Kerchner
Senior Editor

ROCKINGHAM, N.C. — Andy Hillenburg felt like he was in victory lane Oct. 2 at North Carolina Speedway. The only problem is that it cost him $4.4 million to get there.

The former racer, who operates the Harrisburg, N.C.-based Fast Track Driving School, purchased the 1.017-mile speedway at an absolute auction for $4 million including a 10-percent surcharge.

INDUSTRY

And in the process, the one-time ARCA stock-car champion saved the facility, which remains in immaculate shape, from possible demolition. The last race held there was in 2004.

"I will make a promise that within 13 months there will be a race here," said Hillenburg, who plans to move his wife, Michelle, and four children to Richmond County before Christmas.

The track was sold by Speedway Motorsports, Inc., which along with Int'l Speedway Corporation, purchased the track several years ago for $100.4 million. SMI was awarded sole ownership of the facility in the settlement of the now infamous Ferko lawsuit. Ironically, the track sold for about $1 million less than the purse for the upcoming Nextel Cup Series race at SMI's Lowe's Motor Speedway.

Hillenburg, who drove in the 2000 Indianapolis 500, made his first stock-car start at Rockingham in 1991, and is expected to rename the facility Rockingham Raceway Park.

"This is a big investment for Michelle and I and we have a lot of people pulling for us," Hillenburg said. "If it wasn't for them, we wouldn't have gotten as far as we did.

"I'm concerned, obviously. The white horse, it showed up, but it's still a long ride to the other side. I am just the first knucklehead to jump on the horse."

Hillenburg did plenty of research on what it will take to make the track a success story, and has the support and pledges of help from the Rockingham and Richmond County community

ROCK: CONTINUED ON PAGE 37

SMI's Smith Threatens To Relocate Speedway

Chairman, City Council At Odds Over Proposed Drag Strip

CONCORD, N.C. — Is Speedway Motorsports, Inc. Chairman O. Bruton Smith serious, or is he just grandstanding?

Probably a little of both.

Last week after City of Concord officials got wind that Smith was making plans to build a $60 million drag strip alongside The Dirt Track @ Lowe's Motor Speedway, it moved swiftly to prevent construction.

INDUSTRY

The Concord City Council held an emergency meeting Oct. 1 and voted unanimously to change the zoning of the property where the proposed drag strip would go, thus making it illegal for LMS to build a drag strip on the land which borders several housing developments that were built long after Lowe's Motor Speedway opened in 1960.

"We are either going to go away, or the city of Concord will go away and leave us alone."

O. Bruton Smith
Speedway Motorsports, Inc. Chairman

Smith reacted swiftly — and loudly.

The next day he told the Charlotte Observer and hosts of other area media outlets that he wanted to be annexed out of the Concord city limits. Later, he went as far as to say, he would buy new land and move the entire speedway to a new property

RELOCATE: CONTINUED ON PAGE 37

OPINIONS

ECONOMAKI: Good racing and good food at Road Atlanta. **PAGE 4**
KERCHNER: Hillenburg's bid saves "The Rock." **PAGE 5**
ARGABRIGHT: Woo defending champ ready to repeat. **PAGE 20**

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EXCLUSIVE

On Track, Corner Workers Are Drivers' First Line Of Information

For John Davison, becoming a corner worker was a means to an end.

FLAG STAFF
PAGES 24-25

"I was a spectator leaning on the fence asking, 'How do I get closer to the action to get photographs?'" Davison says.

That desire to get closer led to Davison's decision to become a corner worker for the Sports Car Club of America.

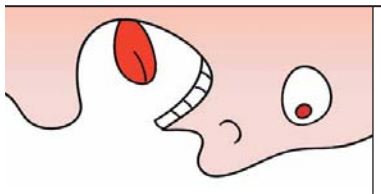
WINNER'S LIST

Series	Winner	Where	Page
NASCAR S. Mods	Brian Loftin	Asheboro, N.C.	10
Hooters Pro Cup	Trevor Bayne	Myrtle Beach, S.C.	10
POWRi	Brad Loyet	Millstadt, Ill.	19
POWRi	Jerry Coons, Jr.	Pontoon Beach, Ill.	19
ARCA RE/MAX	Michael Annett	Talladega, Ala.	21
Formula One	Kimi Raikkonen	Shanghai, China	30
Speed GT	Lawson Aschenbach	Braselton, Ga.	35
Speed Touring	Michael Galati	Braselton, Ga.	35

THE FINISH

"I was sitting in the car on pit road and an ARCA official asked me if I spoke English. I told him that I do. Then, he said, 'You speak English really well.'"

Dario Franchitti
Page 27



PUBLIC FORUM

Let your voice be heard

Congrats To Clint

Congratulations to Clint Bowyer for winning the Lifelock 400 at Kansas Speedway. It is a sad comment on the state of NASCAR that he is being deprived the winner's check, the victory-lane celebration and the coveted points for the chase.

In the past 24 hours, I have read many times about the NASCAR rule that the lead car must "maintain speed with the pace car." Greg Biffle did not.

For whatever reason, he pulled into the infield. Surely, there is a rule that requires the winning driver to be the first across the finish line on the last lap. Greg Biffle was not that driver.

If NASCAR cannot interpret and enforce its own rules, maybe they have too many rules and not enough green-flag racing.

Linda Ball
Richmond, Mo.

Will Chase Expand Again?

Will NASCAR expand the field to 14 starting cars next year or simply add a provision that covers the top 12 in points and anyone whose initials are "D.E.?"

Charles Ostermeyer
Tucson, Ariz.

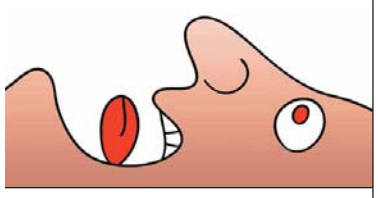
USAC Drivers Deserve Shot

This is to thank you for the beautiful shot of the Silver Crown cars at the Illinois State Fair. My what a picture that was (Aug. 22 issue, page 46).

It just so happens that has been all the conversation about everywhere there is "bench racing." Most everyone driving in the lineup that day should be given a chance at Indy.

Every farmer and his family and every white-collar business person from the corn fields of Iowa and Illinois and the beef packers of Nebraska, the wheat fields of Kansas, the mule-skinners of Missouri, the coal miners of Kentucky and Pennsylvania, plus all

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.



But There Was No Coffee!

The Road Atlanta Chow — Track Competition — Get High Marks

BRASELTON, GA.

On-track activity for the 10th anniversary of the Petit Le Mans at Road Atlanta was matched by the exalted level of food and drink served to special guests at the newly repaved 2.54-mile road course. How the 10-hour or 1,000 mile (whichever came first) ALMS sports car race turned out is reported elsewhere in these pages. This reporter was busy seeking out "inside stuff" about the track, the teams and the sanctioning body and was — fortuitously — invited to two dinners hosted by track owner **Don Panoz** and his wife Nancy. The first was a Thursday buffet in a huge and elaborately decorated tent-like building made of transparent plastic on the raceway grounds. Let me review the chafing dish after chafing dish menu, created by the chef and staff at Chateau Elan, the luxurious Panoz hostelry: Barbeque cocktail sausages; Oriental Spring Rolls with Plum Ginger Sauce; Sun-dried Tomato and Basil in phyllo; Savannah Crab Cakes with Spicy Honey Mustard and Coconut Chicken Tenders, with a selection of red and white wines. But, there was no coffee at the end!

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Friday's feed was for the top executives of Nissan, Honda, Porsche and team owners supporting the ALMS. It was held in The Legends, a mansion on the Chateau Elan grounds configured to serve the diverse business needs of Dr. Panoz and his companies. It was a sit-down affair of the highest order, 100 strong at tables of eight. We heard from Dr. Panoz and his president, Scott Atherton, and others as the wait staff did their jobs well. It was two straight nights of gustatory gold mines. Back to the track — its new $1 million repaving job made it up to two seconds a lap faster which, as it turned out, was too fast for some drivers as there was a plethora of yellow flags in the race's first five hours. A team-by-team check revealed drivers of the big bore stick-shift 'Vettes shifted 16 times per lap according to **Max Papis**; pilots of the Audi diesels changed gears 21 times per lap with their paddle shifts while Porsche LMP2 pilots changed gears 21 times a lap, according to the consensus vote of the **Penske** quartet. Up until race time on-and-off rain plagued all practice drills. Corvette pilot **Ron Fellows**, when asked what changes were made to his car to adapt it to the rain, replied, "I don't know, I'm just a driver." We wondered what **Darren Manning's** lady had to say when he arrived home after leaving the race early with what was described as "A loose diffuser." The spectator turnout for the race was immense, with Lanier Raceway across Highway 53 from the road course pressed into service as a parking lot. Late arrivers had to park a half-mile or more from the main gate! All-in-all, a great Petit Le Mans.



RICH SINGER PHOTO

SIGN THIS, BABY: IndyCar Series driver Vitor Meira signs an autograph on a baby's dress during the Petit Le Mans Series weekend at Road Atlanta.

Advertising placed by the Champ Car World series says, among other things, that 85 percent of its fans have never attended a NASCAR race; 34 percent of its fans earn more than $100,000 annually; and that its new five-year partnership with ABC and ESPN delivers CCWS races to 508-plus million worldwide households representing more than 1.7 billion potential viewers. And advertising seeking sponsorship for the World of Outlaws series makes the point that there are no spotters! This is apparently to let one and all know WoO drivers need no help.

Hustling. Gillett Evernham Motorsports, with two Nextel Cup teams (Cars No. 9 and 19), plans a New York City office to expedite the sale and service of sponsorships on the cars. The move was a part of new partner **George Gillett, Jr.'s** involvement in the Statesville, N.C.-based team.

Beer anyone? Finance writers say Coors' announcement that it will replace Budweiser and become the Official Beer of

ECONOMAKI: CONTINUED ON PAGE 47

ALMS Must Provide More Than Lip Service To Its Audience

BRASELTON, GA.

Amidst the spitting rain at Road Atlanta Friday and in an impromptu pressroom that could've doubled as a sauna, the American Le Mans Series officials offered up a "State of the Series" press conference which seemed every bit as much celebration as information.

They celebrated 10 years of Petit Le Mans in the north-Georgia hills. Later in the weekend, a note hidden in the middle of a page of results would read that gate ticket sales exceeded 100,000 for the weekend.

They announced a three-year agreement with Speed that will keep the series on the cable network, which reaches more than 70 million U.S. households, through 2010.

They announced a series schedule of 12 races for 2008 — a schedule with no lost races from this season. The series will be welcomed back in Houston and on the streets of Long Beach, Calif., and at Belle Isle, Mich.

And ALMS CEO Steve Atherton quoted impressive statistics about just who is watching ALMS — a well-to-do bunch with median household incomes of more than $100,000. These are people who have spending power for ALMS and, just as importantly, for ALMS sponsors. They're techno-savvy types who either own or aspire to own street versions of the Porsches, Corvettes, Ferraris and other makes and models competing in the series.

ALL THE MARBLES



JOHN CLAYTON

The series, Atherton said, has made great strides, but cannot sit still in a crowded sports market.

"There's a vibe in our series now — a level of energy that we haven't always had," Atherton said.

Throughout the weekend, that "vibe" was impossible to ignore. The rain finally stopped and people came through the gates, even as Georgia played Tennessee in college football and Clemson hosted Virginia Tech straight up I-85.

If American road racing is going to be healthy again, the ALMS has to provide the band-aids and the crutches.

But, really, no pressure.

The fact that there were no one-and-done races on ALMS is the best sign that the series is not built on shifting sands. While Champ Car, which will share dates in Long Beach, Houston and

CLAYTON: CONTINUED ON PAGE 47

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The Audit Bureau

Hillenburg Buys Piece Of The Rock

FROM THE DESK



MIKE KERCHNER

ROCKINGHAM, N.C.

Driving through the tunnel and into the infield of North Carolina Speedway last week, it was hard not to sense the dread in the air.

There was no roar of engines. There were no transporters, no fans and no racing. In fact, it seemed almost certain that the 1.017-mile speedway would never see racing again.

The track looked perfect. The grass was cut neatly and the buildings and grandstands well kept. It was hard to believe it had been three and a half years since a race had been held at the high-banked oval that held its first race back in 1965.

But today was different, many of those assembled came not to cheer, but to say goodbye. The Rock was being sold at auction by Speedway Motorsports, Inc., the large speedway conglomerate that wound up with full ownership of it via a lawsuit against Int'l Speedway Corp., with whom it had partnered to buy the track in 2003 in order to move the two NASCAR Cup Series dates there to bigger more modern facilities in larger markets.

The Richmond County oval's days were numbered. Many NASCAR teams tested there, and there was some club racing on the infield road course, but there were no spectator events.

Thus, as a crowd of about 100 gathered in the tri-oval of the speedway to hear famed auctioneer Eddie Haynes call out the sale, an air of sadness shared the glorious afternoon sunshine.

"It's a sad day," said Darlington Raceway General Manager Chris Browning, who served in the same capacity at North Carolina Speedway for 12 years.

Nine bidders came, all with different plans for what to do with the land. But one man had a dream of there being racing at Rockingham again. Labeled the favorite by some, a dark horse by others, and a self-proclaimed "sentimental choice," race car driver Andy Hillenburg had a plan for Rockingham.

All he needed to do was be the highest bidder at an auction that seemed to require more money than the former ARCA champion may have been able to muster.

But fate shined on Hillenburg, who drove his first stock car race at Rockingham in 1991. But, it was not without a scare. With Hillenburg the high bidder at $4 million, Haynes called a break in the bidding to allow other bidders to discuss their prospects of outbidding Indiana Andy.

"It was like leading the race and they threw the red flag," said Hillenburg, one of only a handful of racers who have competed in the Indianapolis 500 and the Daytona 500. "I didn't understand that. I've never seen that before, but I have also been leading races and they have been red flagged and I had the same kind of emotion then."

After a brief break, which included a song from a Bluegrass band that performed live prior to the start of the bidding, Haynes returned to the podium and reopened the bidding. No one outbid Hillenburg.

North Carolina Speedway (soon to be Rockingham Raceway Park) had a new owner, Speedway Motorsports had earned about 4 cents on the dollar for the $100 million it and ISC had paid in 2003, and Andy Hillenburg had a new job — track owner.

But most of all, a speedway was saved.

"It's emotional. I am an emotional guy," said Hillenburg, as he fought back the tears while he and his wife, Michelle greeted the media and other well wishers following the sale. "You want to make a difference in your life and this is another segment where I feel like I can make a difference.

"I love this sport. It has given me a lot. It will help me put my kids through college, I hope, and I want to give back to the sport."

You might say, he has a piece of The Rock.

TMS Hits A Home Runs With IMCA

TEXAS TOPICS



LEN HAYWARD

FORT WORTH, TEXAS

The first indication Andy Adamcik knew an IMCA-sanctioned event would work at the Texas Motor Speedway Dirt Track was in early March.

Adamcik, who is the Dirt Track manager at TMS, asked the drivers that were participating in the Pro Cuts World Challenge Modified race at the Dirt Track how many of them raced IMCA.

"Six hands went up," said Adamcik. That was all Adamcik needed to start working on a way to work with IMCA officials, the tracks sanctioned in Texas and his bosses to run a sanctioned race at the TMS Dirt Track.

He knew there was a market for that type of event on the four-tenths mile dirt track because on that night in March there were nearly 200 Modified drivers in the pits, but most of those guys didn't race IMCA events for one reason or another.

That meant there were hundreds of other racers who run IMCA-sanctioned events each week that would jump at the chance to race at TMS under the IMCA banner. After the weekend of Sept. 27-29, Adamcik's idea looks like genius.

"We knew this was going to bring in a whole new slew of racers," Adamcik said. "This was a big deal for IMCA because this was a marquee event for them at this type of facility."

There were more than 300 entries in four different IMCA divisions on that September weekend, along with a special race for the Sprint Series of Texas, which runs 305 sprint cars. Plus thanks to a marketing deal with a local convenience store chain (Tetco), there were more than 12,000 people to watch it all happen on championship night. Not a bad start for a race that was only planned this year.

What made this work was the cooperation he received from the locally sanctioned tracks and officials with IMCA, notably Brett Root. That cooperation led to racers from nearly every part of Texas making the trek to north Fort Worth to race. They came from East Texas, West Texas, Central Texas and South Texas, all looking for the chance to take home some money and a trophy from TMS.

And all left knowing they will likely be back, along with a few more for next year's event.

This year's Devil's Bowl Speedway Winter Nationals will have the added attraction of the ASCS Wesmar Challenge, where 26 ASCS racers will run for a brand new Wesmar Engine. The event is scheduled for Oct. 12-13, along with a full program for the O'Reilly ASCS tour.

Adamcik said that it is likely the TMS Dirt Track will have two events a year for a while. He said he would like to bring in a third event with another series in the future, but nothing has been finalized. He did add that companion events to Nextel Cup races will probably not happen again.

Congratulations to all the winners at the IMCA Lone Star Nationals: Jeff Turner (IMCA Stock Cars), Keith White (Sport Modified), Troy Taylor (Modified) and Chad Wilson (Sprint Series of Texas). Turner also won the IMCA National Stock Car crown.

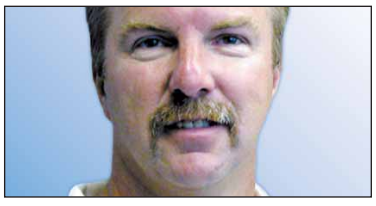
Cowtown Speedway in Kennedale has added another late season event this year. The track will host the November Sprint Shootout on Nov. 8-10, with a $5,000 share for the winner of the sprint-car event. The event will use ASCS rules.

Kennedale Speedway Park has set the Showdown for Oct. 11-13, which will feature all of the track's regular classes.

It's been a while since I've written here so if you have any ideas or upcoming news events you want me to get in my next column please e-mail me at hayward@mrt.com.

Basic Fabrication Skills Are Important For All Racers

THE TECHNICAL SIDE



CHRIS PAULSEN

BROWNSBURG, IND.

Anyone who works on race cars has needed to do modifications or repairs to the chassis or components. Basic fabrication skills will enhance a mechanics overall ability to keep his race car competitive. Professional race teams will have fabricators and machinists in house or contract the work to companies like ours, C&R Racing. For the racer that works on his own equipment, having the skills and equipment to do fabrication in his own shop is very advantageous.

The skill set required to do metal fabrication varies depending on the technical depth of the project. The evolution of race car design has changed the metal fabrication world in racing. I always feel it's important to recognize the history of the subject to truly understand how to carry out the job properly.

Indy car and F-1 racing have always been on the cutting edge of technology and metal fabrication. In the early days, every part on the car was fabricated or machined, using the very basic tools and equipment. The design was innovative and the craftsmanship impeccable, including complex chassis and suspension along with hand hammered bodywork. Look at those cars today and you'll find very little "hand" work. The chassis and body are all composite and pulled out of a mold. In F-1, even the suspension is carbon fiber. About the only things fabricated of metal are the radiators and exhaust.

In NASCAR, late model, sprint car, or off-road, there is still a tremendous amount of fabrication. The cars are tube frame and all suspension is either fabricated or machined. The possibilities of what can be done to build, modify, or repair this type of race car is only limited to your imagination. The trend in racing today is cookie cutter, production-built race cars. If you have fabrication skills and an innovative outlook, you can make your car perform better than your competition.

The key is don't be intimidated. Anyone can do metal fabrication if they set their mind to it. Let's look at the fundamentals of race-car fabrication. These apply to any project, big or small. First thing, strike the word "can't" from your vocabulary and mindset.

Welding. This is the one skill you must acquire if you're going to be a metal fabricator. To do it properly takes knowledge and practice. It's critical on any project and a huge factor in the integrity of the work you do. Learn to do it right. A beautiful weld is the signature of any fabrication. A pretty weld will make a poor piece of fabrication look great and a great piece of fabrication will look bad if the weld isn't good.

Planning. Proper planning based on the achievement desired is critical. You know what you want the end result to look and function like. Plan all the steps required to get to that result. Think about design, materials, and process before cutting the first piece of metal.

Layout. All concepts and designs should first be sketched. Having a basic understanding of drafting is a plus, but not required. Take the time to sketch the job out and make it as complete as possible. This always saves time during the project and aids in a quality outcome. Accuracy is critical.

Execution. After planning and layout, it's time to cut metal and carry out the work. Before starting, make templates, fixtures, and tooling to aid in the accuracy of the work. Stick to your plan. If you deviate from the plan, chances are you didn't spend enough time during that stage of the project. Inspect your work after completion.

This is the very abbreviated guideline to metal fabrication. The point is that anyone can do it. Imagine your chassis doesn't get the power to the track, but it can be fixed by making a suspension geometry change.

The ability to make these changes will improve your performance as well as broaden your expertise as a race car mechanic.



ALMS To Stay On Speed Through 2010 Season

By John Clayton
Staff Writer

BRASELTON, Ga. — The American Le Mans Series and Speed have agreed to a contract extension that will keep the sports-car series on the cable network through 2010.

Speed reaches more than 72 million households in the U.S.

Speed President **Hunter Nickell** said he was happy to see the protracted negotiations with the ALMS bear fruit with the extension.

ALMS NOTES

"ALMS is a very important series for Speed," said Nickell, whose network has presented the series for the past eight years. "We're essentially a lifestyle network — it's just that those lifestyles are built around tires and engines and all that goes with it."

■ An automotive icon will return to the track in 2008.

The Ford GT (nee GT-40) will be reintroduced to endurance racing with the American Le Mans Series. **Kevin Doran**, principal and founder of Doran Racing, plans to compete with the new Ford GT in the 2008 ALMS GT2 division.

■ Mooresville, N.C.-based Riley Technologies has introduced a Corvette C6 for competition in the American Le Mans Series GT2 class.

ALMS Chief Executive Officer **Scott Atherton** confirmed the arrival of the LGM Motorsports at his annual "State of the Series" speech at Road Atlanta on Friday.

The new Riley-built Corvette, which will be powered by a CRD-built V8, is expected to debut at the 2008 12 Hours of Sebring. At least one two-car team will race the Corvettes there when the ALMS kicks off its schedule on March 15.

With the Riley Corvettes and the debut of the Ford GT, ALMS may have solved one of its biggest issues —the sparse fields in the GT2 division.

■ MSR Houston has signed a multyear agreement to be the presenting sponsor of the American Le Mans Series' Lone Star Grand Prix, beginning in 2008.

The event, which is waged at the 2.38-mile, 17-turn road course at JAGFlo Speedway at Reliant Park on the outskirts of Houston, is to be called the Lone Star Grand Prix Presented by MSR Houston. The ALMS race is slated for Saturday, April 26. The Champ Car World Series event is scheduled for April 27.

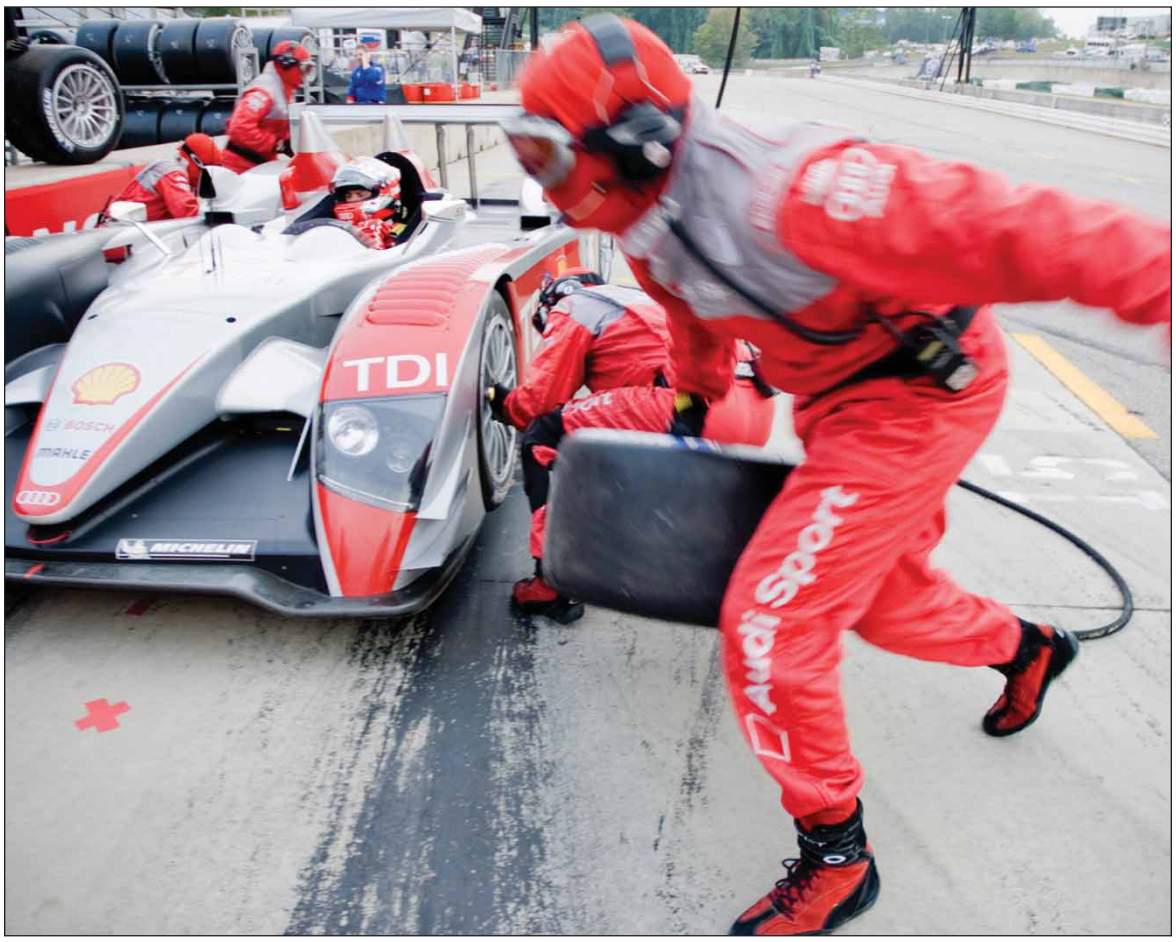
■ IndyCar driver **Vitor Meira** joined Team Andretti Green drivers **Bryan Herta** and **Tony Kanaan** behind the wheel of the No. 26 XM Satellite Radio Acura ARX-01a for Petit Le Mans.

Meria, who made his second ALMS start and second-straight Petit Le Mans appearance, replaced **Dario Franchitti**, who was released from Andretti Green to pursue NASCAR Nextel Cup interests with **Chip Ganassi** Racing.

■ **Lucas Luhr** joined the lineup for the No. 2 Audi R10 TD1 at Petit Le Mans. Luhr was forced into action after **Emanuele Pirro** suffered a concussion during an accident that occurred in Thursday's first practice session. IMSA medical staff members pulled Pirro from the race due to the concussion and Luhr was teamed with overall fast-qualifier **Marco Wener**.

■ Insiders said that **Roger Penske** will again field a pair of Porsche RS Spyders in the ALMS' LMP2 division, seeking a third straight championship. Less certain is Penske's driver lineup with rumors that **Ryan Briscoe**, **Sascha Maassen's** partner this past year, said to be in line for a possible IRL ride in '08. If that happens, Porsche factory driver **Patrick Long**, who ran with **Timo Bernhard** and **Romain Dumas** in the long distance shows in 2007, might be in line to replace him. Less clear is what Audi will do in 2008, with some saying it might abandon the ALMS. However, those close to the Audi scene note that at present the Audi North America program is scheduled to continue in 2008.

— Bill Oursler contributed to this report.



KEITH D. RIZZO PHOTO

FLEET OF FOOT: Crew members service the race-winning No. 1 Audi R10 driven by Allan McNish and Rinaldo Capello during Saturday's Petit Le Mans at Road Atlanta.

ALMS Promotes 'Stable' 2008 Schedule

By John Clayton
Staff Writer

BRASELTON, Ga. — The American Le Mans Series will remain at 12 events for 2008. The season will begin with the 12 Hours of Sebring at Sebring, Fla., on March 15 and end Oct. 18 with the Monterey Sports Car Championships at Laguna Seca.

ALMS

The schedule also includes return trips to Houston, Utah's Miller Motorsports Park and Belle Isle, Mich. The traditional July 4 date has been vacated, and the Lime Rock date was moved to July 12.

The series will also take off the month of September before returning for the 11th running of Petit Le Mans at Road Atlanta on Oct. 4 and the season-ender at Laguna Seca.

"When we announced last year's schedule, I said that if we could come back and duplicate it in '08, we would be overjoyed," said series President and CEO Scott Atherton. "Thankfully, that statement was an example of: Be careful what you wish for — you might just get it.

"I believe we have the strongest overall schedule in American racing. We touch nearly all the important business markets and race at the best road courses and street circuits in North America. The fact that we have announced virtually the same schedule this year is the hallmark of a maturing, stable, successful series. We could not be more pleased."

The schedule:

March 15, 12 Hours of Sebring; April 5, St. Petersburg, Fla.; April 19, Long Beach; April 26, Houston; May 18, Salt Lake City; July 12, Lime Rock; July 19, Mid-Ohio; Aug. 9, Road America (Elkhart Lake, Wis.); Aug. 24, Mosport (Bowmanville, Ontario, Canada); Aug. 30, Belle Isle, Mich.; Oct. 4, Petit Le Mans (Road Atlanta); Oct. 18, Monterey Sports Car Challenge (Laguna Seca).

DIESEL'S DAY

McNish, Capello Drive Audi R10 To Victory In Petit Le Mans

By Bill Oursler
NSSN Correspondent

BRASELTON, Ga. — "We're back where we should be: on top."

Scotsman Allan McNish left no doubt Saturday as to how he felt about the victory he and his partner, Rinaldo Capello had scored here at Road Atlanta in the 1,000-mile American Le Mans Series Petit Le Mans event in their Audi Sport North America R10 turbocharged diesel.

ALMS

It had been eight-straight races since Audi's last overall ALMS triumph, a stretch going back to late last March at St. Petersburg, and during that time the frustrated and vocal McNish had to endure the sight of an on-going Penske Porsche RS Spyder sweep.

Now, on this Saturday's humid October evening that had all changed. Yet it hadn't changed by much. Indeed, the margin between Capello and the DHL-sponsored Penske LMP2 division Porsche of Romain Dumas, Timo Bernhard and Patrick Long was just .923 of a second after 394 laps.

In fact, Capello, during a post race interview, said that he was having difficultly with the handling of his car that showed signs of excessive understeer during the closing stages, and that it was only the torque and power of his boosted diesel powerplant that kept him ahead of charging Dumas in the factory-backed RS Spyder.

Capello had gotten the lead from the Frenchman about 40 minutes before the end following the final restart from one of the numerous full-course cautions that plagued the affair almost from the beginning, and which had eliminated several top cars from either the race itself or from contention. Included in that number was the second Audi R10 of Marco Werner and Lucas Luhr, which lost some 40 laps repairing damage from a gravel trap visit (Luhr himself replacing regular driver Emanuele Pirro on Saturday morning after Pirro suffered dizziness from an earlier practice crash in the Audi), as well as the Corvette of Ron Fellows, Jan Magnussen and local favorite Johnny O'Connell that tangled with the Andretti-Green LMP2 contending ARX -01a of Bryan Herta, Tony Kanaan and Vitor Meira, which also retired as a result.

Even though there might have been some disappointment in the Penske camp at not beating the supposedly better performing Audis for a ninth-straight time, the team's real objective of having Dumas and Bernhard garner the LMP2 year-end drivers title was achieved, this adding to the already won LMP2 manufacturers and team crowns for Porsche and Penske that were sealed following Detroit's Belle Isle event.

Third overall and second in LMP2 Saturday was the Dyson Racing RS Spyder of Chris Dyson and Guy Smith, which had had its own adventuresome run, while the Danny Watts-Stefan Mucke LMP2 Zytek took third in class and fourth in the outright standings. Rounding out the top five was the Creation Judd of Jamie Campbell-Walter, Harold Primat and Christophe Tinseau which was second in LMP1.

Claiming ninth in the overall finishing order, and claiming the season points honors for themselves and Corvette, were Olivier Gavin and Olivier Beretta, assisted Saturday by Max Papis, in the sole surviving GT1 division entry C6 GM two-seater. With the Audi camp having already garnered the championship in LMP1, all that was left to be decided was the GT2 production car battle between Porsche and Ferrari, a contest that throughout 2007 has been weighted in favor of the Italians.

On Saturday, most expected the war to end in favor of Jaime Melo and Mika Salo in their Risi 439GT. However, electrical issues pushed Melo, Salo and Johnny Mowlem out of the picture, leaving the day to the Flying Lizard Porsche 911 GT3RSR of Johannes van Overbeek, Jorg Bergmeister and Marc Lieb, which, in a problem-free run, finished well ahead of the similar Tafel Racing 911 of Wolf Hinzler and Dominick Farnbacher, that was second in GT2 and even further ahead of the Rahal-Letterman Porsche of Graham Rahal, Ralf Kelleners and Tom Milner, Jr., that took third in the class.

Julie Stepan relies on K&N to protect her engines while racing down the 1320



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Sold: ASA Now In Hands Of Huth

ASA Southeast Asphalt Tour Gets A Boost In Latest Deal

DAYTONA BEACH, Fla. — Longtime motorsports executive Dennis Huth, through his company Racing Speed Associates, has reached an agreement to acquire all rights to the American Speed Ass'n.

Huth, the president of Racing Speed Associates, brokered the deal to purchase the 39-year-old sanctioning body from Stephen M. Dale.

"This is certainly a big day for the American Speed Ass'n," Huth said. "We have ambitious plans and are ready to begin to implement them and continue to solidify the ASA brand as the leader in the short track community."

Dale took over ASA in November, 2002 from Rex Robbins, who founded the organization. Following a tumultuous 2004 season, Dale made the personal decision to close ASA, but made a deal to sell Huth the rights to the ASA Member Track Program. The ASA Member Track program has grown from a handful of race tracks to 27, each hosting weekly short-track racing. Additionally, Huth has added several regional and national touring series such as the ASA Speed Truck Challenge, ASA Midwest Tour and the Bumper-to-Bumper IRA Sprint Car Series under his ASA banner.

ASA

Though the financial terms were not released, the deal includes all rights to the American Speed Ass'n name, logo and trademark, including ASA, ASA Racing, ASA National Tour, and related marks as well as all specified contractual arrangements and archived films and photographs.

In addition, Huth announced ASA's support of the new ASA Southeast Asphalt Tour, which will provide a traveling asphalt late-model series to the southern states. The series was founded and will be operated by John Kee.

The American Speed Ass'n should not be confused with the ASA Late Model Series, which is owned and operated by Michigan's Ron Varney.

Carlson Earns First Crown In Weekly Ranks

DAYTONA BEACH, Fla. — Veteran late-model driver Steve Carlson, a kingpin in the former ARTGO Challenge Series and the NASCAR Midwest Series, earned his first NASCAR Whelen All-American Series weekly racing title.

"It's a relief," said Carlson, who was officially named champion Oct. 3. "This is so big, this is unreal. I'm sure it will be a while until it all sinks in on just how big this really is."

NASCAR WEEKLY

The 50-year-old from Black River Falls, Wis., finished with eight victories and 21 top-five finishes in 23 starts. He raced primarily at LaCrosse (Wis.) Fairgrounds Speedway. After that season ended in the beginning of September, he ran a handful of events at Elko (Minn.) Speedway in an attempt to pick up a few more valuable points.

Carlson's 862 points from his top 18 finishes were enough to hold off the challenges of Woody Pitkat and defending champion Philip Morris. Pitkat, racing at Connecticut's Thompson Int'l Speedway and Stafford Motor Speedway, accumulated 856 points on the strength of nine feature victories.

Running primarily at Motor Mile Speedway in Radford, Va., Morris finished third in the nation with 844 points.

Keith Rocco, the track champion at Thompson, and former national champion Ted Christopher, the track champion at Stafford, finished fourth and fifth, respectively. Carlson's teammate, Kevin Nuttleman, was sixth. And former national champion Joe Kosiski finished seventh running at I-80 Speedway in Nebraska.

Carlson has won NASCAR championships before. Nine times he was crowned champion of the old Midwest Touring Series, the last five coming as a now-defunct Elite Division under the NASCAR banner.

"I won a bunch of Midwest championships and this is bigger than all of them," Carlson said. "I did a lot of traveling; I won a lot of races (on the Midwest Tour). We got to go to the New York banquet (as champion). We all thought when that series was gone, all that would be gone too. But it's not."

Carlson didn't originally commit to running a full season at LaCrosse. But after a strong start, team owner Tim Jacobs convinced him to go after the national championship.

"The car was just so good, we decided to run full time," Carlson said. "And we pulled it off. My crew worked so hard on this car, and I've got a great car owner."

The top 25:

Showing driver and points: 1. Steve Carlson, 862; 2. Woody Pitkat, 856; 3. Philip Morris, 844; 4. Keith Rocco, 828; 5. Ted Christopher, 816; 6. Kevin Nuttleman, 808; 7. Joe Kosiski, 792; 8. Andy Burgess, 792; 9. Al Humphrey, 790; 10. Kerry Malone, 784; 11. David Roberts, 780; 12. Duane Howard, 778; 13. Jeff Strunk, 770; 14. Guy Jubinville, 766; 15. Kenneth Headen, 752; 16. Randy Porter, 752; 17. Jean Francis Bouvrette, 748; 18. Jason Hobscheidt, 720; 19. Leon Zeitner, 716; 20. Will Thomas III, 712; 21. Tommy Lemons, Jr., 702; 22. Steve Holzhausen, 696; 23. Jason Mitcham, 694; 24. Mark Holeman, 690; 25. Donny Reuvers, 686.



HHP/HAROLD HINSON PHOTO

NATIONWIDE: Matt Kenseth's Arby's-sponsored Ford leads the Busch Series field around Kansas Speedway last month.

NASCAR Insures Its Future

No More Busch: Second-Tier Series Trades Beer For Nationwide Insurance As Title Sponsor

By Mike Kerchner
Senior Editor

HARRISBURG, N.C. — Life Comes At You Fast!

It's that slogan that NASCAR and Nationwide Insurance hope racing fans across the world will remember, as the insurance provider has joined NASCAR, signing a seven-year agreement worth a reported $12 million per year, to support the sanctioning body's junior circuit currently known as the Busch Series.

NASCAR

The Anheuser-Busch sponsorship, which has been in place since 1982, runs out at the end of the 2007 campaign.

During a teleconference announcing the arrangement, NASCAR Chairman reiterated his belief that the series is the "number two form of motorsports in this country," and said Nationwide's support will "help propel the Busch Series even further."

There are provisions in the contract similar to NASCAR's agreement with Sprint, which will forbid other insurance companies from sponsoring entries in the series.

Geico, which currently sponsors the No. 7 driven by Mike Wallace, will have two years, during which to exit the series, and it could conceivably transfer its sponsorship to a Nextel Cup or Craftsman Truck Series team.

France said NASCAR entertained many companies interested in the sponsorship, but found the right partner in the end.

"Nationwide Insurance is an ideal partner for NASCAR, advocating safe driving, and already serving millions of NASCAR fans with its auto, health, and life insurance," he said. "The company has a real passion for NASCAR, which will benefit our fans and all the participants in our industry."

Nationwide CMO James Lyski also participated in the announcement.

"I think we looked long and hard at this, and we thought that NASCAR really demonstrated to us their commitment to safety," he said. "We took a look at their safety research center and were very impressed with the innovations that they've driven that have not only helped safety at the track but also translated that into passenger vehicles today."

As well, NASCAR released a 35-race schedule for the 2008 NASCAR Nationwide Series, including stops in Mexico City and Montreal. While several events will shift dates from the 2007 campaign, there are no new venues on the slate.

2008 Nationwide Schedule

Date	Track	Site
Feb. 16	Daytona Int'l Speedway	Daytona Beach, Fla.
Feb. 23	California Speedway	Fontana, Calif.
March 1	Las Vegas Motor Speedway	Las Vegas, Nev.
March 8	Atlanta Motor Speedway	Hampton, Ga.
March 15	Bristol Motor Speedway	Bristol, Tenn.
March 22	Nashville Superspeedway	Lebanon, Tenn.
April 5	Texas Motor Speedway	Fort Worth, Texas
April 11	Phoenix Int'l Raceway	Avondale, Ariz.
April 20	Autodromo Hermanos Rodriguez	Mexico City
April 26	Talladega Superspeedway	Talladega, Ala.
May 2	Richmond Int'l Raceway	Richmond, Va.
May 9	Darlington Raceway	Darlington, S.C.
May 24	Lowe's Motor Speedway	Concord, N.C.
May 31	Dover Int'l Speedway	Dover, Del.
June 7	Nashville Superspeedway	Lebanon, Tenn.
June 14	Kentucky Speedway	Sparta, Ky.
June 21	The Milwaukee Mile	West Allis, Wis.
June 28	New Hampshire Int'l Speedway	Loudon, N.H.
July 4	Daytona Int'l Speedway	Daytona Beach, Fla.
July 11	Chicagoland Speedway	Joliet, Ill.
July 19	Gateway Int'l Raceway	Madison, Ill.
July 26	O'Reilly Raceway Park at Indianapolis	Clermont, Ind.
Aug. 2	Circuit Gilles Villeneuve	Montreal
Aug. 9	Watkins Glen Int'l	Watkins Glen, N.Y.
Aug. 16	Michigan Int'l Speedway	Brooklyn, Mich.
Aug. 22	Bristol Motor Speedway	Bristol, Tenn.
Aug. 30	California Speedway	Fontana, Calif.
Sept. 5	Richmond Int'l Raceway	Richmond, Va.
Sept. 20	Dover Int'l Speedway	Dover, Del.
Sept. 27	Kansas Speedway	Kansas City, Kan.
Oct. 10	Lowe's Motor Speedway	Concord, N.C.
Oct. 25	Memphis Motorsports Park	Millington, Tenn.
Nov. 1	Texas Motor Speedway	Fort Worth, Texas
Nov. 8	Phoenix Int'l Raceway	Avondale, Ariz.
Nov. 15	Homestead-Miami Speedway	Homestead, Fla.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Toyota's NASCAR Program Is Still A Work In Progress

By Les Unger
Guest Columnist

Everything we expected — and much, much more. That's the only way to describe Toyota's first year in NASCAR Nextel Cup and Busch Series competition.

When we first announced our decision to expand our involvement, while continuing the Craftsman Truck Series, we knew we would encounter a significantly higher level of competition. Twenty-five years of racing in American motorsports had taught us to expect the unexpected. But nothing prepared us for our first Daytona 500.

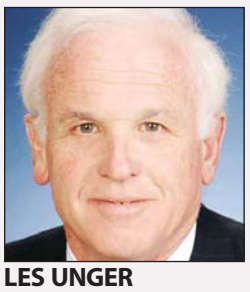
There was already an intense spotlight on Toyota when NASCAR penalized Michael Waltrip Racing. No one may ever know all the details, but it certainly detracted from a special occasion for Toyota.

Since then the season has gone by in a blur and we've struggled at times. We were taxed in our efforts to help our three Cup teams develop both current generation race cars and the Car of Tomorrow, while Toyota Racing Development USA's engineering staff was simultaneously developing and testing our first Nextel Cup engine.

With six of the seven Camry teams new for 2007, we knew just qualifying for races would be a challenge. In many respects this year has been similar to our first year in the Truck series; a new manufacturer with new teams, new cars, new engines, new drivers and lots to learn.

Still, the year has not been without its successes. In the Nextel Cup series, Bill Davis Racing and his Caterpillar Camry driven by Dave Blaney, gave Toyota its first pole at New Hampshire. Going into Talladega, there have been seven top 10 finishes and Camrys have led 150 laps. Most importantly, we continue to show improvement.

The Japanese have a word for it — "Kaizen" — which means continuous improvement. More than anything else, that's what we've strived for both on and off the track this season.



LES UNGER

With a long career in motorsports, Les Unger is the National Motorsports Manager for Toyota Motor Sales, U.S.A., Inc.

The Camry teams in the Busch Series have had even more success, with Jason Leffler posting the first Camry win, at O'Reilly Raceway Park in Indianapolis earlier this year. David Reutimann currently runs second in the standings and Leffler is fourth.

In the truck series, Toyota continues to lead the manufacturer's point race while Mike Skinner held a narrow lead for the Driver's Championship before Talladega.

Just as important as our accomplishments on the track, has been fan response to our participation. One of our goals for increasing our NASCAR involvement included having the fans get to know Toyota better and to improve their racing experience. Our NASCAR ads even carried the tagline, "NASCAR Fans, Thanks For Having Us," and that's a philosophy we tried to incorporate into all of our NASCAR activities.

If you've been to a race this year, you may have wandered through "Toyota Live" or the "Toyota Prove It Tour" where fans have an opportunity to compete on racing simulators, participate in pit stop action, and enjoy a host of other experiences, including live music and driver appearances.

The results have been encouraging. The victory at ORP was greeted by widespread cheers, not the jeers some had feared. And in a recent survey conducted for NASCAR, 93 percent of the fans contacted said their opinion of Toyota was "favorable or neutral." Nearly half — 48 percent — said Toyota was "good" for the sport. Only six percent said the company had a negative impact. While we still have some work to do, we're off to a good start.

We also saw NASCAR as a way to help bring our Toyota family closer together. With about 145,000 people working at Toyota's 10 plants and its dealerships, it's sometimes tough to have a common rallying point. We believe NASCAR has helped fill that void and we continue to stage the largest NASCAR corporate gathering at the Nashville truck race. More than 6,500 Toyota associates and their families have turned out annually for each of the past four years.

NEXT WEEK ...

Tom Schmeh writes about preserving sprint-car racing history.

While there's still several races left this season and the truck series manufacturer's and driver's championships to be decided, we're already looking forward to next year. The decision by Joe Gibbs Racing to campaign Camrys in 2008 for Tony Stewart, Denny Hamlin and Kyle Busch has further strengthened our resolve to provide the equipment capable of running up front that the Gibbs team has come to expect, and that we have committed to our three current partners, Bill Davis Racing, Michael Waltrip Racing and Team Red Bull.

One thing is for sure, Toyota will continue "Moving Forward."



USAR PHOTO

BAYNE REIGNS: Trevor Bayne celebrates his second Hooters Pro Cup victory of the season Saturday night at Myrtle Beach (S.C.) Speedway.

Working Overtime

Bayne Surges For Green-White-Checkers Win

MYRTLE BEACH, S.C. — It's safe to say Trevor Bayne is pretty good at green-white-checkered finishes.

After going from fifth to second in the final two laps at Iowa Speedway,

HOOTERS

Bayne went from fourth to first in the final two laps at Myrtle Beach Speedway to win the Mark Brooks Memorial Bi-Lo 250 presented by Black's Tire and Auto Service.

"These green-white-checkers have been good to me," said Bayne, driver of the No. 29s Aaron's/DEI Chevrolet. "I was kind of worried, though. There were two guys [Ben Stancill and Mike Garvey] that had brand new tires on. Keith [Hinkein], my crew chief, told me to stay calm and we could do it."

Bayne did it, but he wasn't exactly calm.

Bayne split Garvey and Frank to take third right after the restart and bounced his way past Stancill on the final lap to take his second victory of the season.

"We went three-wide for second and caught the No. 9 car for the lead," said Bayne. "We made a clean pass for the win. Overall, it was a real clean race tonight."

Stancill, driver of the No. 9n Stancill Farms Ford, probably wishes it would have been a little cleaner. Stancill was pulling away toward his first Pro Cup victory when Mark McFarland brought out the final caution of the night and set up the two-lap dash for the win.

"If that caution wouldn't have come out with five to go, we would have won the race," said Stancill, who finished second. "If we would have been better on sticker tires, we would've won, too. But I'm happy with second."

Mike Garvey, driver of the No. 17 JaniKing Ford, came home third, but he wasn't exactly thrilled.

"Those last few laps were ridiculous," said Garvey. "Trevor could've wrecked us all with a move like that. I don't like people blasting off everyone like that. But he won."

A.J. Frank and Richard Boswell rounded out the top five.

The finish:

Point-leader Bobby Gill finished 11th and leads Bayne by only 15 points. Gary St. Amant entered the race second in the standings, but finished 31st.

The finish:

Showing driver, car, laps completed and money won: 1. Trevor Bayne, Chevrolet, 261, $13,000; 2. Ben Stancill, Ford, 261, $8,000; 3. Mike Garvey, Ford, 261, $5,500; 4. A.J. Frank, Chevrolet, 261, $4,750; 5. Richard Boswell, Chevrolet, 261, $5,000; 6. Brandon Ward, Ford, 261, $3,500; 7. Chase Pistone, Chevrolet, 261, $3,000; 8. Matt Hawkins, Ford, 261, $2,800; 9. Benny Gordon, Ford, 260, $2,600; 10. Derek Kale, Chevrolet, 260, $2,400; 11. Bobby Gill, Ford, 259, $2,200; 12. Dange Hanniford, Chevrolet, 259, $2,100; 13. Johnny Rumley, Chevrolet, 259, $2,000; 14. Eric Corbett, Ford, 259, $1,900; 15. Frank Deiny, Jr., Ford, 259, $1,800; 16. Jeff Agnew, Ford, 259, $1,700; 17. Shelby Howard, Chevrolet, 258, $1,700; 18. Michael Ritch, Ford, 258, $1,700; 19. Dusty Williams, Ford, 257, $1,700; 20. Woody Howard, Chevrolet, 257, $1,700; 21. Gary Helton, Chevrolet, 257, $1,600; 22. Ray Love, Jr., Chevrolet, 254, $1,600; 23. Joey Coulter, Ford, 253, $1,600; 24. Mart Nesbitt, Ford, 253, $1,600; 25. Clay Jones, Ford, 252, $1,600; 26. Matt Carter, Ford, 245, $1,500; 27. Mark McFarland, Chevrolet, 243, $1,500; 28. Jay Fogleman, Ford, 232, $1,500; 29. Jody Lavender, Ford, 189, $1,750; 30. James Buescher, Chevrolet, 183, $1,500; 31. Gary St. Amant, Chevrolet, 170, $1,500; 32. Caleb Holman, Chevrolet, 112, $1,500; 33. Billy Bigley, Jr., Ford, 111, $1,500; 34. Kirk Leone, Ford, 110, $1,500; 35. Shane Wallace, Ford, 110, $1,500; 36. Tom Hessert, Chevrolet, 108, $1,500.

Late Pass Lifts Annarummo

SEEKONK, Mass. — Vinnie Annarummo passed Kirk Alexander with just three laps remaining to win the D. Anthony Venditti Memorial Festival of Racing True Value Modified Series 100-lap event Saturday night at Seekonk Speedway.

TRUE VALUE

Alexander's second-place finish clinched for him the 2007 series point championship.

Dick Houlihan, Chris Pasteryak and Rob Goodenough rounded out the top five.

The finish:

Vinnie Annarummo, Kirk Alexander, Dick Houlihan, Chris Pasteryak, Rob Goodenough, Dave Berghman, Richard Savary, Peter Jarvis, Dwight Jarvis, Sean Boudreau, Todd Patnode, Chris Wenzel, Jimmy Kuhn, Andy Seuss, Mike Douglas, Jr., Brian Schofield, Mike Holdridge, Shelly Perry, Tom Abele, Jr., Jimmy Dolan, Ed Dachenhausen, Dale Evonsion, Tommy Cravenho, Jack Bateman, Les Hinckley.

Adams Is Victor, Cyr Sets Records

OXFORD, Maine — Travis Adams took over the point after a crash with lapped traffic doomed the chances of race-leading Scott Dragon and paced the final nine circuits unchallenged for victory in the American Canadian Tour New England Dodge Dealers 150 at Oxford Plains Speedway Saturday.

ACT

The lapped car of Doug Coombs spun directly in front of Dragon after Dragon and Adams had battled, swapping the lead five times between them over the first 141 laps.

Dragon was credited with a 29th-place finish.

Adams took advantage to capture his first ACT Late Model Tour victory. Roger Brown finished second, clinching the L/A Harley-Davidson Challenge Series — a five-race mini series at Oxford Plains — title. Donald Theetge finished third, while Brent Dragon and Eddie McDonald rounded out the top five.

Jean-Paul Cyr clinched his fifth-consecutive and seventh career ACT Late Model Tour championship by virtue of his 12th-place finish, setting new records in both categories.

The finish:

Travis Adams, Roger Brown, Donald Theetge, Brent Dragon, Eddie MacDonald, Shawn Martin, Alan Tardiff, John Donahue, Randy Potter, Tracie Bellerose, Dennis Spencer, Jr., Jean-Paul Cyr, Joey Polewarczyk, Jr., Dale Verrill, Ricky Rolfe, Brian Hoar, Scott Payea, Leon Heckbert, Jamie Fisher, Jamie Aube, Steve Reny, Glen Luce, T.J. Watson, Scott Luce, Mark Childs, Corey Morgan, Jim Linardy, Pete Potvin III, Scott Dragon, Doug Coombs, Brad Hammond, Tommy Ricker, Scott Robbins, Ron Henry.

Loftin, Miller Tops On Southern Tour

ASHEBORO, N.C. — NASCAR Whelen Southern Modified Tour driver Brian Loftin won the battle on Saturday night with a dominating victory in the Whelen Southern Modified Tour 150. It was L.W. Miller, however, who won the season-long war, capturing the 2007 Whelen Southern Modified Tour championship.

NASCAR MODS

It was Loftin's second-straight victory from the pole position at Caraway, and he did it in convincing fashion by leading 138 laps and taking the victory over Tim Brown, who finished second in both Saturday night's race as well as the championship point race.

"That was just an awesome race car these guys put together for me," Loftin said. "I can't thank them enough. I have to congratulate L.W. on the championship, but this is a championship caliber team, too. We're going to regroup this winter and get our stuff together and try to win some more of these races and hopefully the championship next year."

Frank Fleming was third behind Brown in Saturday's race, followed by Jason Myers and Brian Pack in the top five. L.W. Miller's sixth-place finish was good enough to clinch the series title.

The finish:

Brian Loftin, Tim Brown, Frank Fleming, Jason Myers, Brian Pack, L.W. Miller, Dean Ward, George Brunnhoelzl, Brian King, Gene Pack, Wesley Swartout, Burt Myers, Jay Mize, Woody Pitkat, Chris Fleming, John Smith, Junior Miller, Johnny Sutton, Jason Trinchere, Jay Foley, Brandon Hire, Thomas Stinson.



TOM PARKER PHOTO

TOP DOGS: Tim Kaeding (10) battles Shane Stewart (1) for the victory at Chico, Calif.

Tim Kaeding Bangs Way To Victory

CHICO, Calif. — Tim Kaeding picked up $5,000 for winning the Pacific Sprint Nationals Saturday night at Silver Dollar Speedway. All Shane Stewart got was a headache.

PACIFIC SPRINTS

Stewart held the lead in the 40-lap event as the pair took the white flag on the quarter-mile oval. Stewart drifted off the track exiting turn two and Kaeding dashed to the inside. Stewart returned to the track and the pair battled side by side through turn three.

Halfway through the turn, Kaeding and Stewart banged wheels. Stewart spun and Kaeding blasted under the checkered flag.

As Kaeding did victory donuts, Stewart sat helplessly in turn four. He was officially scored in 17th.

"This one is for my grandma who I love and will miss," said Kaeding, whose grandma died the previous day. "Tonight we showed why sprint-car racing is the best sport in the world."

With Stewart out of the race, Colby Weisz finished second.

"Losing to TK at Chico is not a bad deal," said Weisz. "The last few laps got a little hairy, we were running around the top and it was such a fine line.

"It was actually a lot of fun tonight."

Andy Forsberg, Bud Kaeding and Jonathan Allard rounded out the top five.

The finish:

Tim Kaeding, Colby Wiesz, Andy Forsberg, Bud Kaeding, Jonathan Allard, Brad Furr, Stephen Allard, Jimmy Trulli, Kyle Larson, Mark Hall, Mason Moore, Dan Menne, Brett Rollag, Billy Wallace, Chuck Gurney, Jr., Greg DeCaires, Shane Stewart, Scott Kinney, Andy Gregg, Brett Miller, Kyle Hirst, Joey Magaruh, James Sweeney, Richard Bailey.

Weisz, Stewart Take Pacific Prelims

Friday

CHICO, Calif. — Colby Weisz scored another impressive victory Friday night at Silver Dollar Speedway.

Weisz won night number two of the Pacific Sprint Fall Nationals after inheriting the lead on lap three when Tim Kaeding spun.

PACIFIC SPRINTS

Weisz held off a charging Brad Furr for the victory as 57 cars competed on the second night of the three-day event for winged 360 sprint cars.

Furr finished second, ahead of Jimmy Trulli, Greg DeCaires and Tim Kaeding.

The finish:

Colby Wiesz, Brad Furr, Jimmy Trulli, Greg DeCaires, Tim Kaeding, Andy Gregg, Chuck Gurney, Jr., Joey Magaruh, Mark Hall, Scott Kinney, James Sweeney, Korey Lovell, Scott Russell, Richard Bailey, Mike Benson, Brett Rollag, Stan Yockey, Shane Golobic, Steve Vague, Jeffrey Lynton, Jason Botsford, Willie Croft, Evan Suggs, Kevin Sharrah.

Thursday

CHICO, Calif. — Shane Stewart led all 30 laps to win the Thursday night preliminary feature for the Pacific Sprint Fall Nationals at Silver Dollar Speedway.

Stewart started on the pole for the winged 360 sprint car event on the quarter-mile oval and was never headed, holding off Andy Forsberg for the victory.

Stephen Allard, Jonathan Allard and Bud Kaeding filled the top five.

The finish:

Shane Stewart, Andy Forsberg, Stephen Allard, Jonathan Allard, Bud Kaeding, Kyle Larson, Robbie Whitchurch, Matt Mitchell, Billy Wallace, Brett Miller, Mark Tabor, Jr., Dan Menne, Brad Bumgarner, Dean Freitas, Rob Held, Matt Petty, David Silveria, Sean Becker, Bradley Terrell, Kyle Hirst, Jeff Delte, Mason Moore, Brad Sweet, Jim Richardson.

McClelland Reigns In Sooner Region

Friday

SOUTH COFFEYVILLE, Okla. — With the American Bank of Oklahoma ASCS Sooner Region championship hanging in the balance, Brian McClelland muscled his way to victory Friday night at Mid-America Speedway.

ASCS SOONER

McClelland chased Kevin Ramey, who entered the night with a slim point lead, in the early rounds before assuming the lead after Ramey flipped when the pair made contact on the 11th circuit.

Taking the point lead in the process, McClelland raced on to the checkered flag in front of Jason Martin, Sean McClelland and Don Droud, Jr.

The finish:

Brian McClelland, Jason Martin, Sean McClelland, Don Droud, Jr., Roy Larkin, Cody Branchcomb, Nick Smith, Jason Johnson, C.J. Johnson, Michael Brown, Travis Jenkins, Gavin Punch, J. Kinder, Garry Lee Maier, Kevin Ramey, Justin Melton, Brian Brown, Keith Rauch, J.P. Bailey, Gary Taylor.

Saturday

SOUTH COFFEYVILLE, Okla. — Brian Brown surged into the lead on the 21st round en route to capturing the $3,000 winner's share in Saturday night's season-ending event for the American Bank of Oklahoma ASCS Sooner Region at Mid-America Speedway.

While Brown claimed his fourth ASCS triumph of the season, Brian McClelland finished third and claimed the Sooner Region championship.

After leading the opening 20 circuits, Brian McClelland took the title by 25 markers over Kevin Ramey, who snuck past Zach Chappell in the final corner to finish fourth.

Sean McClelland finished second, with Zach Chappell taking fifth behind B. McClelland and Ramey.

The finish:

Brian Brown, Sean McClelland, Brian McClelland, Kevin Ramey, Zach Chappell, Don Droud, Jr., Gary Taylor, C.J. Johnson, Sherman Davis, Cody Branchcomb, Keith Rauch, Garry Lee Maier, John Hunt, Curtis Evans, Derrik Ortega, Gavin Punch, Jason Martin, Forrest Sutherland, Eric Baldaccini, Nick Smith.



POWER RANKINGS

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

Donny Schatz

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

NO. 1

Schatz romped to his 18th World of Outlaws triumph of the season Saturday at Princeton Speedway in Minnesota.

The victory gave Schatz a career-high in victories for a season. He won 17 events last year, and owns 69-career WoO triumphs.



DOUG JOHNSON PHOTO

REST OF THE BEST

2. Dave Connolly

Torco Chevrolet Cobalt, NHRA Pro Stock

Connolly solidified his spot atop the NHRA Pro Stock points with his fifth-consecutive victory.

3. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

The IndyCar champion finished 17th in his stock-car racing debut in Friday's ARCA race at Talladega (Ala.) Superspeedway.

4. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup Series

Gordon took the lead on the last lap and posted his fifth victory of the season Sunday at Talladega Superspeedway.

5. Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup Series

Johnson finished second and lost the point lead to Gordon after a thrilling finish Sunday at Talladega, Ala.

6. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac, Grand Am Rolex Series

Fogarty and Gurney set the Grand Am Series single-season victory record and are already planning next season.

7. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

Hamilton crashed out of Sunday's Chinese Grand Prix and leads Fernando Alonso by three points heading into the season's final race.

8. Sebastien Bourdais

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

Bourdais, who will jump to Formula One next season, has just two Champ Car World Series events left in his career.

9. Joey Saldana

No. 9 JEI Sprint Car, World of Outlaws

Saldana finished second in Saturday's World of Outlaws event at Minnesota's Princeton Speedway.

10. Jon Stanbrough

No. 53 Foxco Sprint Car, Non-Winged Sprint Cars

The racing season in Indiana is coming to a close, but Stanbrough's numbers still stand above the rest.

Honorable Mention

Allan McNish and Rinaldo Capello powered their Audi R-10 to victory in the Petit Le Mans American Le Mans Series sports-car race at Road Atlanta Saturday afternoon.

Last Week

The same 10 drivers remained in the *NSSN* Power Rankings for the second-consecutive week, but there was some position swapping, with Dave Connolly moving up to second.

What's making news in motorsports

Record $6.5 Million Up For Grabs

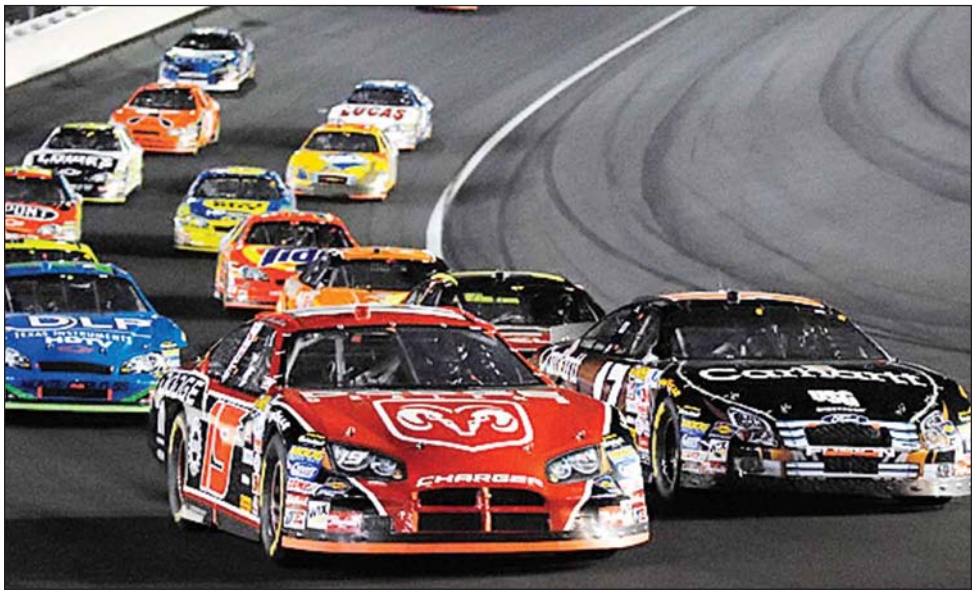
Bank Of America Week Purse Has Nearly Tripled Since '97

CONCORD, N.C. — A record $6.5 million dollars in cash and prizes is up for grabs at this year's Bank of America 500 Week at Lowe's Motor Speedway, Oct. 10-13.

The Bank of America 500 Week, featuring the Jani-King Southern Showdown, the NASCAR Busch Series Dollar General 300 and the NASCAR Cup Series Bank of America 500, has gained $128,806 since last year, marking an increase of 166 percent since 1997, when the prizes amounted to $2.4 million.

"Great race car drivers thrive under pressure," said Lowe's Motor Speedway president, H.A. "Humpy" Wheeler, "and we certainly have all the ingredients for four intense nights of action."

For tickets and information, visit www.lowesmotorspeedway.com.



AUTOSTOCK IMAGES PHOTO

ON THE BREAK: Elliott Sadler (19) and Matt Kenseth (17) lead the field to the green flag during last year's Bank of America 500 at Lowe's Motor Speedway.

Pocono Raceway Improves Ticket System

POCONO, Pa. — New Era Tickets has joined forces with Pocono Raceway, aiding the two-and-a-half-mile speedway with increased ticket sales and opportunities for its customers.

With estimated ticket sales for the upcoming year at 8.5 million, New Era Tickets specializes in improving box office management, event management and customer communications.

By adding New Era Tickets to the Pocono Raceway community, the trioval will be using wireless scanners to track attendance and other customer data. With this data, the superspeedway hopes to create new and exciting opportunities for NASCAR and ARCA RE/MAX fans alike.

Sorenson To Sit In For Wallace In No. 66

MOORESVILLE, N.C. — NASCAR Nextel Cup driver Reed Sorenson will drive Rusty Wallace Racing's No. 66 HomeLife Communities Dodge in Friday's Busch Series Dollar General 300 at Lowe's Motor Speedway in Concord, N.C. Steve Wallace will resume driving duties at Memphis and will continue driving the No. 66 in 2008.

According to the team, the driver change was made to assist in driver and vehicle development.

"This move was made solely to help Steve and the 66 team gain additional feedback on our cars and our intermediate track package," said team owner Rusty Wallace. "With any rookie driver like Steve, there's going to be a learning curve. Reed's been at this several years now and, like Steve, has been really fast. He's gained some good knowledge and experience from working with Chip Ganassi's guys, so he'll be able to give us another perspective on our program."

Sorenson, driver of the No. 40 Target Dodge for Chip Ganassi Racing in the Nextel Cup Series, has three Busch Series victories, including one earlier this season at Gateway Int'l Raceway in July.

SoCal Hot Rod Reunion Adds To Schedule

BAKERSFIELD, Calif. — The 16th annual Automobile Club of Southern California Hot Rod Reunion, Oct. 12-14 at Auto Club Famoso Raceway, has an international flavor this year.

Put together by the Wally Parks NHRA Motorsports Museum in Pomona, the three-day festival will feature two vintage drag cars from the United Kingdom, including a 1957 Chevrolet that will make exhibition runs at the event.

Other activities include vintage NHRA drag racing, a display of classic cars, a cacklefest and a reception to honor drag racing champion Ed "The Ace" McCulloch and other honorees.

The reunion is part of the museum's Hot Rod Heritage Series aimed at bringing to life the early days of drag racing, land speed racing and the golden age of American car culture. Proceeds from the event will benefit the museum.

DEI Accepting Book Donations For Charity

MOORESVILLE, N.C. — Fans visiting Dale Earnhardt, Inc. during Charlotte race week can donate new or gently used books to the Dale Earnhardt Foundation Book Center. The center will provide reading material for women and children residing at the Center of Hope in Charlotte, a shelter for homeless women and children.

"Reading is something that all of these women, and perhaps more importantly, the children, need to do," said Teresa Earnhardt, owner of DEI. "Through the generosity of supporters, the Dale Earnhardt Foundation Book Center will provide an opportunity for all of the Center's residents to find inspiration and enjoyment from reading."

A special Dale Tribute Trailer will be on display in front of DEI throughout race week to receive books. Collection bins will also be located throughout the public showroom inside the race shop.

Fans Can Sign Post Cards For American Troops

WESTON, Fla. — Through a program created by Mail Terminal Services, sponsor of Jack Beckman's Dodge R/T Funny Car in the NHRA Powerade Drag Racing Series, fans are expected to sign 90,000 postcards to be sent to war-zone troops overseas.

Following the O'Reilly NHRA Fall Nationals in Ennis, Texas, last month, fans had filled out 55,000 postcards through the Mail From Home program. Fans can sign postcards by visiting the Don Schumacher Racing pit area or the U.S. Army Interactive Zone in Nitro Alley during NHRA events.

"This is one way in which we at MTS and DSR can demonstrate our support to all the troops who are away from home defending our country," said Rodger Comstock, president and CEO of Mail Terminal Services. "They deserve to receive positive and encouraging words not only from their countrymen, but the patriotic NHRA fans as well."

Twenty-Four To Vie For NASCAR Diversity Seats

CHARLOTTE, N.C. — This year's Drive for Diversity Testing & Evaluation Combine will showcase 24 drivers' talents in front of NASCAR team owners Oct. 15-16 at South Boston (Va.) Speedway.

The drivers, who were chosen from more than 200 applications and include seven members from the 2007 Drive for Diversity class, will undergo both on- and off-track evaluations. Competitors will complete testing, qualifying laps and intermediate runs in NASCAR Grand National Division cars. Team owners affiliated with the Drive for Diversity program will choose eight drivers to compete for their teams next season.

NUTS AND BOLTS

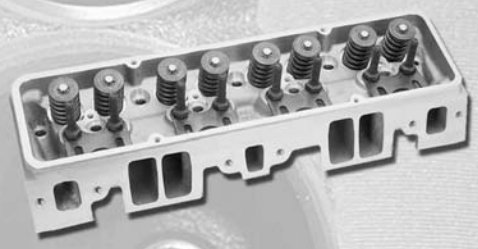
Jeff Gordon will serve as Grand Marshall at the Pep Boys Auto 500 NASCAR Nextel Cup race at Atlanta Motor Speedway Oct. 28, to commemorate his first start in a Nextel Cup event 15 years ago. **Richard Petty**, who took the checkered for the final time at the same race, will wave the green flag as the race's honorary starter... More than $124,000 will be awarded for winners at this year's **North-South Shootout** featuring the East-West Supermodified Shootout, Nov. 2-3 at Concord Motorsport Park (N.C.). Additional prizes will be over $11,000 in contingencies and $1,500 from an anonymous fan... NBC Sports and **Championship Off Road Racing** (CORR) have announced the extension of their partnership through the 2009 season. CORR will air nine, 90-minute programs through NBC Sports in 2008 and 2009. .. Several autographed items, including a special helmet, a firesuit and a custom-made guitar, will hit the auction block to benefit the **Jeff Gordon Foundation.** Items include the helmet Gordon wore during the Prelude to the Dream at Eldora Speedway, the firesuit the four-time NASCAR champion donned for the 2007 Rolex 24 Hours of Daytona, a No. 24 DuPont Monte Carlo go-kart, and a PRS electric guitar painted by car customizer Chip Foose and signed by Foose, Gordon and guitarist Carlos Santana. For more information, visit www.gomotorbids.com... ARCA driver **Jeremy Clements** will drive McGill Motorsports's No. 36 Chevrolet in the Dollar General 300 at Lowe's Motor Speedway.

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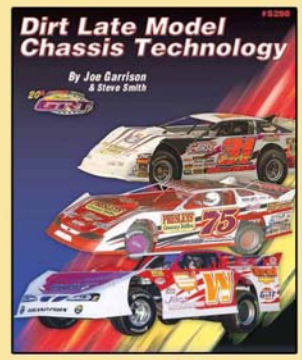
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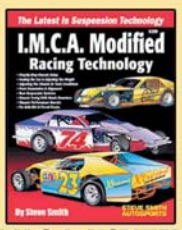
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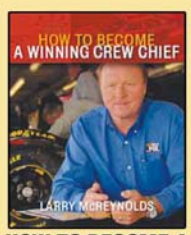
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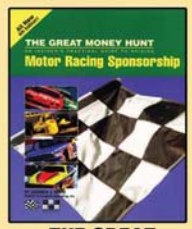
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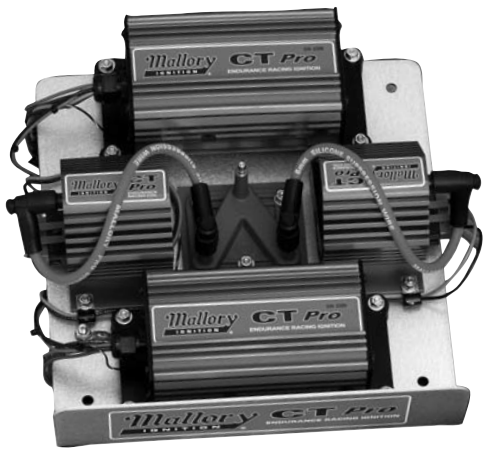
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Weir, Spencer Reach Victory Lane

Friday

VENTURA, Calif. — Indiana driver Scotty Weir grabbed his third Lucas Oil USAC-CRA Sprint Car Series victory of the season Friday at Ventura Raceway.

USAC-CRA

Driving Glen Crossno's No. 38 Bullet, Weir started the 30-lap race eighth and took the lead four laps from the finish.

Fresh off his first victory of the season one week earlier, Rip Williams, drove Sharon Jory's No. 3 Stinger to a second-place finish.

Mike Spencer started the race in the third row alongside Williams before taking the lead at the midway point. Spencer and his Ron Chaffin No. 50 Maxim eventually finished third.

Local favorite Troy Rutherford and Damion Gardner rounded out the top five.

Following the feature, Blake Miller and his car owner Jeff Gardner, took home an additional $2,500 for winning the 17th annual Wagsdash, which was run in tribute to the late Glenn Howard.

The summary:

Qualifications: 1. David Cardey, Crossno 83, 12.325; 2. Danny Sheridan, Kittle 18, 12.655; 3. Tony Jones, Alexander 4, 12.656; 4. Tyler Brown, Gardner 96, 12.680; 5. Scotty Weir, Crossno 38, 12.748; 6. Cory Kruseman, Kruseman Motorsports 21k, 12.798; 7. Brian Williams Williams 22a, 12.832; 8. Rip Williams, Jory 3, 12.920; 9. Kevin Kierce, Kierce 2, 12.938; 10. Brent Camarillo, Camarillo 20, 12.953; 11. Luis Espinosa, Sertich 92, 13.015; 12. Mike Spencer, Chaffin 50, 13.019; 13. Jimmy Crawford, Stansberry 75, 13.023; 14. Eric Severson, Severson 11x, 13.036; 15. Rickie Gaunt, Gardner 94, 13.060; 16. Chris Wakim, Wakim 9w, 13.078; 17. Brian Camarillo, Camarillo 20c, 13.124; 18. Troy Rutherford, Rutherford 11r, 13.138; 19. Damion Gardner, Leffler 71, 13.138; 20. Blake Miller, Gardner 93, 13.167; 21. J. Hicks, Miller 66, 13.179; 22. Josh Ford, Ford 73, 13.227; 23. Tom Stansberry, Stansberry 75t, 13.263; 24. Dennis Rodriguez, Rodriguez 45, 13.293; 25. Johnathan Henry, Kruseman 17x, 13.426; 26. Brian Venard, Blair 12, 13.465; 27. Henry Clark, Kruseman 2x, 13.503; 28. Jake Hodges, Hodges 32, 13.612; 29. Garrett Hansen, Hansen 70, 13.660; 30. Wes Richardson, Bach 49, 13.749; 31. Royal Adderson, Adderson 40, 13.766; 32. Nadine Gardner Gardner 16, 13.815; 33. Davey Pombo, Crossno 38s, 13.990; 34. Alex Schutte, Kruseman Motorsports 21t, 14.056; 35. Danny Faria, Jr., Dorathy 21, 14.060; 36. Greg Taylor, Taylor 47, 14.119; 37. Dan Tedrick, Tedrick 88, 14.126; 38. Ronnie Case, Case 8, 14.146; 39. Jonas Reynolds, Reynolds 48, 14.654; 40. Shawn Kautz, Kautz 27, 14.678.

Consi (8 laps): Faria, Taylor, Schutte, Tedrick, Kautz, Reynolds, Case.

First Heat (10 laps): Ford, Venard, Rutherford, Weir, Faria, Brent Camarillo, Cardey, Richardson, Severson.

Second Heat (10 laps): Kruseman, D. Gardner, Gaunt, Taylor, Sheridan, Espinosa, Stansberry, Clark, Adderson.



DOUG ALLEN PHOTO

WEIR TRAVELS: Scotty Weir powers through a turn during qualifying for Friday night's USAC-CRA sprint-car feature at Ventura (Calif.) Raceway.

Third Heat (10 laps): Rodriguez, R. Williams, Hodges, Spencer, Jones, Miller, Schutte, Wakim, N. Gardner.

Fourth Heat (10 laps): Hansen, Pombo, Brian Camarillo, Henry, Crawford, Tedrick, Brown, Hicks, Kierce.

Semi (12 laps): Sheridan, Jones, Cardey, Brown, Crawford, Miller, Wakim, Faria, Severson, Stansberry, Richardson, Brent Camarillo, Clark, Tedrick, Adderson, N. Gardner, Espinosa, Schutte, Kierce.

Feature (30 laps): Weir, Williams, Spencer, Rutherford, Gardner, Kruseman, Sheridan, Miller, Brian Camarillo, Gaunt, Ford, Taylor, Brown, Pombo, Henry, Jones, Hodges, Cardey, Hansen, Rodriguez, Venard.

Saturday

PERRIS, Calif. — Mike Spencer claimed his fifth Lucas Oil USAC-CRA Sprint Car Series triumph of the season during the Southern California Fair Saturday night at Perris Auto Speedway.

"It's a good win for us. We led a lot of laps last night at Ventura and dropped back there at the end and finished third, so it's nice to be able to make up for last night," Spencer said.

Damion Gardner started on the pole and led the opening lap before being overtaken by Spencer on the second lap.

Five laps later, Gardner tangled with David Cardey and flipped in turn one. Gardner was not injured, but Cardey was taken to a local hospital to receive treatment for a laceration on his left arm.

Spencer held off fast-qualifier Cory Kruseman for the victory. Rickie Gaunt took third, with Danny Sheridan and Rip Williams rounding out the top five.

The summary:

Qualifications: 1. Cory Kruseman, Kruseman 21k, 16.940; 2. Blake Miller, Gardner 93, 17.002; 3. David Cardey, Crossno 83, 17.077; 4. Mike Spencer, Chaffin 50, 17.122; 5. Josh Ford, Ford 73, 17.124; 6. Tony Jones, Alexander 4, 17.133; 7. Danny Sheridan, Kittle 18, 17.152; 8. Rickie Gaunt, Gardner 94, 17.160; 9. Damion Gardner, Leffler 71, 17.211; 10. Darren Hagen, Preistley 7, 17.238; 11. R.J. Johnson, Martin 15, 17.296; 12. Jonny Bates, Bates 33, 17.402; 13. Michael Trimble, Kruseman 21t, 17.437; 14. Davey Pombo, Crossno 38t, 17.437; 15. Scotty Weir, Crossno 38, 17.467; 16. Rip Williams, Jory 3, 17.480; 17. Alex Schutte, Kruseman 21x, 17.495; 18. Jimmy Crawford, Stansberry 75, 17.511; 19. Rodney Argo, Argo 19, 17.563; 20. Tyler Brown, Gardner 96, 17.568; 21. Critter Malone, Cheney 42, 17.579; 22. Garrett Hansen, Hansen 70, 17.644; 23. Ross Millar, Millar 67m, 17.953; 24. Chris Wakim, Wakim 9w, 18.074; 25. Nadine Gardner, Gardner 16, 18.168; 26. Ludwig Solberg IV, Solberg 13, 18.320; 27. Jonas Reynolds, Reynolds 48, 18.452; 28. Eric Severson, Cherry 11x, 18.557; 29. Tony Everhart, Everhart 55, 19.095.

First Heat (10 laps): Ford, Kruseman, Trimble, D. Gardner, Malone, N. Gardner, Schutte, Everhart.

Second Heat (10 laps): Hagen, Hansen, Miller, Crawford, Jones, Pombo, Severson.

Third Heat (10 laps): Weir, Johnson, Sheridan, Cardey, Millar, Reynolds, Argo.

Fourth Heat (10 laps): Williams, Brown, Spencer, Gaunt, Severson, Wakim, Bates.

Semi (12 laps): Jones, Malone, Wakim, Pombo, Schutte, Bates, Solberg, Reynolds, Millar, Severson, N. Gardner, Everhart.

Feature (30 laps): Spencer, Kruseman, Gaunt, Sheridan, Williams, Brown, Ford, Weir, Miller, Trimble, Crawford, Pombo, Wakim, Johnson, Malone, Bates, Jones, Hansen, D. Gardner, Cardey, Hagen, Schutte.

Payne Sets His Sights On Seitz

SEEKONK, Mass. — Joey Payne, Jr. won Sunday's 25-lap Northeastern Midget Ass'n feature at Seekonk Speedway's D. Anthony Venditti Memorial.

NEMA

Payne took the lead from Jeremy Frankoski on a lap-20 restart and never relinquished it.

Ben Seitz finished third after rallying to pass Erica Santos with two laps to go. Santos settled for fourth and Greg Stoehr was fifth.

Payne now leads Seitz by a scant six points for the NEMA championship race as the series heads into its final event at Thompson Speedway's World Series this weekend.

The finish:

Joey Payne, Jr.; Jeremy Frankoski, Ben Seitz, Erica Santos, Greg Stoehr, Ted Christopher, Drew Fornoro, John Zych, Jr., Jeff Horn, Nokie Fornoro, Ryan Preece, Lou Cicconi, Jr., B.J. McDonald, Randy Cabral, Aaron Wall, Barry Kittredge, Rich Gerbe, Doug Cleveland, Paul Scally, Jeff Zuidema, Shane Torrey, Paul Luggelle, Shane Hammond, Mike Horn, Chris Leonard, Cory Cleary.

Ballou Win Earns 10 Grand, Cummins's Start Seals Deal

By Dave Argabright
NSSN Correspondent

LAWRENCEBURG, Ind. — Robert Ballou continued his strong late-season run at Lawrenceburg Speedway Saturday night, winning the $10,000 50-lap MSCS sprint-car finale. Kyle Cummins used a provisional to seal the 2007 MSCS point championship.

MSCS

An extensive re-work of the track just before heat races provided an ultra-fast surface for the entire night, making passing very challenging among the star-studded 71-car field. Ballou started on the outside of row one in the feature race, and trailed polesitter Brady Bacon until forging past on lap 20.

From that point, Ballou held off the furious advances of Kevin Swindell, with several timely cautions keeping the leaders out of traffic. At the finish Swindell made one final try on the outside of Ballou, but fell just a yard short at the stripe.

"This is the eighth in a row for us, so I have to say hats off to our whole team," said Ballou in victory lane. "Our engine was blowing up on those last few laps, but I hope we put on a good show for the fans!"

Dave Darland was third, trailed by Casey Shuman and A.J. Anderson.

A big scare came during heat-race action when Danny Williams, Jr. flipped wildly off the fourth turn, splitting an opening in the fence and spilling into a spectator area located at the end of the grandstand. Williams climbed from the car unhurt, and no other injuries were reported.

The finish:

Robert Ballou, Kevin Swindell, Dave Darland, Casey Shuman, A.J. Anderson, Shane Cottle, Dakota Armstrong, Kyle Wissmiller, Jeff Bland, Kevin Thomas, Derek Franks, Ricky Williams, Brady Bacon, Sammy Imel, Kevin Briscoe, Darren Hagen, Matt Westfall, Alex Shanks, Kyle Cummins, Joss Moffatt, Jerry Coons, Jr., Kent Christian, Brett Burdette, Chris Windom.

A LESSON IN HISTORY

A look back at the formative years of racing



BOB RAMPTON ARTWOOK

UNOFFICIALLY FASTEST: Teddy Tetzlaff and the Blitzen Benz No. 2 roar over the salt flats near Saltudo, Utah, in 1914.

Part II: Tetzlaff Set Unofficial Record At Salt Flats

By Don Radbruch

Promoter Ernie Moross and his traveling auto show arrived in Salt Lake City by train on Aug. 5, 1914 in two specially fitted rail cars, and preparations began for a race meet at the fairgrounds on Saturday, Aug. 9. The star of the show would be Teddy Tetzlaff and the Blitzen Benz No. 2.

The original Blitzen Benz race car had been made famous by Barney Oldfield, who clocked an unofficial 131 miles per hour at Daytona in a Benz. After one of Oldfield's "retirements," Moross acquired the Oldfield cars and promptly sent Bob Barman to Daytona to clock 141.37 miles per hour — this was not recognized as an official record but got plenty of publicity. In 1910, Moross commissioned the Benz Company to build an even faster car. This became the Blitzen Benz No. 2 and Moross arbitrarily upped its horsepower from 200 to a more impressive 300.

Despite some strange promotions, Moross had managed to remain in the good graces of the AAA, and the Salt Lake event had the official blessing of this powerful organization. A crowd of 4,000 turned out to see a couple of short heat races, an auto polo game and a two-lap exhibition run by Tetzlaff in the Benz during which he broke the record on the mile oval by five seconds

But the best was yet to come. Moross had met Bill Rishel who, for years, had pushed for Salt Lake to be a link in a coast-to-coast highway system. This would involve a road directly west of Salt Lake City across the virtually unknown salt flats. With Moross's race cars in town, Rishel saw a chance to reap national publicity by setting a new land-speed record on the salt flats. One thing led to another and the Western Pacific Railroad, whose tracks skirted the flats, would take the race cars to the siding at Saltudo for free if Moross and Rishel could convince at least 150 people to buy $25 tickets on a special excursion train. They did this, and the special train, complete with the paying passengers and dignitaries such as the Mayor of Salt Lake City and the governor of Utah, headed for the salt flats.

Moross managed to get AAA sanction for a half-mile run so the time would be doubled for the one-mile distance. Tetzlaff cranked up the mighty Benz and dozens of stopwatches caught him at a time announced at 12.6 seconds, which doubled to 25.2 seconds or a new "world" record of 142.85 miles per hour. Tetzlaff felt that, with a bit more preparation, he could easily hit 155 miles per hour, but the Moross troupe had commitments for other races. The speed record went unrecognized and was almost totally forgotten. What became the Bonneville Salt Flats would have to wait over a decade for the roar of racing engines — and 21 years for an official land-speed record.

Tetzlaff quit racing in 1915 and went to work in the Hollywood film industry. He became addicted to morphine because of a spinal injury and this helped contribute to his death at the young age of 46 in 1929.

Thanks to Bob Rampton of Salt Lake City for a lot of help with this story. Bob is working on a book that will tell a lot more about Tetzlaff and the salt flats record run. "Teddy at the Throttle" will feature Bob's wonderful artwork as well.

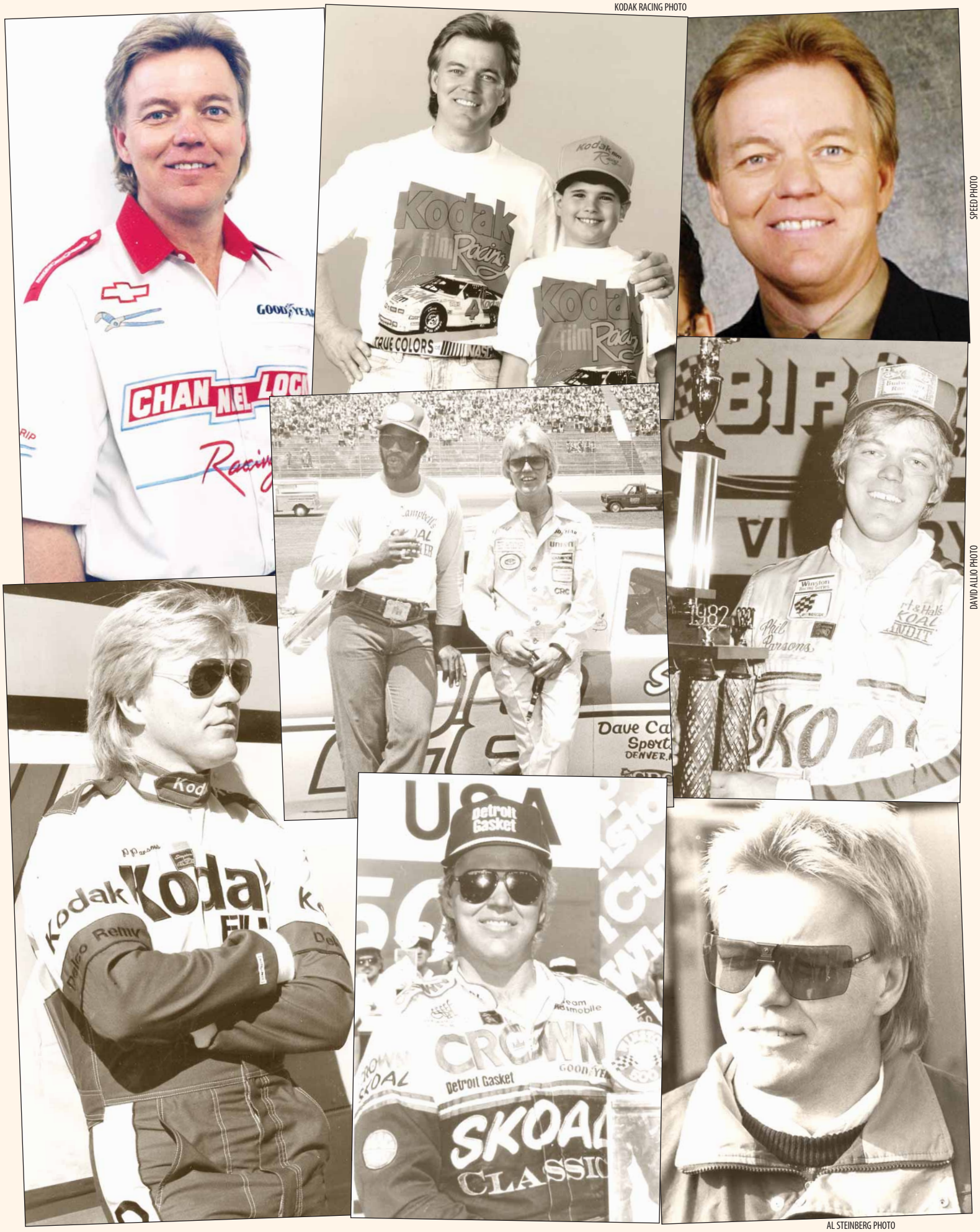
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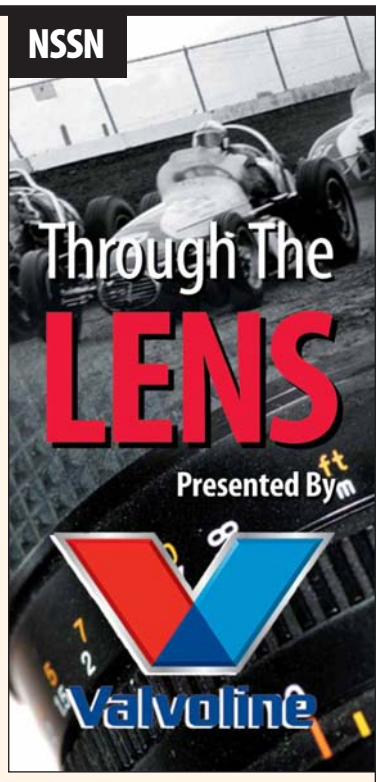
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NSSN



A visual tour through the history of motorsports

PHIL PARSONS

Known today as the popular analyst on Speed's coverage of the NASCAR Craftsman Truck Series, Phil Parsons enjoyed a racing career that spanned more than 20 years.

The younger brother of late NASCAR champion Benny Parsons, Phil followed his brother into the broadcasting world as well, and has worked on coverage of stock-car racing for nearly 10 years.

Parsons, 50, raced in the NASCAR Nextel Cup Series, making 202 starts during a 15-year span, winning one event — the 1988 Winston 500 at Talladega (Ala.) Superspeedway.

In addition, Parsons made 285 starts in the NASCAR Busch Series and earned a pair of victories.

Featured here (clockwise from top left): Showing off the Channel Lock colors in 1996; Modeling new Kodak racing gear in 1990; As a broadcaster in 2004; Celebrating his first NASCAR Late Model victory in 1982 at Bristol; At the track in 1993; In victory lane at Talledega after taking the 1988 Winston 500 in 1988; Taking it easy in 1990; At Charlotte Motor Speedway in 1981.

— *NSSN* Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Oct. 11-Oct. 14.

Thursday

■ "NASCAR Now," 12 a.m., ESPN2
■ Classic Drag Racing: 2005 NHRA Ameriquest Nationals, 11 a.m., ESPN Classic
■ A1 Grand Prix, 12 p.m., Speed
■ "Night of NASCAR Stars," 2 p.m., Speed
■ "Motorsport Hour," 3 p.m., Versus
■ NASCAR Nextel Cup UAW-Ford 500 (taped), 3 p.m., Speed
■ "NASCAR Now," 5:30 p.m., ESPN2
■ NASCAR Busch Series Dollar General 300 practice, 6 p.m., ESPN2
■ NASCAR Nextel Cup Bank of America 500 qualifying, 7 p.m., ESPN2
■ "The Chase Is On," 9 p.m., Speed

Friday

■ "NASCAR Now," 12 a.m., ESPN2
■ Classic NASCAR: 1991 Champion Spark Plug 500, 3 a.m., ESPN Classic
■ World of Outlaws, 4 a.m., Speed
■ Classic Drag Racing: 2005 NHRA Fall Nationals, 11 a.m., ESPN Classic
■ Hooter's Pro Cup Soy Biodiesel 225 (taped), 12 p.m., Speed
■ "NASCAR Live," 3 p.m., Speed
■ NASCAR Busch Series Dollar General 300 qualifying, 4 p.m., ESPN2
■ NASCAR Nextel Cup Bank of America 500 practice, 6 p.m., ESPN2
■ "NASCAR Countdown," 7 p.m., ESPN2
■ NASCAR Busch Series Dollar General 300, 8 p.m., ESPN2
■ Knoxville Nationals Highlights, 8 p.m., Speed
■ "Trackside," 11 p.m., Speed

Saturday

■ Knoxville Nationals Highlights, 1 a.m., Speed
■ NASCAR Busch Series Dollar General 300 (taped), 3 a.m., ESPN2
■ "NASCAR Now," 10 a.m., ESPN2

TUNE IN TO ...

The NASCAR Nextel Cup Bank of America 500 from Lowe's Motor Speedway at 7:30 p.m. Saturday on ABC.

■ "Trackside," 11 a.m., Speed
■ Star Mazda Series from Road Atlanta (taped), 12 p.m., Speed
■ IHRA Northern Nationals (taped), 1 p.m., Speed
■ SCCA Touring Car Championship from Road Atlanta (taped), 2 p.m., Speed
■ SCCA GT Championship from Road Atlanta (taped), 3 p.m., Speed
■ "Tradin' Paint," 4:30 p.m., Speed
■ "NASCAR Performance," 5 p.m., Speed
■ "NASCAR RaceDay," 5:30 p.m., Speed
■ "NASCAR Countdown," 7 p.m., ABC
■ NASCAR Nextel Cup Bank of America 500, 7:30 p.m., ABC

Sunday

■ "NASCAR Now," 12:15 a.m., ESPN2
■ "NASCAR Performance," 2:30 a.m., Speed
■ NASCAR Nextel Cup Bank of America 500 (taped), 3 a.m., ESPN2
■ "NASCAR Performance," 8 a.m., Speed
■ NASCAR Nextel Cup Bank of America 500 (taped), 1 p.m., ESPN Classic
■ CORR Off-Road Racing, 1 p.m., Speed
■ ARCA RE/MAX Hantz Group 200, 2 p.m., Speed
■ World of Outlaws, 4 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

Oct. 10 World of Outlaws Late Model Series — The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Late Models
Oct. 12 NASCAR Busch Series — Lowe's Motor Speedway, Concord, N.C., Stock Cars
Oct. 12 ASCS National Series — Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
Oct. 12-13 World of Outlaws Late Model Series — Volunteer Speedway, Bulls Gap, Tenn., Late Models
Oct. 13 NASCAR Nextel Cup Series — Lowe's Motor Speedway, Concord, N.C., Stock Cars
Oct. 13 World of Outlaws — Thunderbowl Raceway, Tulare, Calif., Sprint Cars
Oct. 13 USAC California Ford Focus Midget Series — Lucas Oil I-10 Speedway, Blythe, Calif., Midget Cars
Oct. 13 DIRT Modifieds — New Egypt Speedway, New Egypt, N.J., Modifieds
Oct. 13 ASCS/Wesmar Racing Engines Challenge — Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
Oct. 13 ASCS Canyon Region — Manzanita Speedway, Phoenix, Ariz., Sprint Cars
Oct. 13 URC Sprints — New Egypt Speedway, New Egypt, N.J., Sprint Cars
Oct. 13-14 International SuperModified Ass'n — Thompson Speedway, Thompson, Conn., Modifieds
Oct. 13-14 NorthEastern Midget Ass'n — Thompson Int'l Speedway, Thompson, Conn., Midget Cars
Oct. 14 ARCA RE/MAX Series — Toledo Speedway, Toledo, Ohio, Stock Cars
Oct. 14 NASCAR Whelen Modified Tour — Thompson Int'l Speedway, Thompson, Conn., Modifieds
Oct. 19 World of Outlaws — Manzanita Speedway, Phoenix, Ariz., Sprint Cars
Oct. 20 NASCAR Craftsman Truck Series — Martinsville Speedway, Martinsville, Va., Stock Cars
Oct. 20 World of Outlaws — Perris Auto Speedway, Perris, Calif., Sprint Cars
Oct. 20 USAC California Ford Focus Midget Series — Ventura Raceway, Ventura, Calif., Midget Cars
Oct. 20 USAC Carolina Ford Focus Midget Series — Coastal Plains Raceway, Jacksonville, N.C., Midget Cars
Oct. 20 American Le Mans Series — Mazda Raceway Laguna Seca, Salinas, Calif., Sports Cars
Oct. 20 ASCS Gulf South Region — Pelican Raceway Park, Union Hill, La., Sprint Cars
Oct. 20 Hooters Pro Cup Series — South Georgia Motorsports Park, Cecil, Ga., Stock Cars
Oct. 20 URC Sprints — Grandview Speedway, Bechtelsville, Pa., Sprint Cars
Oct. 20 StormPay.com Dirt Late Model Series — Magnolia Motor Speedway, Columbus, Miss., Late Models
Oct. 21 NASCAR Nextel Cup Series — Martinsville Speedway, Martinsville, Va., Stock Cars
Oct. 21 Champ Car World Series — Gold Coast, Surfers Paradise, Australia, Indy Cars
Oct. 21 DIRT Modifieds — Orange County Fair Speedway, Middletown, N.Y., Modifieds
Oct. 21 IHRA Nitro Jam Drag Racing Series — Rockingham Dragway, Rockingham, N.C., Dragsters
Oct. 21 Formula One Series — Autodromo Carlos Pace, Sao Paulo, Brazil, Formula Cars
Oct. 25-27 ASCS National Series — I-30 Speedway, Little Rock, Ark., Sprint Cars
Oct. 25-28 National Hot Rod Ass'n — The Strip @ Las Vegas Motor Speedway, Las Vegas, Nev., Dragsters
Oct. 26-27 Lucas Oil Late Model Dirt Series — Kentucky Lake Motor Speedway, Calvert City, Ky., Late Models



HAROLD HINSON/HHP PHOTO

THE BEAST BITES: Nine cars, including Chaser Denny Hamlin (11), were involved in a lap-two incident in the 2006 Bank of America 500.

MARK IT DOWN!

Oct. 13, NASCAR Nextel Cup Series Bank of America 500

Lowe's Motor Speedway, Concord, N.C., Stock Cars

The NASCAR Nextel Cup Series returns home for the only night race in The Chase. Last season's event was a caution-filled affair that was slowed 10 times for 52 laps. Kasey Kahne ended Jimmie Johnson's stranglehold on the speedway and completed the sweep of the 2006 races.

Oct. 27 NASCAR Busch Series — Memphis Motorsports Park, Memphis, Tenn., Stock Cars
Oct. 27 NASCAR Craftsman Truck Series — Atlanta Motor Speedway, Hampton, Ga., Stock Cars
Oct. 27 USAC-CRA Sprint Series — The Dirt Track @ Las Vegas Motor Speedway, Las Vegas, Nev., Sprint Cars
Oct. 27 USAC Western Midget Series — The Dirt Track @ Las Vegas Motor Speedway, Las Vegas, Nev., Midget Cars
Oct. 27 Tampa Bay Area Racing Ass'n — DeSoto Speedway, DeSoto, Fla., Sprint Cars
Oct. 27 StormPay.com Dirt Late Model Series — Talladega Short Track, Eastaboga, Ala., Late Models
Oct. 27 United Sprint Car Series — New Senoia Speedway, Cordele, Ga., Sprint Cars
Oct. 28 NASCAR Nextel Cup Series — Atlanta Motor Speedway, Hampton, Ga., Stock Cars
Nov. 1-3 USAC National and Sprint Car Series — Perris Auto Speedway, Perris, Calif., Sprint Cars
Nov. 1-3 World of Outlaws — The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
Nov. 1-3 World of Outlaws Late Model Series — The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Late Models
Nov. 1-4 National Hot Rod Ass'n — Auto Club Raceway at Pomona, Pomona, Calif., Dragsters
Nov. 2 NASCAR Craftsman Truck Series — Texas Motor Speedway, Fort Worth, Texas, Stock Cars
Nov. 2-3 United Sprint Car Series — Garnertown Speedway, Jackson, Tenn., Sprint Cars
Nov. 3 NASCAR Busch Series — Texas Motor Speedway, Fort Worth, Texas, Stock Cars
Nov. 3 USAC California Midget Series — Havasu 95 Speedway, Lake Havasu City, Ariz., Midget Cars
Nov. 3 USAC Utah Ford Focus Midget Series — Havasu 95 Speedway, Lake Havasu City, Ariz., Midget Cars
Nov. 3 Hooters Pro Cup Series — USA Int'l Raceway, Lakeland, Fla., Stock Cars
Nov. 3 URC Sprints — Delaware Int'l Speedway, Delmar, Del., Sprint Cars
Nov. 4 NASCAR Nextel Cup Series — Texas Motor Speedway, Fort Worth, Texas, Stock Cars
Nov. 4 ASA Late Model Series — Music City Motorplex, Nashville, Tenn., Late Models
Nov. 8 USAC National and Western Midget Series — Phoenix Int'l Raceway, Phoenix, Ariz., Midget Cars
Nov. 8 USAC Silver Crown Series — Phoenix Int'l Raceway, Phoenix, Ariz., Silver Crown Cars
Nov. 9 NASCAR Craftsman Truck Series — Phoenix Int'l Raceway, Phoenix, Ariz., Stock Cars
Nov. 9 USAC National and CRA Sprint Car Series — Perris Auto Speedway, Perris, Calif., Sprint Cars
Nov. 9 Tampa Bay Area Racing Ass'n — Ocala Speedway, Ocala, Fla., Sprint Cars
Nov. 9-10 ASCS National Series — East Bay Raceway Park, Gibsonton, Fla., Sprint Cars
Nov. 10 NASCAR Busch Series — Phoenix Int'l Raceway, Phoenix, Ariz., Stock Cars



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Dispersal Of Funds Could Save Some IndyCar Teams

INDIANAPOLIS —Reaction to the Indy Racing League's IndyCar TEAM earnings distribution reported in the Oct. 3 issue of this newspaper has been positive.

The program is designed to more evenly distribute prize money among all teams, and the past purse structure has been eliminated. The program guarantees $1.2 million to each team committing to all 16 races.

IRL INDYCAR

"I think this is something that needed to happen for a long time," said team owner John Barnes. "This moves the IndyCar Series from the way it was in the early 20th century to something we needed to move us into this century. Teams need to know what they have coming in and how they can spend that with their different programs."

Team owner Greg Beck has been unable to run a full season in recent years, and hopes the new program will help Beck Motorsports field a full-time entry.

"The program gives us an opportunity to get back in the series full time, which is what we've been trying to do," he explained. "This gives us a great base to work from. We've already talked to some of our sponsors and they are willing to participate because there's already some funding in place. We're actually very happy with it and hopefully it can help me get back into the series as a full-time competitor."

Many believe the program will help secure the future of the series.

"This is clearly an investment into the future of the IndyCar Series by Tony George and his family," said Dennis Reinbold, who co-owns Dreyer & Reinbold Racing. "I look at this as a very generous way for them to reinvest the proceeds of their growth back into the IndyCar Series by helping each of their teams. They are very committed to the continued growth and development of the IndyCar Series, and this is just another step in that process. Any time you wake up and are better off than you were the day before, it's a good day."

According to Andretti Green Racing co-owner Kevin Savoree, IndyCar TEAM benefits all teams.

"What the (Indy Racing League has) done by basically rewarding every entrant with what amounts to a second-place finish based on the old prize money is great for everybody, small teams, big teams, everybody," he said. "When you look at what they've done for the Indy 500 and to still have championship money available, that's got to be exciting for the bigger teams. I think it's awesome. They've done a great job of thinking through how it affects everyone."

Indy Pro Splits 2008 Schedule

INDIANAPOLIS — Next season, the Indy Pro Series will feature a record-tying 16 races divided evenly among eight ovals and eight road/street courses.

INDY PRO

For the sixth consecutive season, the series will begin competition at Homestead-Miami Speedway March 29. The series then heads to the streets of St. Petersburg, Fla., April 5-6 for the first of four doubleheader race weekends.

On April 27, Indy Pro Series teams will return to Kansas Speedway, site of the first race in series history, before beginning preparations for the series' premier event, the Freedom 100, at Indianapolis Motor Speedway in May.

"We're very excited to offer a 16-race schedule for the second consecutive season," Indy Pro Series Executive Director Roger Bailey said. "Just like the IndyCar Series, our champion will have to succeed on all types of racing circuits from short ovals, speedways and the 2.5-mile oval at Indianapolis, to road and street courses.

"The opportunity to compete on Carb Day at Indianapolis in front of more than 100,000 fans is an experience that is second to none for our drivers, teams and sponsors."

The Freedom 100 begins a stretch of three consecutive races on ovals before the season ends with alternating road-course and oval events. All road-course events will be doubleheader weekends, including the Mid-Ohio Sports Car Course, which debuted on the Indy Pro Series schedule with a single race in 2007, and a same-day doubleheader at Watkins Glen Int'l July 5.

"The doubleheader race weekends are very important to us," Bailey said. "They allow us to maximize the amount of racing we do while helping us to contain costs.

"The inverted fields in the second races have allowed for a lot of passing and exciting racing for the fans."

For the third consecutive year, the season will conclude at Chicagoland Speedway, which saw the closest finish in Indy Racing League history in 2007 when Logan Gomez beat Alex Lloyd by 0.0005-second.

The schedule:

March 29 Homestead-Miami Speedway, Homestead, Fla.; April 5 Streets of St. Petersburg, St. Petersburg, Fla.; April 6 Streets of St. Petersburg, St. Petersburg, Fla.; April 27 Kansas Speedway, Kansas City, Kan.; May 23 Indianapolis Motor Speedway, Indianapolis, Ind.; June 1 The Milwaukee Mile, West Allis, Wis.; June 21 Iowa Speedway, Newton, Iowa; July 5 Watkins Glen Int'l, Watkins Glen, N.Y. (same-day doubleheader); July 12 Nashville Superspeedway, Lebanon, Tenn.; July 19 Mid-Ohio Sports Car Course, Lexington, Ohio; July 20 Mid-Ohio Sports Car Course, Lexington, Ohio; Aug. 9 Kentucky Speedway, Sparta, Ky.; Aug. 23 Infineon Raceway, Sonoma, Calif.; Aug. 24 Infineon Raceway, Sonoma, Calif.; Sept. 7 Chicagoland Speedway, Joliet, Ill.



CHAMP CAR PHOTO

LEG UP: England's Katherine Legge traverses Sebring Int'l Raceway during the recent Champ Car test.

Philippe Is Born Again

By John Oreovicz
NSSN Correspondent

BELLE UNION, Ind. — Champ Car's 17-entry field will be subject to yet another driver change for the final two weeks of the season.

Conquest Racing announced Oct. 3 that **Nelson Philippe** will take over the wheel of its No. 34 Panoz for races in Australia and Mexico.

CHAMP NOTES

Philippe, 21, is the defending champion of the Surfers Paradise race but was shut out of a drive for most of this year. Support from Jupiter Property Development Group enabled him to return to single-seaters.

"I'm excited to be back in Champ cars and there is no better time with Surfers right around the corner," stated Philippe. "It has been a challenge to be sidelined this year, but things happen for a reason and right now it's full steam ahead for Australia and Mexico."

Philippe's comeback comes at the expense of **Jan Heylen**, who scored Conquest Racing's best Champ Car result with second place in the most recent race at TT Circuit Assen. Heylen took over the Conquest ride at mid-season from **Matt Halliday**. In retrospect, it appears Heylen was recruited to help promote Champ Car's race at Zolder, Belgium.

Now, the same thing is being done with Philippe in Australia.

Philippe actually started his Champ Car career at age 17 with Conquest in 2004. He had his best season with the team now known as Minardi USA in 2006, winning in Australia and finishing in the top five on six occasions to claim fourth place in the overall series standings. But that wasn't enough to guarantee a ride in 2007 in the cash-strapped series.

"While we're pleased to get Nelson back into the Conquest fold, we are disappointed that it must come at Jan's expense," said Conquest Racing owner **Eric Bachelart**. "We simply are not equipped at this point to run two cars and the change is not a reflection on Jan's performance or professionalism."

■ Thirteen Champ Car drivers logged miles testing at Sebring Int'l Raceway, with Team Australia's **Will Power** emerging fastest after two days of running. Power ran a 51.51 second lap in his **Derrick Walker**-run Panoz.

"We tried a lot of different things for the test and to be fastest is a great result," Power said. "Our main objective was to try things out for Surfers, because that is a very important race for us. We definitely found what we were looking for as well as some things that we can work on during the winter."

Sebastien Bourdais of Newman-Haas-Lanigan Racing was fastest the first day of the test before handing off to teammate **Graham Rahal**.

Bruno Junqueira was second-fastest for Dale Coyne Racing, while Pacific Coast Motorsports posted the biggest surprise of the test, with **Mario Dominguez** third and rookie **Alex Figge** fifth.

Grand Am Slate Opens In Late January

DAYTONA BEACH, Fla. — The 2008 Rolex Series schedule includes 15 events with 14 races for the Daytona Prototype category and 13 events for the GT division.

GRAND AM

Like 2007, the Daytona Prototypes will be featured in two stand-alone feature races at Watkins Glen (Aug. 8) and Infineon Raceway (Aug. 23) while the GT class takes center stage for the third-consecutive year with its own headliner at Lime Rock Park on Memorial Day (May 26).

The remaining dozen races will see the Rolex Series run combined events with the Daytona Prototypes and GT classes racing at the same time. The season begins with the 46th annual Rolex 24 At Daytona Jan. 26-27 and concludes Sept. 20 at Miller Motorsports Park in Utah. The majority of the remaining schedule is similar to the 2007 campaign.

Grand Am officials are currently in talks with New Jersey Motorsports Park in Millville, N.J., about a late summer race, pending the completion of construction.

2008 Grand Am Rolex Series Schedule

Date	Track	Site
Jan. 26-27	Daytona Int'l Speedway	Daytona Beach, Fla.
March 29	Homestead-Miami Speedway	Homestead, Fla.
April 19	Autodromo Hermanos Rodriguez	Mexico City
April 27	Virginia International Raceway	Alton, Va.
May 17	Mazda Raceway Laguna Seca	Monterey, Calif.
May 26	Lime Rock Park	Lakeville, Conn.
June 7	Watkins Glen Int'l	Watkins Glen, N.Y.
June 21	Mid-Ohio Sports Car Course	Lexington, Ohio
July 3	Daytona Int'l Speedway	Daytona Beach, Fla.
July 20	Barber Motorsports Park	Birmingham, Ala.
Aug. 1	Circuit Gilles-Villeneuve	Montreal
Aug. 8	Watkins Glen Int'l	Watkins Glen, N.Y.
Aug. 23	Infineon Raceway	Sonoma, Calif.
Sept. 20	Miller Motorsports Park	Tooele, Utah
TBA	New Jersey Motorsports Park	Millville, N.J.



DON FIGLER PHOTO

BET LOYET: Brad Loyet (o5) races past Korey Weyant on his way to the POWRi championship Saturday night at Belle-Claire Speedway.

Victory Hands Loyet POWRi Title

Saturday

MILLSTADT, Ill. — Brad Loyet locked up his first O'Reilly POWRi National Midget Championship and first major midget championship overall on Saturday night, winning the "Charlene Meents Memorial" at Belle-Claire Speedway.

POWRI MIDGETS

Loyet blasted past Thomas Messeraull for the final time on lap 15 of the 30-lap feature and cruised to his fifth victory of the season to lock up the season title.

Loyet, who led twice for 20 laps, led the opening four laps after inheriting the lead when polesitter Derek Hager flipped on the backstretch. Thomas Messeraull took over on lap five and led the next 10 circuits before Loyet returned to the point and ran away from the field. Messeraull took home the runner-up honors over Mike Hess, Hunter Schuerenberg and Steve Knepper.

The finish:

Brad Loyet, Thomas Messeraull, Mike Hess, Hunter Schuerenberg, Steve Knepper, Justin Allgaier, Brad Kuhn, Shane Hollingsworth, Kenny Biro, Donnie Lehmann, Austin Brown, Dave Camfield, Jr., Derek King, Kevin Olson, Rich Camfield, Kenny Brown, Aaron Anduskevitch, Nick Knepper, Korey Weyant, Greg Lueckert, Tim Sinert, Daniel Robinson, Derek Hagar.

Sunday

PONTOON BEACH, Ill. — Jerry Coons, Jr. closed out the 2007 O'Reilly POWRi Midget season with a victory in Sunday's "Bob Wente Classic" at Tri-City Speedway.

Coons led the final 20 laps of the 25-lap feature, passing polesitter Tim Siner on lap six and never looking back on his way to capturing his first POWRi victory of the season.

Newly crowned series champion Brad Loyet flipped in turn four while running second with three laps to go, collecting the third-place car of Russ Harper. Siner took over the second spot and held on to secure the runner-up spot over Zach Daum. Hunter Schuerenberg and Kenny Biro rounded out the top five.

The finish:

Jerry Coons, Jr., Tim Siner, Zach Daum, Hunter Schuerenberg, Kenny Biro, Justin Allgaier, Derek Hager, Kevin Olson, Tony Roney, Donnie Lehmann, Bubba Altig, Daniel Robinson, Mike Hess, Kenny Brown, Brad Loyet, Russ Harper, Shane Hollingsworth, Nick Knepper, Joey Montgomery, Daniel Adler, Brad Kuhn, Thomas Messeraull, Johnathan Hendrick, Dave Camfield, Jr.

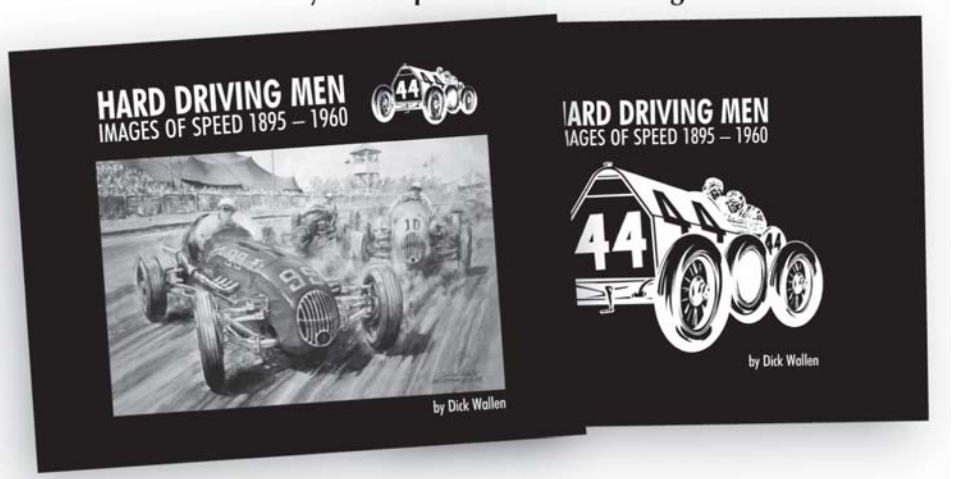
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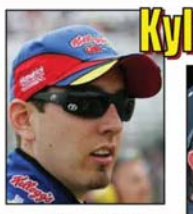
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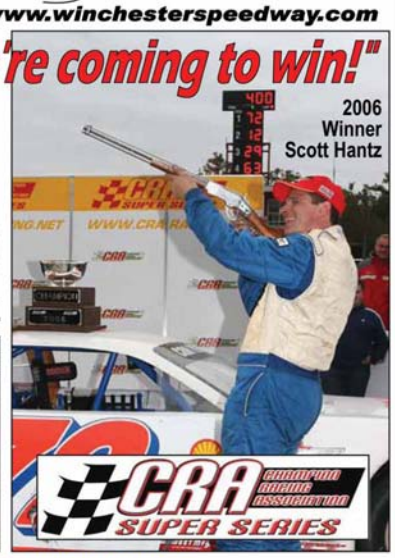




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GREAT FAMILY FUN DAY AT THE RACES!

Donny Schatz Is Focused On The Task At Hand

FISHERS, IND.

As he gears up for the stretch run of his remarkable 2007 season, Donny Schatz hopes to close the deal with gusto. His focus is clear, and simple: with six races remaining, he hopes to hold onto a 90-point lead and clinch his second straight World of Outlaws sprint car title.

If he is successful, there is one thing we won't be talking about: an asterisk.

One year ago, Schatz captured his first WoO title, besting a divided series that saw many stars race with the rival NST. That led some to insist that Schatz would go down in history as an "asterisk" champion, because he didn't really beat the best of the best.

But after his performance this season, such pundits are noticeably quiet with their criticism of the low-key 30-year-old North Dakota racer.

AMERICAN SCENE



DAVE ARGABRIGHT

Schatz has emerged as the premier performer in contemporary sprint-car racing, with 18 WoO wins this season including dominating performances in the Knoxville Nationals and Eldora Kings Royal. He is hitting his stride just in time to join Tony Stewart Motorsports in 2008 as the team expands to a two-car effort.

The question now is simple: How good can this guy be?

His potential is unlimited. He has cultivated the right skills, he has developed a powerful racer's instinct, and he has steadily matured in his attitude and focus. Now he'll bring all that to the deepest pockets in the sprint-car world, and it certainly appears that the rest of the field will need to bring their A-plus game in 2008.

Schatz arrived on the national scene eight years ago, when he ran his first full season with the Outlaws. At the time he toiled quietly in the background, a fresh-faced kid paying his dues, being devoured nightly by tough, ruthless veterans.

The knock on Schatz early on was that he was another rich kid racing on dad's money, and that he'd had a soft ride all the way. The fact is, sprint car racing is full of rich kids today; take an honest look around any pit area in America. It isn't a new phenomenon, and here's the reality: When it comes down to production, you can't question that Schatz has delivered.

Schatz often catches flak for his quiet personality, and his perpetual cast-iron serious expression at the race track. Actually, it isn't difficult to have an enjoyable, interesting conversation with the guy, and in truth he's got a lively sense of humor. He's frank and candid and has become a very good interview.

Besides, think back 20 years, to the days of the Big Three in sprint car racing. How many nights could you describe Steve Kinser, Sammy Swindell, and Doug Wolfgang as, say, jovial? Chatty? Happy? Outgoing? Those guys are tremendous champions, but their race face often made them not a lot of fun to be around.

You're not out here hoping people will elect you Homecoming King; you're fighting for professional survival amongst a highly-skilled and motivated group of badass racers in a badass form of the sport. So give a guy a break if he isn't wearing a sunny smile each and every time he faces a crowd.

In a way, Schatz has become something of a throwback racer. His focus is far more on the racing than the residual duties such as interviews and marketing. He likes a basic, traditional setup with his race car, eschewing such modern techie stuff as cockpit-adjustable shocks. While others experiment with all sorts of aero devices and computerized setup tools, he races by the seat of his pants.

Now that the good times are upon him, he has remained steadfastly loyal to people such as Jack Elam of J&J Chassis and Ron Shaver of Shaver Engines. He has stuck with those who got him here; frankly, you've got to admire such loyalty in this cutthroat era of what-have-you-done-for-me-lately.

It's too soon to pronounce Donny Schatz a dynasty. It's too soon to discuss where he fits historically among all who came before him. It's too soon to talk about the Hall of Fame. However, the time is right to acknowledge that this guy has arrived, and he is poised to generate a lot of horsepower over the next few years.

The North Dakota sky seems wide and vast, to the point of being endless. Right now, that pretty much describes the potential of the state's favorite sprint car son.

Tradition Is The Keyword For Rockford's Annual Biggie

CHICAGO

During the last weekend of September, Rockford Speedway hosted its 42nd annual National Short Track Championships with three days of racing featuring 12 divisions of racing action.

Sunday afternoon's 200 lapper for super late models highlighted the weekend's competiton at the high-banked .29167-mile paved oval, which celebrated its 60th year of racing this year. Midget auto racing opened the speedway in 1948 and the rest is history.

Jeremy Lepak of Wausau, Wis., earned membership into an elite club on Sept. 30, as he joined the likes of the late Joe Shear, legendary Dick Trickle, Steve Carlson and Eddie Hoffman as the only drivers to win the annual super late model headliner more than once at the northern Illinois speed plant. Lepak wheeled Gerry Gunderman's Ford Fusion to his second-consecutive NSTC victory.

CHICAGO CHIPS



STAN KALWASINSKI

"It's unbelievable," said the 29-year-old Lepak after his victory. "It's just awesome. It was fun. We did a lot of beating and banging but that's just short-track racing."

Rockford promoter, the late Hugh Deery came up with the idea to hold the first NSTC in the fall of 1966. Trickle, the Wisconsin short-track ace, ventured out of his home state for the first time and captured the inaugural 200 lapper ahead of Chicagoland stock-car champion Roy Martinelli. Trickle's '63 Ford had a one-lap lead on Martinelli's '64 Chevy at the checkered flag with Trickle collecting the winner's share of the purse, which was paid to Trickle in $5 bills by Deery.

"I really do treasure that one in 1966," commented Trickle years later. "There were a lot of behind-the-scenes things that went on there. Number one, I had never run outside my own backyard, you might say, which is the central Wisconsin area. I never ran somewhere except in my own little circuit, but I had won there. The first time I ever stepped out of the central Wisconsin area was to the Rockford Nationals in 1966."

Winning three NSTC during his career, Trickle would win more than a 1,000 late model stock car feature races before turning his attention to NASCAR Cup competition where he garnered "rookie of the year" honors in 1989.

"Going down there, they had a lot racier cars, a lot better looking cars," added Trickle. "They looked like they were advanced from us by about five or 10 years. I guess what I remember is that I didn't feel like I belonged there because my car didn't look the part."

The first few races saw the likes of Wisconsin's Marlin "Shoes" Walbeck (1967) and Chicagoland's William "Whitey" Gerken (1968) win the annual Rockford battle, joining Trickle as early race winners. Deery, who died in 1984, continued to improve the event with the Deery family still in control of the speedway to this day. Deery's widow, Jody, is still very active in the day-to-day operations of the speedway.

"We were one of the first ones to have a weekend special," Jody Deery reminisced. "It was great to see all the drivers coming from all around, from different states, coming together. The best memory is how great it was, the first few races, bringing all these drivers together. We didn't know if we could get it done or not."

John McKarns' ARTGO late model series sanctioned the NSTC event for a number of years. McKarns' son, Gregg, is currently the speedway's general manager.

"The first time I came here was 1969 when Ramo Stott won the race," said John McKarns. "He had a Plymouth, I believe, and he ran up against the wall. I was just impressed. I never saw racing like that before at a quarter-mile track. That was pretty cool. The year (1997) that Joe Shear won was very special. We knew Joe was suffering from cancer and he had the front end of his car knocked off and still came back and won the race. The car kind of looked like a modified. That will probably be the one thing I remember for sure."

Shear, who passed away in the spring of 1998, leads all former race winners with a total of eight NSTC victories. Shear won his first NSTC in 1972 and capped off his winning career with his storied '97 win.

Rockford's National Short Track Championships has a rich racing tradition, and, hopefully, will continue to build on that tradition for years to come.

Wally Parks Was A Giant For All Of Motorsports

VALLEY STREAM, N.Y.

I'm going to stray away from my oval-track roots to pay tribute to a man who did more for his segment of motorsports than any other...Wally Parks.

Mr. Parks put drag racing on the map and watched it become extremely popular. One wonders if it hadn't been for him, would it have grown like it did.

Drag racing was originally hot rodding. When WWII ended, young men came home restless and energetic. They wanted to have some fun for a change. The war, and jobs connected with it, taught many of them how to become mechanically skilled. Man's favorite toy always was the car.

Trouble was, the cars of that era were stiffs. So, they had to create speed. There were plenty of T-buckets and Model A Ford coupes in junkyards. Everything was cheap.

RACING JOURNAL



GARY LONDON

How speed parts became available was due largely because of the rum runners in the southeast. They needed to supe up their cars to outrun the "revenuers." Souhern California became the source for these parts. Speed shops became a burgeoning business in the '40s.

It was in the Golden State where hot rodding took off. There was no place to race and the highways became deadly and those who suped up cars were the dregs of society.

Finally, the Murac Dry Lake (now Edwards AFB) was used for race meets that were hardly organized. Wally Parks, a devoted car lover set up the Southern California Timing Ass'n. He wrote rules and it was he who settled on the quarter-mile distance still used today. Soon, the first drag strip was built in Pomona, Calif.

Parks started what would become the NHRA. He also was a founding editor of *Hot Rod Magazine*. He had to twist publisher Robert Petersen's arm to get that name.

Drag strips were built all over the country. The 1950s were great hot-rod era. There were places to race and the drivers were no longer looked down upon.

In the '60s, the standard hot rod was replaced by muscle cars built in Detroit. Drag racing was so influential that all manufacturers were building "street stocks."

It was a fun era. But it went downhill in the '70s when the energy crisis curtailed those cars. Parks held firm and rules were changed to have outrageous Top Fuel and Funny Cars take over.

NHRA was also boosted by drivers with great names and personalities like "Big Daddy" Don Garlits, Shirley "Cha-Cha" Muldowney and Don "The Snake" Prudhomme.

Later came multi-million-dollar sponsorships and national TV coverage. Drag racing is healthier today than ever. It owes so much to Wally Parks, who lived a long and fruitful life. We oval-track folks should learn from him. NHRA doesn't over-regulate like NASCAR. Their racing programs are very well run. Parks saw to it that NHRA presented racing as entertainment.

I am saddened by the loss of Nick Fornoro. One of racing's truly nice guys. When you met Nick, it was always with a smile and a firm handshake.

Nick was a successful midget racer. He was NASCAR's first midget champ. One day in 1956, he and his wife stopped at a diner before a race and Nick decided to quit racing right there. He was only 36. He went on to become a flagger and a great one he was.

I remember when he used to flag indoor TQ midgets. He kept the show moving along. I remember his whistle, which you could hear all over the arena. He then became the starter for CART and his work always was with dignity and the drivers respected him.

Nick was very proud of his sons Drew and Nick, Jr., both of whom became first-rate racers themselves. I'll always remember Nick Fornoro as a true gentleman and a class act. He'll be sorely missed.

Scalping Mets playoff tickets at 25 Emerson Place Valley Stream, N.Y. 11580. E-mail to Racewri 771@AOL.com.



ARCA PHOTO

BREAKTHROUGH: Michael Annett comes off turn four with the lead at Talladega Superspeedway Friday.

Annett Drives Toyota To First ARCA Triumph

TALLADEGA, Ala. — Michael Annett, in the Pilot Travel Centers Toyota, made history Friday afternoon at Talladega Superspeedway, becoming the first driver in the 55-year history of the ARCA RE/MAX Series to bring the Toyota nameplate to victory lane.

ARCA RE/MAX

Annett, in a Bill Davis Racing entry, fought off Roush Fenway Racing's Colin Braun on the final lap and then edged eight-time series champion Frank Kimmel at the checkered flag by a half-car length to win the thrilling ARCA RE/MAX 250 in only his fourth series start.

"I knew they were going to try something (on the final lap)," said Annett. "Colin came to the outside of me going through the trio-val. We kind of got together. I just kept my left side on the yellow line, and when we got together it slowed down his momentum. Then Frank (Kimmel) decided to go with me, and that really helped. Frank raced me clean. You can't ask for more out of your competitors.

"It was a learning experience throughout the race. We got shuffled back early, but I found out what the car needed to get back up front. And once we got up there, we pretty much stayed there."

Meanwhile, Erin Crocker, who finished 18th, made history of her own by earning the 2007 Hoosier Tire Superspeedway Challenge championship, becoming the first female driver to win the award.

Kimmel, in addition to finishing second, clinched the 2007 Bill France Triple Crown Award, which is designed to measure a driver's success on three very different tracks. This year's edition of the award included a dirt track (DuQuoin State Fairgrounds), a short track (Salem Speedway) and a superspeedway (Talladega).

Dominick Casola, in Andy Belmont's A. Casola Farms Ford, finished third, marking his career-best finish in his first restrictor-plate start. Casola was also the highest-finishing rookie and earned the Hoosier Tire Hard Charger honors for advancing the most positions.

Richard Johns finished fourth in the BeavEx Ford. Billy Venturini finished fifth in the Hampton Luxury Homes Chevrolet.

From start to finish, Annett was the dominant player in the show, leading 75 of the 94 laps that made up the 250-mile race. Braun was also a factor most of the way, leading eight laps before getting shuffled back to ninth at the finish.

Dario Franchitti made his stock-car debut in Chip Ganassi's Target/Fuji Film Dodge and finished 17th, using the race as an entrance exam.

"I gained a huge amount of experience learning from the start of the race," said Franchitti. "The first part of the race, I was drafting like an Indy car. I was getting up behind people and then I figured out it was more important who was pushing you than who is in front of you. Once I figured that out, I was getting into side drafting and everything started to come together."

The finish:

(Driver, car, laps completed): 1. Michael Annett, Toyota, 94; 2. Frank Kimmel, Ford, 94; 3. Dominick Casola, Ford, 94; 4. Richard Johns, Ford, 94; 5. Billy Venurini, Chevrolet, 94; 6. Jeremy Clements, Chevrolet, 94; 7. Scott Speed, Toyota, 94; 8. Justin Marks, Dodge, 94; 9. Colin Braun, Ford, 94; 10. Max Dumarey, Ford, 94; 11. Bryan Clauson, Dodge, 94; 12. Mario Gosselin, Chevrolet, 94; 13. Justin Allgaier, Chevrolet, 94; 14. Jason Hedlesky, Ford, 94; 15. Tim McCreadie, Chevrolet, 94; 16. Patrick Sheltra, Chevrolet, 94; 17. Dario Franchitti, Dodge, 94; 18. Erin Crocker, Dodge, 94; 19. Bill Baird, Dodge, 94; 20. Marc Mitchell, Pontiac, 94; 21. Phillip McGilton, Ford, 94; 22. Bryan Silas, Chevrolet, 94; 23. Josh Krug, Chevrolet, 94; 24. Gabi DiCarlo, Chevrolet, 94; 25. Eric McClure, Chevrolet, 94; 26. Dexter Bean, Chevrolet, 94; 27. Robb Brent, Ford, 94; 28. Mark Thompson, Chevrolet, 94; 29. Ryan Fischer, Chevrolet, 94; 30. Eddie Mercer, Chevrolet, 87; 31. Tim Andrews, Dodge, 85; 32. Chase Austin, Dodge, 78; 33. Michael McDowell, Dodge, 72; 34. Brian Scott, Dodge, 72; 35. Josh Wise, Toyota, 72; 36. Billy Tanner, Chevrolet, 72; 37. Billy Leslie, Ford, 71; 38. Justin South, Dodge, 67; 39. Mike Ciochetti, Ford, 53; 40. Norm Benning, Chevrolet, 52; 41. Bobby Santos III, Toyota, 2.

Dupuy Flies At Pike

MAGNOLIA, Miss. — Michael Dupuy charged from 19th to win Saturday night's American Sprint Car Series Coastal vs. Gulf South Region feature at Pike County Speedway.

ASCS COASTAL VS. GULF

With the resounding victory aboard David Kountz's No. 12 Eagle, his sixth Coastal triumph of the season, Dupuy put an exclamation on the inaugural ASCS Coastal Region championship.

Also bagging championship honors on the night was Brandon Berryman, who took the ASCS Gulf South title by a mere 10 points over Skip Wilson.

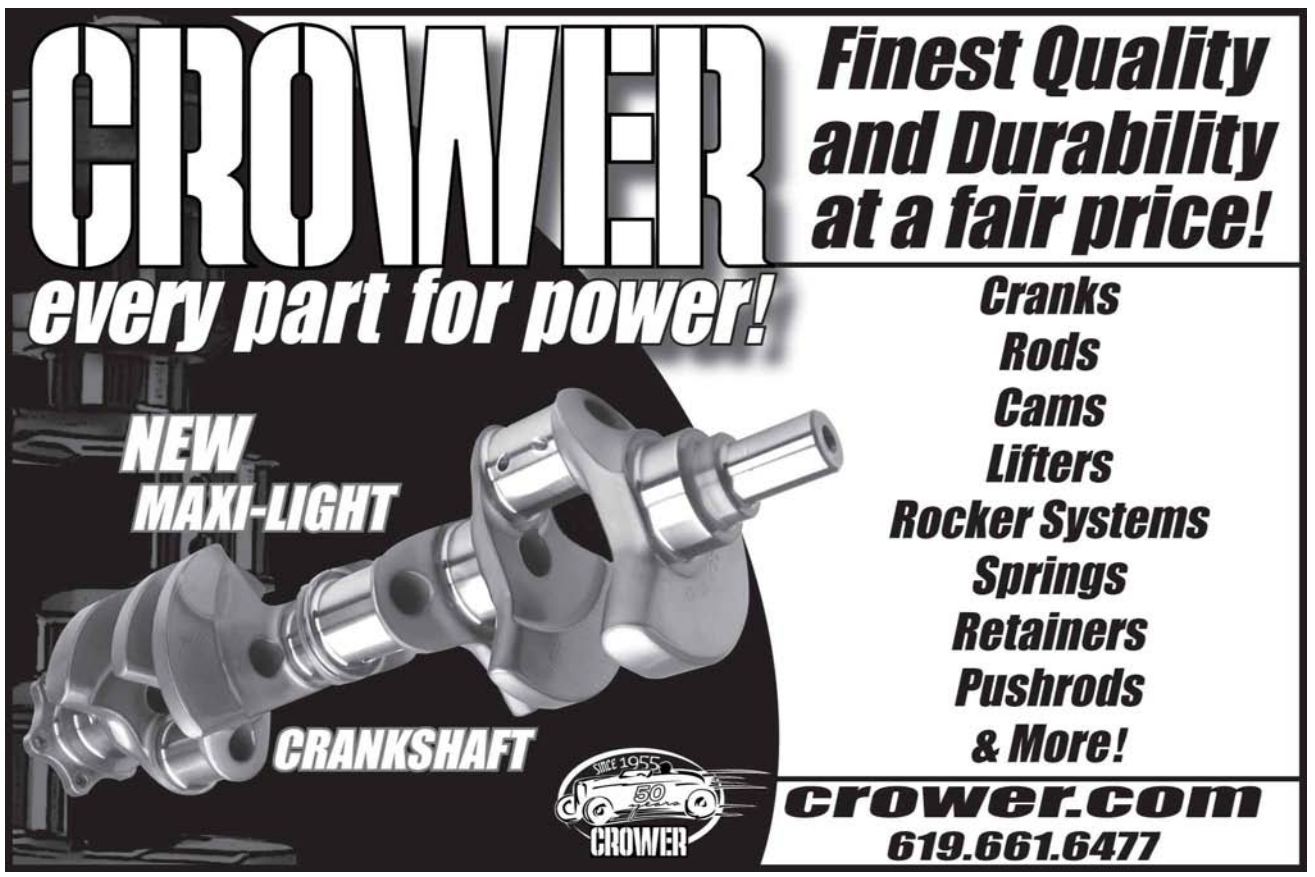
Wilson chased Dupuy to the line, with Rickey Lee Tankersley taking third, ahead of Berryman and Gary Watson.

The finish:

Michael Dupuy, Skip Wilson, Rickey Lee Tankersley, Brandon Berryman, Gary Watson, Darryl Wills, Michael Herrington, Tommy Bryant, Todd Fayard, Brad Stokes, Kathryne Minter, Lane Whittington, Terry Monroe, Shane Morgan, Rusty Sanford, Chris Sweeney, David Kountz, Hunter Phillips, Bruce Crockett, Chris Thorton, Greg Rilat.







LUCKY?:
Coffey Edges Fuller; Tobias Third

CONTINUED FROM PAGE 2

around, with the yellow extended when Steve Hulsizer suffered a flat on the restart, missed the pit gate and flipped on the frontstretch. He then set the pace through lap 124, with most of the field running easily behind him to conserve fuel.

Barney's pit visit put Sheppard in front, with everyone wondering if he could go to the end on one stop, having refueled way back on lap 76. Meanwhile, Fuller and Tobias were battling each other while passing car after car as they raced back toward the front.

Coffey got under Sheppard on lap 154, with Pat Ward, Johnson, Tobias, Hebert and Fuller in pursuit. Ward had to pit in the late 160s with a left front tire going down, by which time Tobias was up to Sheppard. But he nicked the infield Jersey Barrier coming off turn four on lap 178 and hit the frontstretch completely sideways, giving Fuller the break he needed.

"I got beat last year by waiting for guys to run out of gas, so this year I went after the lead. Then I made that one mistake and let Fuller by," said Tobias. "I thought the race would come down to Tim and me and I was really POd when I let him by."

"Richie is a great driver but he makes me nervous," admitted Fuller.

"He really races hard." Fuller still had Sheppard between him and the leader, but on a lap-188 restart he sailed around the outside and went after Coffey.

"I thought I had him once on a restart but he moved up a little in one and two. Then the race went yellow again and once we were single file, we were about the same speed," said Fuller.

Jerry Higbie's turn-four crash on lap 191 slowed the pace, leaving Dale Planck, Sheppard and Steve Paine to run out of fuel prior to the end of the race.

The finish:

Vic Coffey, Tim Fuller, Richie Tobias, Jr., Ronnie Johnson, David Hebert, Brett Hearn, Jimmy Phelps, Eddie Marshall, Jason Barney, Kenny Tremont, Pat Ward, Rick Laubach, Ryan Godown, Bobby Varin, Justin Haers, Shawn Reimert, Keith Flach, Chuck Bower, Billy Dunn, Wayne Jelley, Ryan Phelps, Steve Paine, Matt Sheppard, Jimmy Horton, Dale Planck, Jerry Higbie, Frank Cozze, Tim Hindley, Kenny Brightbill, Mitch Gibbs, Russell King, Chris Shultz, Mike Perrotte, Andy Bachetti, Jeff Trombley, Donnie Corellis, Steve Hulsizer, Gary Tomkins, Billy Decker, Ron Smoker, Tom Sears, Jr., Bob McGannon, J.R. Heffner, Kevin Bates, Kenny Stafford, Alan Johnson, Danny Johnson, Jack Johnson.



JOE SECKA/JMS PRO PHOTO

LINE OF SIGHT: All eyes — television cameras included — were on the start of Saturday's Salute to the Troops 150 in Syracuse, N.Y.

Hearn Has What It Takes At Syracuse

By Ron Hedger
NSSN Correspondent

SYRACUSE, N.Y. — The crowd was with Pat Ward but fortune was riding with Brett Hearn on the white flag lap of Saturday's ITT Gould Pumps Salute to the Troops 150 for small-block modifieds at the New York State Fairgrounds.

DIRT 358 MODS

Hearn wrestled the lead away from polesitter Pete Bicknell in the early laps of the 358 modified championship and looked extremely strong. But Bicknell took it back on a lap-29 restart. He led until Ward took command at the 125-mile mark. Bicknell again managed to get the lead back in traffic as the crowd stood and roared. However, Bicknell ran out of fuel with eight laps of the one-mile dirt track remaining.

Hearn, watching all the action from third, then saw Ward's mount falter at the white flag, passing the $25,000 win to the Four Star Motorsports Morrison fired TEO under a wave of boos from the stands. Stewart Friesen, Billy Decker, Chris Schultz and Vic Coffey trailed.

"Once Pete got by me, our strategy changed from a one-stop race to a fuel mileage contest," said Hearn. "I couldn't believe Pete ran out with seven to go but I knew Pat had the same combination, so I held on and hoped."

"I don't know how much we've got left but it's still running and that's all that matters," added owner Vinnie Salerno. "We built that motor for fuel mileage and it worked out."

The race turned into an economy run due to a number of circumstances. First was a dry track that was so dusty on the first three tries at starting the race that cars crashed everywhere.

Then, with lightning off turn four, it began to sprinkle. High winds followed, then it poured. The field was sent to pit road with the race, which had started at 2:15, not resuming until 5:15.

Teams were then given a chance to top off their fuel before the race went green, giving many thoughts of trying to go without another pit stop. Frequent yellows for crashes and on again/off again rain made the strategy look better and better.

Halfway saw Bicknell leading Hearn, Ward, Bachetti and Friesen in Chad Brachmann's normal ride, which he acquired when Brachmann was injured in a pit fracas on Friday.

But most observers had Billy Decker, who had already pitted, the favorite to win if the leaders stopped for fuel.

"I thought it was over when I passed Tim Fuller, the only car that had pitted who was ahead of me," said Decker. "I don't think anyone could have made it without the second batch of showers that put us under yellow for so long, letting everyone conserve fuel."

The last batch of showers left the field circling slowly from lap 81 to lap 102. It also made the racing groove narrow again, making it hard to lap the backmarkers when Bicknell and Ward caught them in the 120-lap range.

"I guess I ran too hard trying to run everyone else out of fuel," admitted the dejected Ward. "The traffic was horrible and we came up a cup or two short."

Friesen, on the other hand, was jubilant. "I was surprised when they asked me to drive this car this morning. I started way back and figured we may as well go for it. Then the fuel race played right into our hand. It hurt some but it was fair for everybody. We all started with a full tank."

The finish:

Brett Hearn, Stewart Friesen, Billy Decker, Chris Shultz, Vic Coffey, Danny Johnson, Craig Mitchell, Rick Laubach, Jack Johnson, Ric Hill, Tim Fuller, J.R. Heffner, Willy Decker, Mike Bruno, Mario Clair, Pat Ward, Andy Bachetti, Pete Bicknell, Roy Bridge, Paul Kinney, Mark Forte, Jr., Patrick Dupree, Perry Francis, Jeff Marshall, Jerry Higbie, Kenny Tremont, Martin Roy, Eric Gauvreau, Brett Graham, Lance Willix II, Doug Manmiller, Brian McDonald, Carey Terrance, Matt Sheppard, Robbie Grant, Chris Higgins, Mitch Gibbs, Mark Smoke.

Sportsman Event Reakes Of Sammy

SYRACUSE, N.Y. — Sammy Reakes IV never broke a sweat in claiming the $4,000 winner's portion of the Town Mechanical 30 for sportsman, postponed Saturday and held Sunday at the New York State Fairgrounds.

Five yellows put runner-up Chris Higgins on his tail but Reakes shot away with each green.

"This is awesome," said the youthful Reakes. "I was nervous about fuel at the end but otherwise it was just awesome!"

Chris Hile, Kyle Weiss, John McClelland, Michael Storms, Todd Henderson, Glenn Hisko, Jipp Ortiz and Todd Town trailed.

Don Carlson won the hard-fought 25 lap BNC Motorsports Pro-Stock championship over Eric Marin, Pete Stefanski, Nick Stone and Sean Corr, but his $2,000 didn't come easy.

Division kingpin Stefanski blasted off from the pole with Kenny Martin following, but a series of yellows kept bringing them back to the field. Martin faded on a lap-five restart, with Carlson taking up the challenge. He blew around the outside of Stefanski on a lap-11 restart and left the rest to swap positions until the checkered flag. Tom Kuck, Joey Ladouceur, Roch Aubin, Dave Bissonette and Nick Hilt completed the top 10.

— Ron Hedger

Busted: Hearn's Fuel Cell Deemed Illegal After Victory

By Ron Hedger
NSSN Correspondent

SYRACUSE, N.Y. — After **Brett Hearn** won Saturday's 150-lap 358 modified feature on fuel mileage, rumors of an illegal fuel cell began circulating. By Sunday the pit rumor mill had him with an oversize cell that DIRTcar officials had chosen to ignore.

358 NOTES

"The fuel cell size is legal but in the foam, where the pickup goes, the hole is bigger than the rulebook states," explained 358 supervisor **Gaston Salvas** Sunday night. "The penalty will be money and points, because it didn't affect the outcome of the race. He still had three inches of gas left, which is about four or five gallons."

Traditionally booed by the rabid Syracuse crowd, Hearn drew cheers when his big-block car stalled in the pits Sunday and wouldn't refire on his first stop. His crew pushed to no avail and by the time a push truck arrived, he was a lap down.

■ Observers are awaiting the outcome of Friday's fracas involving **Chad Brachmann** and the **Justin Haers** crew. Irate after a heat-race crash, the Haers group confronted Brachmann and he was pulled from the back of the tow truck retrieving his car and suffered a concussion.

Some witnesses blamed Haers, others a crewmember, with rumors circulating of future involvement by the New York State Police.

■ With the top 30 drivers in time trials signing pictures under the stands before the 200 and a Pit Party for a huge throng of Rite Aid customers prior to the 200, both DIRT and Rite Aid did their best to rekindle fan enthusiasm for the venerable Super DIRT Week finale.

Fuller Takes Two Of Three DIRT Preliminaries



DAVE DALESANDRO/MSI PHOTO

THAT'S AN ORDER: The field takes the green flag for Saturday's Salute to the Troops 150 at the New York State Fairgrounds.

Hearn Interrupts Fuller's Week-Long Dominance At Brewerton

LAFARGEVILLE, N.Y. — Tim Fuller kicked off Super DIRT Week with a victory in Wednesday's 75-lap Mr. DIRTcar 358-Modified Series satellite event at Can-Am Motorsports Park.

DIRT 358 MODS

Fuller led all but the initial 17 circuits with a late race caution flag extending the event to 76 laps to score the $3,000 top prize, with Todd Burley, Danny O'Brien, Randy Chrysler and Lance Willix II making up the final top-five running order.

Burley led from lap two after passing polesitter Chrysler, while Fuller worked his way toward the front from his 11th-place starting spot.

When the second caution waved on lap 12, Fuller took advantage, bolting past Chrysler for second. Five laps later, Fuller nosed ahead of Burley to forge the final lead change just before another slowdown on lap 18.

Fuller was never headed from there, holding off Burley and O'Brien through a final, green-white-checkered finish to win his first series victory of the season.

The finish:

Tim Fuller, Todd Burley, Danny O'Brien, Randy Chrysler, Lance Willix II, Kyle Jacobs, Roy Tarbell, Wallace Stacey, Mark Smoke, Eric Gauvreau, Steve Roberts, Mike Adderly, Stewart Friesen, Gary Tompkins, Bill Gill, Mario Clair, Pierre Dagenais, Billy Decker, Carey Terrance, Billy Dunn, Frankie Caprara, Russ Hefti, Kayle Robidoux, Fred Carleton, Pat O'Brien, Danny Creeden, Steve Planck, Robbie Grant, Andy Howard.

Thursday

BREWERTON, N.Y. — Brett Hearn added to his impressive win total with a command performance in Thursday night's Mr. DIRTcar 358-Modified Series feature at Brewerton Speedway.

The win was Hearn's fifth career Small-Block feature win at the track and his first in 10 years at the 1/3-mile oval, beating out Tim Fuller, Todd Burley, Stewart Friesen and Pete Bicknell to pocket a cool $3,000.

Hearn started fourth alongside Fuller and moved into second with a handful of laps completed before taking advantage of a lap eight restart to speed by Friesen on the outside to take over the top spot.

A red flag brought out by a four-car pileup in the front stretch on lap 13 allowed Hearn a break as Friesen and Fuller continued to look for a way around the five-time Mr. DIRT champion.

After 44 laps, Fuller was finally able to bypass Friesen and set his sights on the leader, but lapped traffic and Hearn's torrid pace kept Fuller from making up any distance as Hearn cruised to the victory.

The finish:

Brett Hearn, Tim Fuller, Todd Burley, Stewart Friesen, Pete Bicknell, Jimmy Phelps, Alan Johnson, Ronnie Johnson, Billy Decker, Randy Chrysler, Scott Kerwin, Jeff Isabell, Larry Lampman, Jr., Ted Lamb, Jr., Lance Willix II, Danny O'Brien, Ray Hoard, Mario Clair, Carey Terrance, Mike Adderley, Danny Creeden, Ryan Grim, Pierre Dagenais, Robbie Grant, Fred Carleton, Steve Planck, Roy Tarbell, Mark Smoke, Kyle Jacobs, Kevin Wills, Kevin Bates

Friday

ELBRIDGE, N.Y. — Current Advance Auto Parts Super DIRTcar Series Big-Block Modified points leader Tim Fuller continued his supremacy on the Small-Block circuit as he captured his second Mr. DIRTcar 358-Modified Series win on Friday at Rolling Wheels Speedway.

Fuller's finish was his third-straight top-two finish following his victory Wednesday and his second-place finish behind Richie Hearn on Thursday.

Friday, the roles were reversed as it was Hearn chasing Fuller to the finish, followed by Vic Coffey, Rich Vinson and Ronnie Johnson.

Fuller was fast right out of the hauler, setting the fast time and winning his heat race before drawing a front-row starting spot for the 100-lap feature.

At the start, Fuller out-dragged polesitter Vinson and went on to dominate the event, leading all 100 laps while holding back a late race rally by 10th-place starter Hearn. A half-dozen yellow flags were all that slowed Fuller as the two-time Mr. DIRTcar 358-Modified champion cruised home for his 14th career tour triumph and a $4,000 payday.

The finish:

Tim Fuller, Brett Hearn, Vic Coffey, Rich Vinson, Ronnie Johnson, Alan Johnson, Todd Burley, Pete Bicknell, Fred Carleton, Rick Richner, Mario Clair, Dan Vauter, Mike Adderley, Carey Terrance, Roy Tarbell, Randy Chrysler, Pierre Dagenais, Mark Smoke, Lance Willix II, Don Mattison, Robbie Grant, Ray Hoard, Stewart Friesen, Steve Planck, Larry Lampman, Jr., Ted Lamb, Jr., Robbie Krull, Alain Boisvert, Ryan Grim, Perry Francis, Danny O'Brien.

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F & S ENTERPRISES PHOTO

GOING GREEN: Drivers take the green flag this season at Virginia Int'l Raceway in Alton, Va.

FLAG STAFF

Corner Workers Are Drivers' 'First Line Of Defense'



F & S ENTERPRISES PHOTO

COLOR CODED: Corner workers communicate to drivers and track personnel through the use of flags, lights and other signals.



F & S ENTERPRISES PHOTO

HELPING HAND: Corner workers are often on hand to offer assistance when a competitor's race goes awry.

For John Davison, becoming a corner worker was a means to an end. "I was a spectator leaning on the fence asking, 'How do I get closer to the action to get photographs'?" Davison says.

By Sheena Baker
Production Editor

That desire to get closer led to Davison's decision to become a corner worker for the Sports Car Club of America. Now more than 30 years later, Davison has worked events at Daytona Int'l Speedway, Road Atlanta, Summit Point Motorsports Park, Donnington Park in England and Virginia Int'l Raceway, where he works as the track's director of public relations.

As a corner worker — or a flagging and communications marshal — Davison's duty is to communicate the conditions on track; the conditions of vehicles and any other situations that may affect the race or on-track session to drivers; safety workers and additional track personnel through the use of flags, lights and other signals. Corner workers also assist in the protection of drivers, spectators and other officials in emergency situations.

"To be a good flagger," says James Noel, flag chief of the Washington, D.C. region of the SCCA, "one must employ many of the qualities that you need to be a good driver — concentration, situational awareness of what is going on in the race, the ability to keep your cool when things get hairy, and the ability to multi-process a lot of inputs."

In order to hone those qualities, SCCA corner marshals undergo a combination of classroom and on-track training. Incident response, or crash and burn schools, also educate individuals how to respond in an emergency. Through their schooling, flaggers learn what action to perform in a given situation and when and how to perform that action correctly.

Training teaches corner workers to effectively communicate through the use of flags, hand signals and body language. Marshals become "the drivers' first line of defense," Davison says.

"A good corner worker versus a not-so-good corner worker is going to be able to translate his body language to tell the driver what he needs to know going into a corner," says Tim Stephens, a veteran SCCA competitor.

"If a corner worker is standing there with a standing yellow, there's something somewhere in the corner, but I'm not going to die if I go through the corner and I don't slow down," Stephens explains. "With a waving yellow, somebody might have spun and might not be getting underway, but the car is off track. Slow down a little, get through and don't pass anyone.

"Then, you've got the jump-up-and-down waving yellow. The [flagger] looks like a clown throwing those little pin things around. That means you better slow down because there's something sitting in the middle of the track, and if you go through there, you're going to get hurt."

Without corner marshals, Stephens knows racing would be a completely different animal.

"NASCAR guys have constant communication with their crews. They know via their radios and through their spotters there's a spin in turn one and the caution's out," Stephens says. "We don't get that. Corner workers do that for us. They're just as much a tool as an in-car radio.

"Without corner workers, we'd have no communication and a lot more stupid accidents. When they're not there, there's the potential for you to end your race right then and there."

Should something go awry during a race, flaggers are often the first on the scene to assist a driver or safety workers.

"We're the guys who run out there with a fire extinguisher and rescue equipment," Davison says. "By the time the corner workers get to the scene and evaluate it and tell the emergency workers what they need, the safety crews are on site within minutes."

The knowledge that skilled and well-trained corner workers are on hand can be comforting to a driver.

"They're the super fan, they're the first response," Stephens adds. "When you see the guy in white coming, you know somebody's there to help you. If you have a disabled car and you have a choice of pulling over where you're by yourself or pulling over where there are corner workers, you're going to do everything you can to get where they're at."

Multiple workers are used around a course during a race or an on-track session. Noel estimates that the Washington, D.C. region has approximately 75 flaggers. Typically, 37 individuals are needed to work at the region's 10-turn, home track of Summit Point. However, an event like the annual 12 Hours at the Point requires at least 60 marshals on hand.

"We're taught from the beginning in SCCA drivers' school that without the corner workers, we don't get to race," Stephens says. "I've been at races where they've had to postpone on-track sessions because they didn't have enough corner workers. Without them, we don't get to be on track."

That knowledge leads to a mutual respect between corner workers and drivers.

"There's absolutely a synergy between the two where the drivers can't run without the corner workers, and without the drivers, who are the corner workers going to flag? The respect goes both ways.

"Just for them to be there, just for them to be doing what they do, that's just as much of a reward for them as driving the car."

Noel agrees that corner workers have their own perks when it comes to a race weekend.

"Overall, we like to say that flagging is the second-best seat in the house, but it doesn't cost anything."

A GUIDE TO FLAGS



GREEN

A green flag indicates that racing is underway and is normally displayed only by the starter.



YELLOW

There are three ways yellow flags are displayed. No passing is permitted when any yellow flag is displayed.
- A stationary or "standing" yellow tells drivers to slow down because something hazardous is in the area, such as a vehicle off course, an emergency vehicle attending to a disabled car, an exposed corner worker in an unsafe area, or pieces of large debris on course.
- A waving yellow indicates that drivers need to slow down or even stop to avoid an obstruction in the roadway.
- Double yellow flags displayed at all stations mean that a full-course caution is in effect. Drivers must slow down and are not permitted to pass other vehicles.



BLUE

The blue flag means that another car is following a driver very closely and is attempting to overtake the driver.



SURFACE CONDITION

The surface condition flag indicates oil, gas, water, gravel, sand, hay, mud, rocks or some other substance is on the track surface.



WHITE

A white flag cautions a driver to a slow-moving vehicle — such as a car experiencing mechanical trouble, an ambulance or an emergency vehicle — on the racing surface.



BLACK

An open black flag, displayed by the starter with a signboard displaying a driver's car number, tells a driver to report to the pits to meet with officials. When black flags are displayed at all corner stations, the race session has halted and cars must report to the pits.



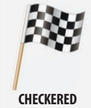
MECHANICAL

This flag indicates a driver has a mechanical problem and should report to the pits



RED

When a red flag is displayed at each station and the starter's stand, the session has stopped and drivers must come to an immediate, controlled stop on the side of the race course as indicated by an official.



CHECKERED

A checkered flag tells drivers that the race or session has concluded.

Source: 2003 SCCA Flagging & Communications Manual

RACE REWIND

NASCAR NEXTEL CUP

Race 30 of 36: UAW-Ford 500, Sunday, October 7
Talladega Superspeedway, Talladega, Ala.

FINAL RESULTS

FIRST



Jeff Gordon

SECOND



Jimmie Johnson

THIRD



Dave Blaney

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	34	24	Jeff Gordon	DuPont/Pepsi Chevrolet	188	$246,036	Running
2	19	48	Jimmie Johnson	Lowe's Chevrolet	188	216,461	Running
3	2	22	Dave Blaney	Caterpillar Toyota	188	180,783	Running
4	18	11	Denny Hamlin	FedEx Ground Chevrolet	188	140,975	Running
5	16	12	Ryan Newman	Alltel Dodge	188	149,025	Running
6	29	25	Casey Mears	National Guard/GMAC Chevrolet	188	114,325	Running
7	41	2	Kurt Busch	Miller Lite Dodge	188	127,933	Running
8	11	20	Tony Stewart	Home Depot Chevrolet	188	134,736	Running
9	14	96	Tony Raines	DLP HDTV Chevrolet	188	96,425	Running
10	28	41	Reed Sorenson	Target Dodge	188	114,358	Running
11	23	07	Clint Bowyer	Jack Daniel's Chevrolet	188	92,625	Running
12	39	70	Johnny Sauter	Radioactive Energy Chevrolet	188	98,750	Running
13	32	66	Jeff Green	Garmin Chevrolet	188	103,383	Running
14	31	99	Carl Edwards	Office Depot Ford	188	89,325	Running
15	22	42	Juan Pablo Montoya	Texaco/Havoline Dodge	188	115,925	Running
16	9	9	Kasey Kahne	Dodge Dealers/UAW Dodge	188	121,891	Running
17	33	40	David Stremme	Coors Light Dodge	188	78,050	Running
18	17	18	J.J. Yeley	Interstate Batteries Chevrolet	188	105,658	Running
19	15	88	Mike Wallace	M&M's Ford	188	108,408	Running
20	37	29	Kevin Harvick	Shell/Pennzoil Chevrolet	188	125,236	Running
21	6	27	Jacques Villeneuve	Unicef Toyota	188	73,325	Running
22	5	00	David Reutimann	Burger King Toyota	179	88,233	Accident
23	20	16	Greg Biffle	Dish Network/Starz Ford	176	92,150	Accident
24	10	19	Elliott Sadler	Dodge Dealers/UAW Dodge	175	94,120	Accident
25	1	55	Michael Waltrip	Napa Auto Parts Toyota	175	88,722	Accident
26	25	17	Matt Kenseth	DeWalt Ford	171	120,066	Running
27	27	38	David Gilliland	M&M's Ford	167	102,239	Running
28	12	45	Kyle Petty	American Spirit Motor Oil Dodge	161	74,775	Accident
29	24	7	Robby Gordon	Camping World Ford	161	74,625	Running
30	38	01	Aric Almirola	U.S. Army Chevrolet	156	82,450	Engine
31	40	21	Ken Schrader	Motorcraft Ford	152	90,514	Accident
32	4	78	Joe Nemechek	Furniture Row Chevrolet	149	71,375	Running
33	7	49	John Andretti	Paralyzed Veterans Dodge	149	71,925	Running
34	42	6	David Ragan	AAA Travel Ford	146	106,625	Accident
35	8	43	Bobby Labonte	Cheerios Racing/Pillsbury Food	144	107,561	Accident
36	36	5	Kyle Busch	Kellogg's/Carquest Chevrolet	144	88,475	Accident
37	35	26	Jamie McMurray	Irwin Ford	144	78,350	Accident
38	30	15	Paul Menard	Menards/Peak Chevrolet	144	70,225	Accident
39	3	83	Brian Vickers	Red Bull Toyota	144	70,500	Accident
40	26	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	136	120,768	Engine
41	43	44	Dale Jarrett	UPS Toyota	136	69,810	Accident
42	13	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	113	96,025	Engine
43	21	31	Jeff Burton	AT&T Mobility Chevrolet	91	109,840	Engine

RACE STATISTICS

Race time: 3 hours, 29 minutes, 11 seconds
Average speed: 143.438 miles per hour
Victory margin: 0.066 second
Caution flags: Nine for 34 laps
Lead changes: 42 among 22 drivers
Lap leaders: Michael Waltrip (Pole); Dave Blaney 1; Bobby Labonte 2; Brian Vickers 3; Waltrip 4; Labonte 5; Robby Gordon 6-8; Vickers 9-11; Denny Hamlin 12-18; Kyle Petty 19; Jimmie Johnson 20; Hamlin 21-24; Elliott Sadler 25-26; Hamlin 27-29; Martin Truex, Jr. 30; Dale Earnhardt, Jr. 31-58; Kyle Busch 59; Vickers 60; Waltrip 61; Jeff Green 62; Hamlin 63-87; Waltrip 88; David Reutimann 89-90; Earnhardt 91-93; David Stremme 94; Waltrip 95-97; Hamlin 98; Tony Stewart 99-108; Sadler 109-113; Clint Bowyer 114; Sadler 115-132; Labonte 133; Stewart 134; Vickers 135-137; Kevin Harvick 138; Johnny Sauter 139-140; Stewart 141-145; Tony Raines 146-150; Ryan Newman 151-152; Stewart 153-174; Newman 175-182; Johnson 183-187; Jeff Gordon 188.

TALK OF TIME TRIALS

Michael Waltrip led a brigade of Toyotas in qualifying, posting a fast lap of 189.070 miles per hour to solidify the pole position for Sunday's race.

STANDINGS

FIRST



Jeff Gordon

SECOND



Jimmie Johnson

THIRD



Clint Bowyer

Top 12

1. Jeff Gordon	5,690	7. Kurt Busch	5,475
2. Jimme Johnson	5,681	8. Kyle Busch	5,430
3. Clint Bowyer	5,627	9. Denny Hamlin	5,428
4. Tony Stewart	5,536	10. Martin Truex, Jr.	5,390
5. Kevin Harvick	5,488	11. Matt Kenseth	5,372
6. Carl Edwards	5,485	12. Jeff Burton	5,354

Engine Woes Plague RCR, DEI

By Bruce Martin
NSSN Correspondent

TALLADEGA, Ala. — It was a bad day for the drivers whose cars were powered by engines from the RCR/DEI cooperative engine department as blown engines by drivers on both teams in Sunday's UAW-Ford 500 has left a big impact on NASCAR's Chase for the Championship.

Jeff Burton was the first to go when the Chevrolet engine in his car blew up on lap 92. He finished last in the 43-car field and is now last among the 12 drivers in The Chase, 336 points out of first place.

"We just broke something in the engine," Burton said. "Certainly we didn't come here knowing we were going to have a problem. We felt secure with our engine package. It just didn't work out for us. We certainly don't need to break parts and pieces, but we are in unchartered territory turning this many rpms (revolutions per minute) for this amount of time is something we have never done and it bit us. It is our job to do better than that and we will.

"I suspect this is just too much for us to overcome regarding the championship. We will go and fight, do all we can and get all we can. But two finishes in the high 30s or high 40s isn't going to get it done. Obviously, this about wraps it up for us for the championship. We will keep fighting. We will go next week and strap our boots on and go fight and see what we can make out of it."

Martin Truex, Jr. was next to see his engine go up in smoke when it blew on lap 113.

"These guys have been doing a great job with the engines," Truex said.



ALAN MARLER/HHP PHOTO

TELL-TALE SIGN: Jeff Burton was the first of the RCR/DEI drivers to lose an engine on Sunday. Burton finished 43rd.

"We had some awesome power today and we had a car capable of easily winning that race. We were just riding around biding our time and trying to get to the end. The last three weeks we've had nothing but bad luck and cars that could have won all three races. So it's just frustrating. It's tough to swallow.

"But we'll go on to Charlotte and try to turn it around."

Truex finished 42nd and is now 10th in The Chase, 300 points out of the lead.

"Well, without any freaky luck for anyone else, we're pretty much out of it," he said. "We can't get anything to go right for us and if you can't have good luck, there is no chance for a championship. So, we'll just go on and do what we can and try to win some races."

And fan favorite Dale Earnhardt, Jr., who is not in The Chase, had his engine grenade on lap 136 after he led twice for 31 laps.

According to Steve Hmiel, DEI's competition director, all three engines suffered similar failure.

"When you open the hood, now you know what to look for," he said. "We had two, now we have three. The hole is in the same place in the oil pan. It's breaking something inside and it's breaking it in all three engines.

"The hole is coming from the rod breaking. All three have had the same failure and the rod is out the oil pan. You don't want to have anything go wrong, but you hope that your program is consistent enough where you say if one breaks, there's a good chance we'll break them all. You're not happy about it, but it shows everybody is getting the same stuff."

The only RCR/DEI engine driver that didn't have an engine problem was Clint Bowyer, who finished 11th.

PLAN:

Gordon Gets Win With Help From His Friends

CONTINUED FROM PAGE 3

0.066-second ahead of Johnson's Chevrolet, which gave the mostly pro-Dale Earnhardt, Jr. Talladega crowd estimated at 150,000 a chance to boo him.

But unlike past Gordon Talladega victories where hundreds of beer cans were tossed at his car after the race, there was only one Budweiser can tossed at Gordon's Chevrolet when it was burning rubber afterwards on the tri-oval asphalt.

"I have to admit I'm a little disappointed in that," Gordon said. "They might be throwing Mountain Dew cans next year (referring to Earnhardt's new sponsor in 2008). I love coming here when you can battle with 10 to go and it's wild and crazy like that.

"I think the fans here get to see an awesome show. I have such a fan base of support that I'm OK with them throwing things or booing as long as it's after we've won a race and we're doing a burnout."

Gordon called it the "hardest three-quarters of a race" he has ever run at Talladega.

"It was terrible," Gordon said. "It was the hardest thing I've ever had to do in a race car. I like to think I have patience but that was beyond patience. There was nothing fun about that but I knew it was the smart thing. I knew if we never lost the draft we could work our way back up there. I knew we could do it; it was a matter of when we got up there if we could do anything with them.

"I never yawned in a race car in my life. But I yawned back there. I knew the race would be spectacular at the end but that wasn't the kind of race we wanted to see with 10 to go or 20 to go. It was the box we were in with this car."

Gordon certainly wasn't yawning with the thrilling finish at the end when he made a key move on teammate Johnson and then got in front of Stewart, getting a big push from that driver that paid off with the victory.

"The 20 (Stewart) had a big run, Jeff got up in front of it and I couldn't slow him down," Johnson said. "The big picture racing today was really smart. We almost won it."

Blaney was third in a Toyota Camry. It was the best finish of the season for a Toyota. Denny Hamlin and Ryan Newman filled the top five.

Gordon's victory was worth $246,036 in a race that featured 42 lead changes among 22 drivers. Denny Hamlin led the most, five times for 40 laps and Gordon led the least, the last two turns and the frontstretch to take the checkered flag.

He won the race averaging 143.438 miles per hour.

There were nine caution periods for 34 laps but only one "big one" — an 11-car pileup in the fourth turn on lap 146 that included Chase drivers Kyle Busch, Denny Hamlin and Matt Kenseth.

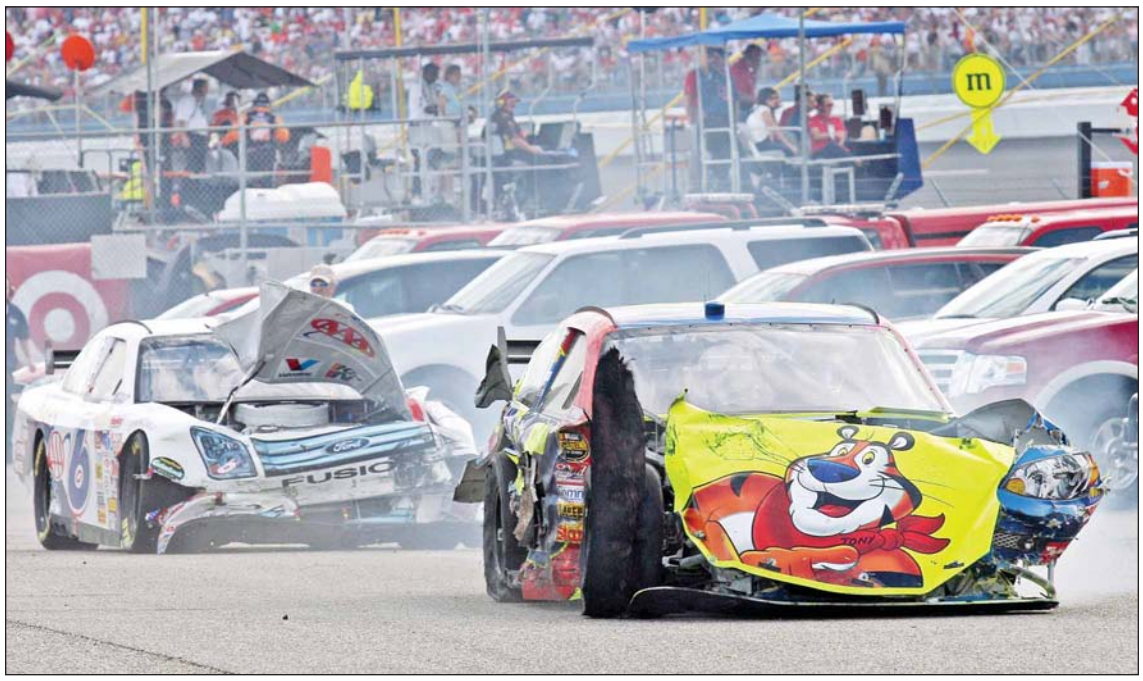
Because of that, the "Chase for the Championship" is turning into a three-driver contest with six races to go.

Johnson is the only driver within easy reach of Gordon's lead. Clint Bowyer, who finished 11th, is now 63 points out.

It drops off tremendously after that, as Stewart, who finished eighth, is 154 points out followed by Kevin Harvick, who is 202 points behind.

Truex, Kenseth and Jeff Burton are all 300 or more points behind the leader and can pretty much be counted out of championship consideration.

It may not matter because Gordon has been the best driver all season and will have to battle defending Cup champion Jimmie Johnson in the final six races.



HAROLD HINSON/HHP PHOTO

CARNAGE: Kyle Busch (5) and David Ragan drive their mangled machines through the garage after a multi-car crash on lap 146 Sunday at Talladega (Ala.) Superspeedway.

Teammates Enjoying Success

Sorenson's No. 41 Fails Inspection Following Superspeedway Event

By Bruce Martin
NSSN Correspondent

TALLADEGA, Ala. — **Jimmie Johnson** and **Jeff Gordon** are more than teammates at Hendrick Motorsports; they are also close friends.

That friendship often is forgotten on the race track, however, where they are fierce competitors when it comes to racing.

NASCAR NOTES

Earlier this year when Johnson banged his way past Gordon to win at Martinsville, Gordon was visibly upset afterwards.

Gordon got to return the favor in Sunday's NASCAR Nextel Cup UAW-Ford 500 at Talladega Superspeedway when Gordon was able to pull off a nifty move, faking Johnson who tried to block him and then getting a draft from rival **Tony Stewart** to win the race.

"I wasn't happy with getting passed but that would have been the situation with anybody," Johnson said. "If you get that close and not win, it's a letdown. There must have been stuff going on back behind me that I didn't see but Jeff saw in his mirror and he pulled up and got in front of the 20 (Tony Stewart) and got that big push.

"But I have to think about the big picture and where we were when this race started. I would have taken a 15th-place finish at that point. I'm never happy with second but with all that we had to lose here, to come out of today's race in second was pretty good."

Johnson and Gordon both said every driver is here to win but losing to his teammate is a bit different.

"We are very fierce competitors," Gordon said after winning the race. "We love to race each other and beat each other. The way he came in he sort of looked up to me and came to me for advice. That started a relationship where he looked up to me and we became friends.

"We have similar personalities so no matter what happens on the race track, we should be able to get along on the track."

Johnson now trails Gordon by nine points in The Chase for the Championship with six races remaining.

"So far in The Chase, Jeff and I have had some pretty good luck," Johnson said. "We've been able to get good finishes. I don't think we're a runaway by any stretch of the imagination. Jeff and I have separated ourselves a little bit but that can be erased very quickly."

One thing is certain on this team — there is no such thing as "team orders."

"I've been in that position, chasing Jeff before, and I know I've done everything I could to try to get by him for the checkered flag," Johnson said. "Even though we are all part of a team, we can work together and still go out and do everything we can for our individual teams.

"We worked very well together all day long. Then Jeff saw a big run coming from the 20 (Stewart) and pulled out in front of him at the right time and got a big shove. I hate losing but it wouldn't matter if it were Jeff Gordon or **Dave Blaney**. As a competitor, you just want to win."

■ **Reed Sorenson's** Dodge Avenger was too low in NASCAR's post-race inspection. According to NASCAR spokesman **Kerry Tharp**, "We have a few issues with the front end height of the 41. We will review the situation and determine if there are any penalties later in the week."

Sorenson's car was taken out of a random group of cars to be inspected.

Two weeks ago at Dover, Del., **Carl Edwards's** Ford was too low in the rear after winning the race and the team was fined $25,000 and docked 25 points in the Chase for the Championship.

■ **Dale Earnhardt**, Inc. vice president **Richie Gilmore** was treated and released from a Birmingham, Ala. hospital after suffering what has been diagnosed as a minor aneurysm. Gilmore suffered stroke-like symptoms on Friday and was taken to Birmingham for evaluation. He returned to his Mooresville, N.C., home.

■ **Scott Riggs** will have a new employer next season. Riggs, who has driven for Gillet Evernham Motorsports the past two seasons, will join Haas CNC Racing in 2008.

In a sense, the team's two current drivers, **Johnny Sauter** and **Jeff Green** are in a competition during the remaining races to drive the team's second car.

"We're very happy to welcome Scott Riggs to Haas CNC Racing," team general manager **Joe Custer** said. "It's exciting for us to land a driver with Scott's leadership experience and great attitude. We're confident in our equipment, so from a competition standpoint one of Matt's (Director of Competition **Matt Borland**) challenges is to find the right personnel combinations to get the most out of it," Custer said. "We believe Scott has the ability to get every bit of speed a car can offer. That's very important to us."

■ Mars North America announced a three-year partnership with M&Ms Brand Chocolate Candies as the sponsor of the No. 18 **Joe Gibbs** Racing team and driver **Kyle Busch** in the NASCAR Sprint Cup Series beginning in 2008.

Franchitti Has Fun In Stock Car Debut At Talladega

TALLADEGA, ALA.

With the sun setting over Talladega Superspeedway after Friday evening's ARCA race, Dario Franchitti had completed his own version of "Talladega Nights."

Franchitti, the 2007 Indianapolis 500 and IndyCar Series champion, finished 17th in a 250-mile ARCA race, a lower division of stock-car racing, as he took the first step toward a full NASCAR Nextel Cup campaign in 2008.

"I'm relieved I didn't do anything stupid," Franchitti said. "I'm really happy with what I learned but I'm disappointed with where I finished. It's a start. It's been a while since I've been in this position.

"It was really good fun. I learned a lot. The first part I was drafting like an IndyCar but then I started bump drafting. Now, that was fun."

If Franchitti had attempted a "bump draft" in an IndyCar, he would have likely gone for one of his famous wild rides such as the airborne experiences he had at Michigan Int'l Speedway and Kentucky Speedway in August.

Franchitti qualified sixth on Thursday afternoon but had to start at the rear of the field Friday because of an engine change. But the driver from Edinburgh, Scotland was able to make his way forward in a Target-Chip Ganassi Racing Dodge.

"It was a learning exercise," Franchitti said. "I learned so much today. The car got a little tight at the end, so I had to settle for where I was at but it was great fun. I'm looking forward to the short tracks. I can't wait to get to Bristol and Martinsville. Now that's going to be fun."

Franchitti was one of two "open-wheel" drivers in Friday's race. Scott Speed, who competed in Formula One the last two seasons, finished seventh in a race won by Michael Annett of Des Moines, Iowa.

Franchitti called it "learning on the job" but proved to be a quick study. Although his finish isn't as impressive as Juan Pablo Montoya's ARCA debut in this race last year, when he finished third, he displayed savvy and patience and did not drive over his head.

"I've never been under the illusion a stock car would be easy," Franchitti admitted. "But I've done one ARCA race. What do I know?"

Not only is it an adjustment in the race car, but it's also a cultural change for the Scotsman who lives with his wife, actress Ashley Judd, near Nashville, Tenn.

"I was sitting in the car on pit road and an ARCA official asked me if I spoke English," Franchitti said. "I told him that I do. Then, he said, 'You speak English really well.'"

He was coached by Montoya before Friday's race and the two of them plan on taking in some of the bizarre night-life experience across the street at the camping lot, where the denizens are known for drunken debauchery while passing out "Mardi Gras" beads.

"Juan has promised to take me across the street in his souped-up golf cart," Franchitti said.

Franchitti's decision to come to NASCAR was made a long time ago, even when he was battling Scott Dixon for the 2007 IndyCar title. But the announcement was delayed until Wednesday after team owner Chip Ganassi was able to negotiate an early exit for Franchitti from the Andretti Green Racing IndyCar operation.

One day later, he was at Talladega Superspeedway preparing to climb into a stock car for the first time.

After winning the Indianapolis 500 and the IndyCar title, Franchitti got a bit of a reality check when he ended up standing in line for a paper credential at ARCA Registration before he could go into the race track.

"We stood in line at ARCA this morning then went over to Cup where we were in and out in two seconds," Franchitti said. "Everybody has to stand in line."

Welcome to Talladega, Mr. Indy 500 winner.

LAST WORD

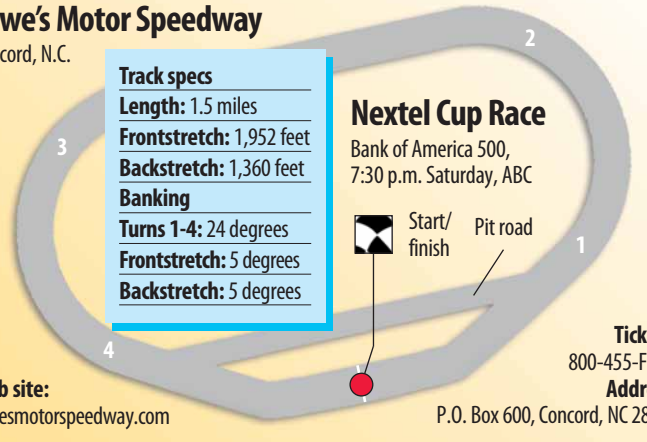


BRUCE MARTIN

UP NEXT

Lowe's Motor Speedway
Concord, N.C.

Track specs
Length: 1.5 miles
Frontstretch: 1,952 feet
Backstretch: 1,360 feet
Banking
Turns 1-4: 24 degrees
Frontstretch: 5 degrees
Backstretch: 5 degrees



Nextel Cup Race
Bank of America 500,
7:30 p.m. Saturday, ABC

Web site:
lowesmotorspeedway.com

Tickets:
800-455-FANS
Address:
P.O. Box 600, Concord, NC 28026

CHASE REWIND

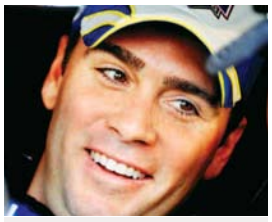


FIRST

Jeff Gordon
No. 24 DuPont Chevrolet
Crew chief: Steve Letarte
Team: Hendrick Motorsports
POINTS **5,690** **Sunday's finish:** First **Points:** +1
Recap: : Gordon led less than a lap to get victory No. 80 and to become the all-time winner at restrictor plate tracks.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	1	3	3



SECOND

Jimmie Johnson
No. 48 Lowe's Chevrolet
Crew chief: Chad Knaus
Team: Hendrick Motorsports
POINTS **-9** **Sunday's finish:** Second **Points:** -1
Recap: Johnson helped his teammate get to the front but was unable to make a move for the victory.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	2	0	2	3



THIRD

Clint Bowyer
No. 07 Jack Daniel's Chevrolet
Crew chief: Gil Martin
Team: Richard Childress Racing
POINTS **-63** **Sunday's finish:** 11th **Points:** +0
Recap: Bowyer had a solid day and avoided the engine problems that plagued teammate Jeff Burton.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	1	1	2	2



FOURTH

Tony Stewart
No. 20 Home Depot Chevrolet
Crew chief: Greg Zipadelli
Team: Joe Gibbs Racing
POINTS **-154** **Sunday's finish:** Eighth **Points:** +0
Recap: Stewart led four times for 38 laps, but his first Talladega victory continues to elude the two-time champ.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	3



FIFTH

Kevin Harvick
No. 29 Shell/Pennzoil Chevrolet
Crew chief: Todd Berrier
Team: Richard Childress Racing
POINTS **-202** **Sunday's finish:** 20th **Points:** +0
Recap: Despite a reported engine problem in the closing stages of Sunday's race, Harvick notched a 20th-place finish.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1



SIXTH

Carl Edwards
No. 99 Office Depot Ford
Crew chief: Bob Osbourne
Team: Roush Fenway Racing
POINTS **-205** **Sunday's finish:** 14th **Points:** +1
Recap: Edwards avoided trouble for 500 miles and was the highest finishing Ford in Sunday's race.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	1	1	1

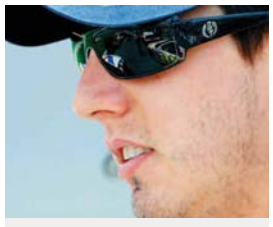


SEVENTH

Kurt Busch
No. 2 Miller Lite Dodge
Crew chief: Pat Tryson
Team: Penske Racing
POINTS **-215** **Sunday's finish:** Seventh **Points:** +2
Recap: Busch quickly made his way to the front of the field to nab his first top-10 finish in The Chase.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1



EIGHTH

Kyle Busch
No. 5 Kellogg's Chevrolet
Crew chief: Alan Gustafson
Team: Hendrick Motorsports
POINTS **-260** **Sunday's finish:** 36th **Points:** -2
Recap: Busch was a victim of "the big one" on lap 146 and dropped further in the standings to eighth.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	2	2



NINTH

Denny Hamlin
No. 11 FedEx Chevrolet
Crew chief: Mike Ford
Team: Joe Gibbs Racing
POINTS **-262** **Sunday's finish:** Fourth **Points:** +3
Recap: Hamlin led the most laps Sunday and scored his first top-five finish since Michigan in August.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	1



10TH

Martin Truex, Jr.
No. 1 Bass Pro Shops Chevrolet
Crew chief: Kevin Manion
Team: Dale Earnhardt, Inc.
POINTS **-300** **Sunday's finish:** 42nd **Points:** -2
Recap: Truex scraped the wall during an early crash and fell victim to the engine problems in the Childress and DEI camps.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	1



11TH

Matt Kenseth
No. 17 DeWalt Ford
Crew chief: Robbie Reiser
Team: Roush Fenway Racing
POINTS **-318** **Sunday's finish:** 26th **Points:** +0
Recap: Running in the back with the Fords couldn't save Kenseth from the multi-car crash on lap 146.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1



12TH

Jeff Burton
No. 31 AT&T Chevrolet
Crew chief: Scott Miller
Team: Richard Childress Racing
POINTS **-336** **Sunday's finish:** 43rd **Points:** -2
Recap: Engine woes ended Burton's day early and handed him his second-straight finish outside the top 30.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1

Under Scrutiny, Villeneuve Plays It Safe At Talladega

By Bruce Martin
NSSN Correspondent

TALLADEGA, Ala. — In the tunnel-vision world of NASCAR, race drivers that don't come up with a typical stock-car background are often viewed as carpet baggers and less than worthy of being taken seriously as a driver that started his racing career at Talladega Sport Track.

So when Jacques Villeneuve announced his first NASCAR Nextel Cup race would be at Talladega Superspeedway in Sunday's UAW-Ford 500, regular drivers in the series started screaming that he didn't belong.

NEXTEL CUP



Jacques Villeneuve

Never mind the fact that Villeneuve won the 1995 Indianapolis 500 and the 1995 CART title and is the only driver in the garage area who has won a Formula One world championship.

That's right, for as much attention as Juan Pablo Montoya has gotten in his rookie season of Cup, he never won the Formula One world championship. Villeneuve won the world title in 1997.

So after Friday's practice sessions ended, Villeneuve took the comments in stride, as the French-Canadian said if he were involved in NASCAR's Chase for the Championship, he'd probably say the same thing.

"I don't think they're saying I'm not qualified to race," Villeneuve said. "All that they are saying is that it might be a little early during their Chase. I think I would say the same thing in their shoes. You don't want any unknowns out there when you're running for a championship. At the same time, I've always raced intelligently.

"I'm not here to try and be a hero. I don't have any points and I'm not here for a championship. All I want to do is get the race mileage and get ready for Daytona."

Drivers such as Villeneuve and Indy 500 winner and IndyCar champion Dario Franchitti have to run at least one race on a restrictor-plate oval before they are certified to compete in February's Daytona 500. Franchitti competed in Friday's ARCA race at Talladega.

Villeneuve not only made the race, he started sixth after an impressive qualifying effort. As a courtesy to the drivers in The Chase, Villeneuve volunteered to drop to the back of the field before the start so that he wouldn't be in anybody's way when the green flag dropped.

"It was the logical thing to do," Villeneuve said. "Our car was set up for qualifying and we didn't know how it was going to handle. Starting from the front or the back doesn't really change anything. I had more to learn from the back, anyway."

He was impressive in his debut, finishing 21st as the last car on the lead lap.

Franchitti To Learn His ABCs

By John Clayton
Staff Writer

CONCORD, N.C. — Dario Franchitti will become the first European-born driver to race full-time at NASCAR's highest level when he straps himself into the Chip Ganassi Racing with Felix Sabates' No. 40 Dodge at Daytona Int'l Speedway in February.

Franchitti, the 2007 Indianapolis 500 and IndyCar Series champion, was announced Oct. 3 as the driver of the No. 40 for the 2008 Sprint Cup season.

NEXTEL CUP



Dario Franchitti

"It's a big thing for me," the Scotsman said. "It's a big change from anything I've ever done before and I hope it will help grow the sport internationally as well, but right now my focus is just on getting in the car and trying to be competitive."

With Ganassi at his side, Franchitti said the move to Cup is the logical next step in a career that began in 1984 with a Scottish Junior Kart Championship at the age of 11.

"I'm really intrigued by the challenge of NASCAR," said Franchitti, a native of Edinburgh, Scotland. "That was the overriding part of the decision — winning the Indy 500 and the series championship just made that decision easier because I had achieved what I wanted to achieve, and it was time to move on and jump into this new world for me."

Franchitti, 34, began his stock-car career in Friday's ARCA/REMAX Series 250 at Talladega Superspeedway, finishing 17th. From there, he will participate in ARCA, Busch Series and Nextel Cup races as deemed appropriate for the remainder of the 2007 season.

"It'll be the same as last year (with Juan Pablo Montoya)," said Ganassi. "It'll be week to week."

If Franchitti progresses in ARCA competition, then he will try his hand in the Busch Series. If he does well at that level, then he will get a chance at Nextel Cup. While Franchitti has not driven a stock car in the U.S., he has raced touring cars in Europe.

"It's not the first time I've raced with a roof over my head," he said.

Still, Franchitti said he has no illusions about how difficult the transition from Indy cars to stock cars will potentially be.

"I'm going from being in a position along with Tony Kanaan as a team leader to being a rookie, and that's going to be interesting," Franchitti said. "It's going to be tough — probably the toughest challenge of my career. There's going to be a steep learning curve, and I hope I'm up to the challenge."



DOUG HORNICKEL PHOTO

DAN, THE MAN: Dan Fredrickson (36) races to victory in the Oktoberfest 100.

Leaving Nothing In Doubt

Dominant Fredrickson Puts End To Frustrating Weekend

By Kevin Ramsell

WEST SALEM, Wis. — Dan Fredrickson ended his Oktoberfest Race Weekend on a high note as he claimed the ASA Kwik Trip Midwest Tour Oktoberfest 100 season-finale at the La Crosse Fairgrounds Speedway.

ASA MW

For Fredrickson it was fitting end to a somewhat frustrating weekend.

On Friday night, Fredrickson tied with Steve Holzhausen the "Dick Trickle 99" event, only to lose on a tie-breaker. On Saturday, both also tied in qualifying with identical record-setting laps of 19.133 seconds. Again, Holzhausen won the tie-breaker.

But in Sunday's Oktoberfest 100, Fredrickson dominated the 100-lap event, quickly working to the lead from his 10th-starting spot and holding off Steve Carlson for the victory.

Andrew Morrissey finished third. Holzhausen was fourth and Travis Sauter took fifth place.

The finish:

Dan Fredrickson, Steve Carlson, Andrew Morrissey, Steve Holzhausen, Travis Sauter, Jamie Iverson, Dick Trickle, Dean Cornelius, Tim Schendel, Donny Reuvers, Jacob Goede, Neil Knobloch, Jeremy Lepak, Nate Haseleu, Josh Vadnais, Frank Kreyer, Kenny Richards, Jesse Saunders, Don Turner, Kevin Nuttleman, Jonathan Eilen, Kris Kelly, Mark Kraus, Blake Horstman, Jason Weinkauf, Rob Vanderloop, Dan Lensing, Dave Feiler.

Hoffman Earns 4th Oktoberfest Win

By Matt Prieur

WEST SALEM, Wis. — Eddie Hoffman returned to victory lane as the ASA Late Model Series Northern Division wrapped up its season at the 38th-annual Oktoberfest Weekend.

ASA NORTH

Hoffman, a four-time Oktoberfest winner, passed 19-year-old Nick Neville on lap 34 and withstood heavy pressure the remainder of the race from fast-qualifier Jacob Goede to score his third ASALMS Northern Division Feature Win of the 2007 Season.

Trent Snyder finished 10th and clinched the 2007 ASALMS Northern Division Championship for his first-career title, while Jesse Saunders finished right behind him in 11th to secure the 2007 Rookie of the Year honors.

Neville finished third and was followed by Jeremy Miller and Jim Duchow in the top five.

The finish:

Eddie Hoffman, Jacob Goede, Nick Neville, Jeremy Miller, Jim Duchow, Tom Gille, Mike Heiss, Derek Neville, Jesse Smith, Trent Snyder, Jesse Saunders, J. Herbst, Anthony Danta, Nick Schumacher, Wes Griffith, Jr., Troy Hintzsche, Alison Quick, Griffin McGrath, Eric Fransen, Peter Cozzolino, Dan Lensing, Trevor Stewart, Andrew Morrissey, Charlie Menard, Tom Fedewa, Josh Wallace, Travis Dassow, Kevin McCann, Alex Kennedy, Austin Siebert.

DQ Hands Brown Victory

By Matt Panure

WEST SALEM, Wis. — For the second-straight year, Doug Brown won the Mid-American Stock Car Series Oktoberfest 35, while James Swan wrapped up the series title.

MSCS

Brown was named the race winner after Ryan Rose's race car failed post-race technical inspection.

Jeremy Spoonmore was second and Lyle Nowak was third in the final results.

Swan finished seventh to clinch his second-straight point title.

The finish:

Doug Brown, Jeremy Spoonmore, Lyle Nowak, Kyle Shear, Bill Prietzel, Rod Brewe, James Swan, Darren Woelke, Troy Shear, Jr., Scott Null, Andrew Kulka, Randy Coghlan, Mel Schappert, Maxwell Schultz, Nathan McHale, Jake Finney, Kevin Lee, Tom McClintock, Mark Kissinger, Justin Neisius, Dave Obermeyer, Bobby Gutknecht, Kevin Damrow, Tim Schmitt, Johnny Senerchia, Ryan Rose.

Burgess Cooks At Home, Miller Wraps Title

WEST SALEM, Wis. — Andy Burgess scored an impressive victory on his own home track on Friday while Jeremy Miller clinched his first Big 8 Series title in the 38th annual Oktoberfest race weekend at La Crosse Fairgrounds Speedway.

BIG 8

Burgess beat out Ryan Carlson to become the 10th different winner in 10 Big 8 Series events this season, while Miller beat out defending champion Ricky Bilderback to claim his first series title.

Burgess moved from his third starting spot to challenge Jason Schuler for the lead on lap five, sliding past on the inside to take over the top spot on lap seven. Carlson followed in Burgess' tire tracks to take over second.

A caution flag on lap 12 bunched up the field, giving Carlson a shot at Burgess, but the leader easily pulled away. Burgess led the rest of the way as Carlson struggled to keep up, pulling out to a 10-car advantage as he cruised to an easy victory over Carlson and Matt Bryne.

Fourteen-year-old Ross Kenseth, son of 2003 NASCAR Nextel Cup Champion Matt Kenseth, patiently worked his way into the top five to finish fourth in the feature in his Big 8 Series debut. Kenseth finished just ahead of Miller in fifth.

The finish:

Andy Burgess, Ryan Carlson, Matt Byrne, Ross Kenseth, Jeremy Miller, Todd Oliver, Skylar Holzhausen, Emily Sue Steck, Todd Korish, Adam Degenhardt. Michael Bilderback, Bob Wilberg, John Baumeister, Andy Jirik, Jason Schuler, Chad Stevens, Gary Natrop, Brian Back, Kris Kelly, Mike Beyer, Tim Nelson, Tim Hagen, Mike Ehde, Ricky Bilderback, Shawn Pfaff, Dan Jung.

Weder, Shryock Both Hold Off Bridesmaid Hughes

Friday

ENID, Okla. — Tommy Weder, Jr. took advantage of Terry Phillip's misfortune to win Friday's inaugural Oklahoma Fall Nationals at Enid Speedway Park to post his first career United States Modified Touring Series victory.

USMTS

Weder led the final five laps after Phillips suffered a flat rear tire while leading the race. Phillips led the first 25 laps from the pole position with Weder following from his third starting spot. As Phillips blistered the field, it looked like Weder would have to settle for the runner-up spot when Phillips dropped out on lap 25, giving Weder the top spot ahead of teammate Jason Hughes.

Hughes pressured Weder over the final five laps but couldn't find a way around as Weder held on for the $2,000 payday.

The finish:

Tommy Weder, Jr., Jason Hughes, Greg Skaggs, Jeremy Payne, Randy Timms, Tim Donlinger, Willy Kraft, Jon Tesch, Steve Holzkamper, Kelly Shryock, Eddie Martin, John Allen, Derek Ramirez, Mike Roach, Scott Green, Rodney Sanders, Darren Hacker, Ryan McAninch, Dena Wilson, Curtis Allen, Terry Phillips, Pat McVicker, Troy Gemmill, Nichols Littlejohn.

Saturday

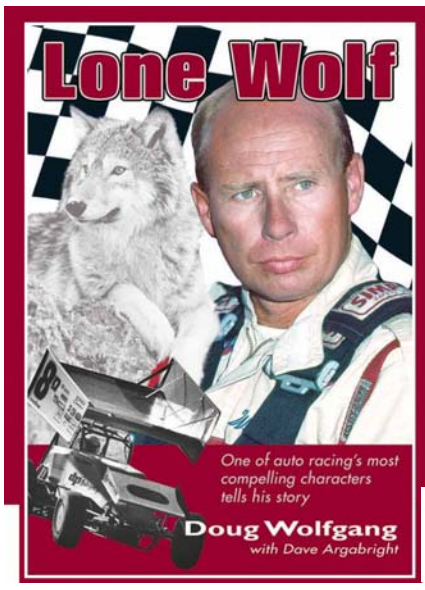
ENID, Okla. — Kelly Shryock was back in usual form Saturday night as he led wire to wire to capture the main event and wrap up the inaugural Oklahoma Fall Nationals for the United States Modified Touring Series at Enid Speedway Park

Shryock, an eight-time USMTS National Champion and current series points leader, led all 40 laps from the pole en route to a $3,000 payday.

Jason Hughes raced from 10th on the starting grid into second place early in the race, but was unable to challenge Shryock and had to settle for his second straight runner-up finish.

The finish:

Kelly Shryock, Jason Hughes, Randy Timms, Tim Donlinger, Jon Tesch, Scott Green, Tommy Weder, Jr., Eddie Martin, Willy Kraft, Steve Holzkamper, Brendon Gemmill, Derek Ramirez, Greg Skaggs, Kip Hughes, Jeremy Payne, Phil Dixon, Rodney Sanders, John Allen, Kenny Sweet, Steven Whiteaker, Jr., Darren Hacker, Brandon Kenny, Bryan Rowland, Pat McVicker.



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NATIONAL HOT ROD ASS'N

RACE REWIND

Race 21 of 23: Torco Racing Fuels NHRA Nationals, Oct. 5-7
Virginia Motorsports Park, Dinwiddie, Va.

FINAL RESULTS

TOP FUEL



Doug Kalitta

FUNNY CAR



Gary Scelzi

PRO STOCK



Dave Connolly

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Doug Herbert	4.658	306.40	def.	9	Hillary Will	4.693	298.47
10	Doug Foley	4.603	323.43	def.	7	Rod Fuller	4.634	320.89
11	Doug Kalitta	4.599	322.50	def.	6	David Grubnic	4.632	309.06
2	Brandon Bernstein	4.595	324.12	def.	15	Bob Vandergriff, Jr.	6.874	122.11
16	Morgan Lucas	4.575	322.65	def.	1	Tony Schumacher	4.622	311.63
3	Larry Dixon	4.683	301.13	def.	14	Clay Millican	4.776	318.84
13	Melanie Troxel	4.569	327.59	def.	4	Whit Bazemore	4.632	314.75
12	Cory McClenathan	4.618	314.97	def.	5	J.R. Todd	8.040	104.91
SECOND ROUND								
13	Melanie Troxel	4.629	319.52	def.	12	Cory McClenathan	8.870	84.18
11	Doug Kalitta	4.647	314.39	def.	3	Larry Dixon	4.651	281.48
10	Doug Foley	4.603	318.99	def.	2	Brandon Bernstein	6.626	134.52
8	Doug Herbert	4.625	314.68	def.	16	Morgan Lucas	4.673	310.05
SEMIFINAL								
13	Melanie Troxel	4.646	316.82	def.	8	Doug Herbert	5.848	155.10
11	Doug Kalitta	6.360	260.66	def.	10	Doug Foley	6.951	154.21
FINAL								
11	Doug Kalitta	4.647	316.08	def.	13	Melanie Troxel	4.649	316.45

Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
5	Jack Beckman	4.906	310.27	def.	12	Jeff Arend	4.944	308.00
6	Tony Pedregon	8.896	309.98	def.	11	Scott Kalitta	5.044	303.09
15	Ron Capps	4.886	313.37	def.	2	Robert Hight	7.447	107.14
16	Cruz Pedregon	4.913	299.33	def.	1	Tommy Johnson, Jr.	BROKE	BROKE
14	Tim Wilkerson	4.876	304.87	def.	3	Mike Ashley	4.866	316.08
13	Tony Bartone	5.276	207.02	def.	4	Kenny Bernstein	7.823*	104.04
7	Gary Densham	5.234	279.21	def.	10	Jerry Toliver	11.637	78.33
8	Gary Scelzi	4.944	302.48	def.	9	Del Worsham	4.949	307.72
SECOND ROUND								
13	Tony Bartone	4.929	303.30	def.	5	Jack Beckman	5.026	263.00
15	Ron Capps	4.954	294.11	def.	7	Gary Bensham	9.835	99.80
14	Tim Wilkerson	4.917	309.42	def.	8	Tony Pedregon	4.928	314.90
8	Gary Scelzi	4.958	308.35	def.	16	Cruz Pedregon	4.994	297.81
SEMIFINAL								
8	Gary Scelzi	4.974	294.43	def.	13	Tony Bartone	5.303	216.13
15	Ron Capps	4.956	300.93	def.	14	Tim Wilkerson	5.040	301.13
FINAL								
8	Gary Scelzi	4.956	306.60	def.	15	Ron Capps	5.935	207.11

Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	V. Gaines	6.664	205.85	def.	8	Larry Morgan	6.794	206.23
7	Max Naylor	6.676	205.22	def.	10	Jason Line	6.648	207.94
11	Kurt Johnson	6.645	207.50	def.	6	Allen Johnson	6.658	206.51
12	Mike Edwards	6.681	206.32	def.	5	Justin Humphreys	6.683	207.11
13	Greg Stanfield	6.701	204.70	def.	4	Greg Anderson	7.252	148.28
2	Dave Connolly	6.661	207.15	def.	15	Ron Krisher	6.680	205.57
3	Richie Stevens, Jr.	6.654	206.86	def.	14	Kenny Koretsky	6.691	206.01
1	Jeg Coughlin	6.671	207.78	def.	16	Thomas Brown	6.701*	205.26
SECOND ROUND								
12	Mike Edwards	6.721	205.29	def.	13	Greg Stanfield	6.722	204.85
9	V. Gaines	6.667	206.32	def.	1	Jeg Coughlin	6.698	206.99
2	Dave Connolly	6.657	206.80	def.	7	Max Naylor	6.689	205.07
3	Richie Stevens, Jr.	6.670	206.39	def.	11	Kurt Johnson	6.678	207.50
SEMIFINAL								
9	V. Gaines	6.658	206.39	def.	12	Mike Edwards	6.707	205.76
2	Dave Connolly	6.647	207.66	def.	3	Richie Stevens, Jr.	6.688*	206.07
FINAL								
2	Dave Connolly	6.671	206.95	def.	9	V. Gaines	6.679	206.92

** — Denotes red light*



AUTOIMAGERY.COM PHOTO

TWO-LANE BATTLE: Doug Kalitta (far lane) battles Larry Dixon during Top Fuel's second round.

Here Comes Scelzi

Connolly Continues His Late-Season Tear Through Pro Stock

DINWIDDIE, Va. — Four-time POWERade Series champion Gary Scelzi punctuated a dramatic final Sunday in the Countdown to Four, the first round of the NHRA Playoffs, with a huge victory at the second annual Torco Racing Fuels NHRA Nationals at Virginia Motorsports Park to claim one of the four berths in the two-race championship.

Scelzi jumped from sixth to second place with the win over teammate Ron Capps in the Funny Car final and he was joined in the winner's circle by Top Fuel's Doug Kalitta and Pro Stock's Dave Connolly, who swept his way through the first round of the NHRA Playoffs with four straight wins to earn the No. 1 seed in Pro Stock's Countdown to One.

"Things are just clicking for us right now," said Connolly, who has won five straight races overall. "It was nice to sweep the first leg of the Countdown, but we have two races left (in Las Vegas and Pomona), so that's what we're concentrating on. This team will be ready. We tested for two days before this race and we have a long testing schedule to complete before we head to Vegas. The work is definitely not done."

Connolly's incredible winning streak in Pro Stock has now reached five races, which ties him for the second longest run in class history behind Bob Glidden's nine-in-a-row back in 1978-79. Greg Anderson also won five straight in 2004, as did Ronnie Sox in '70-71.

Capps secured the fourth and final berth in Funny Car with his semifinal win over Tim Wilkerson; Tony Pedregon and Robert Hight, first and third, respectively, will be the other two finalists in the Funny Car Countdown to One. The hard-luck loser in Funny Car was Jack Beckman, who would have clinched a berth with either a Scelzi or Capps loss in the semifinals, but when both won, his championship hopes were dashed.

The drama in Top Fuel played out in the first round when fourth-place Brandon Bernstein ousted fifth-place Bob Vandergriff to cement his position in Top Fuel's final four; the other three finalists in Top Fuel, in 1-2-3 order, are Larry Dixon, Rod Fuller and Tony Schumacher.

In Pro Stock, Greg Anderson will be the No. 2 seed and the Pro Stock final four was filled out by No. 3 Jeg Coughlin, who drove his way in with a first-round win Sunday, and Allen Johnson, who clinched the fourth and final Pro Stock berth when his teammate eliminated fifth-place Kurt Johnson in the second round. The top four drivers who remain alive in the Countdown to the Championship will have their points reset in 10-point increments, from 3,030 to 3,000, before heading to Las Vegas (Oct. 26-28) and Pomona (Nov. 1-4) for the two-race championship, the Countdown to One, that will determine the 2007 POWERade Series world championships.



TED ROSSINO PHOTO

GO, GARY, GO: Gary Scelzi celebrates his victory in the Funny Car portion of Sunday's NHRA event in Dinwiddie, Va.

The Funny Car final was, for all intents and purposes, the first round of the Countdown to One since both drivers had just clinched their positions and they were tied in points. The winner of the race would pass Hight and emerge with 3,020 points after the reset and the loser would end up with 3,000.

Scelzi was second off the starting line by a hundredth, but he soon zoomed by a tire-smoking Capps to take the win with a 4.956 at 306.60 miles per hour in his Mopar/Oakley Charger to Capps' resigned 5.935 at 207.11 mph in his Brut Dodge.

"It was a great day," Scelzi said. "[Crew chief Todd] Okuhara made all the right calls. He's just incredible. [Former tuner] Mike Neff got us here and I don't ever want to forget that. Mike and I are very close and I hope I can help him learn how to drive a Funny Car. He means a lot to me, and then Okuhara has slipped right into that role. I've had three awesome tuners in my career — Alan Johnson, Mike Neff, and Todd Okuhara — and each one I love dearly.

"Before the final I told Todd, 'you know, we're in the Countdown deal already but it would be even better if we were second in the points.' The only way to do that was to win so I told him to hop it up. I said, 'put some more in there, you coward.' He started laughing and jumped in the box. Let me tell you, that thing was aggressive. That was probably the worst job of driving ever, but we got the win light."

Scelzi improved to 4-0 in final rounds this year and 37-21 for his career. Capps drops to 3-4 on the season and 25-27 overall.

Kalitta won his first Top Fuel race in more than a year by beating Melanie Troxel, extending his streak of consecutive seasons with at least one win to 10. He is fourth on that list now that is headed by John Force's streak of 21 consecutive seasons with a win. Kurt Johnson is next with 13, Angelle Sampey is third with wins in 12 straight seasons and Whit Bazemore, who hasn't won this season, has won in 10 straight seasons.

After finishing 2006 on the losing end of the closest point race in history, Kalitta has endured the worst Top Fuel season of his career. Some of that pain was erased Sunday when he broke through for his first victory in more than a year (Memphis, 2006), which came when he outran Troxel by three-hundredths of a second, 4.647 at 316.08 mph against Troxel's 4.649 at 316.45 mph.

"I was starting to wonder if we'd keep our streak alive," Kalitta said. "We've had a pretty tough year, but we have Jon-O [Oberhofer] tuning the car now and he's doing a great job. The guys are all working hard, and Dick LaHaie has been helping. Of course, Connie [Kalitta, uncle] is there. It's been a struggle but we're getting through it."

Connolly's fifth-straight win was over early as he passed Vieri Gaines at the starting line by .046 second and roared away for his 17th career win with a 6.671 at 206.95 mph in his Torco/Seelye Wright Chevrolet Cobalt. Gaines carded a 6.679 at 206.92 mph in his Kendall Dodge.



NHRA PHOTO

YELLOW POWER: Pro Stock's Dave Connolly races to victory in Sunday's NHRA event at Virginia Motorsports Park. He leads the standings by 52 points over Greg Anderson.

Pro Stock's Line Gets Snubbed

PETERSBURG, Va. — At this time last year, the Summit Racing Equipment Pontiac GTOs of **Jason Line** and **Greg Anderson** stole the National Hot Rod Ass'n Pro Stock show at Virginia Motorsports Park.

Anderson recorded the Pro Stock class's first 6.5-second pass, and Line set the national elapsed-time record with a 6.558-second run, posted top speed of the meet (209.75), and won the race en route to the series championship. That gave Line his first title and the team its fourth straight.

NHRA NOTES

This year, Line's hopes of a repeat championship fizzled with a first-round loss to **Max Naylor**, while Anderson's car suddenly quit on him at about half-track in the opening round because an ignition wire popped loose.

Anderson already had clinched a berth in the Final Four, but Line said he was especially disappointed because he might have had a shot at it with **Allen Johnson's** opening-round defeat. That, coupled with **Jeg Coughlin's** first-round victory, knocked him out of contention. "I'm a little numb and definitely disappointed at the early loss," Line said. "We thought that our Summit Racing Pontiac could run with these guys, but today we came out with the short straw. We'll go on to Las Vegas and Pomona and try to help Greg win his fourth championship."

■ Funny Car contender **Robert Hight** apologized Sunday to a television crew at Virginia Motorsports Park that he isn't as engaging and entertaining as his father-in-law, **John Force**. That's debatable, but he proved in the Torco Racing Fuels Nationals that he can carry the John Force Racing organization's banner capably by himself.

With the boss recovering at Baylor University Medical Center at Dallas from injuries he received in a Sept. 23 crash and sister-in-law **Ashley Force** sitting out because safety upgrades to her car have not been completed, Hight was the lone JFR driver at this final event before the Coundown to One cutoff.

Force forfeited his No. 4 spot to **Ron Capps**, putting three **Don Schumacher** Racing cars (including those of **Jack Beckman** and **Gary Scelzi**) behind leader **Tony Pedregon** and Hight.

Hight lost to Capps in the first round, and Hight will go for the $500,000 payout as the No. 3 seed.

"Our job was to get one of these Ford Mustangs in the Countdown to One for Auto Club, Castrol and Ford," Force said from Dallas. "Robert will carry that banner for us in the last two races. He and (crew chief) **Jimmy Prock** earned the right to race for the championship."

■ For the fifth time in six races, **Tony Schumacher** was a first-round loser in the U.S. Army Dragster.

Eliminating him was **Morgan Lucas**, who had been Schumacher's victim 13 of their 15 previous meetings. "I don't really know what happened, but it seemed that we were down on power almost right from the start," Schumacher said. "The car I had today was definitely not the one I had yesterday."

No, the day before, he was glib after grabbing the No. 1 qualifying position, joking about **Brandon Bernstein** and **Bob Vandergriff** going head-to-head in the opening round for the last available Countdown spot.

"If you could write the script, you would put Vandergriff and Bernstein together in round one," Schumacher said Saturday. "That's going to be huge.

"Those two guys need to go to bed early and do their push-ups because this is a round that could define their careers. Me? I'm going to go smoke a cigar."

■ Of the eight still-eligible Countdown drivers in the Top Fuel class, only three — **Larry Dixon**, Brandon Bernstein and **Doug Herbert** — advanced past the opening round.

Dixon, who retained his point lead despite a second-round loss to eventual winner **Doug Kalitta**, already had clinched a spot in the Countdown to One. The order of the final four in this category was the same as when the race began: Dixon, **Rod Fuller**, Tony Schumacher and Bernstein.

Three of the "bottom four" sealed their fates early in the day. Bob Vandergriff lost his "monster match-up" with Bernstein in the opener, **Whit Bazemore** lost to eventual runner-up **Melanie Troxel** and **J.R. Todd** saw his chances go up in tire smoke against **Cory McClenathan**, who earned his 400th round-win.

■ The scene was set for the $100,000-to-win Technicoat Top Fuel Showdown that'll take place Oct. 27 during the ACDelco Nationals at The Strip @ Las Vegas Motor Speedway. The line-up includes Larry Dixon, **Cory McClenathan**, Tony Schumacher, Rod Fuller, Melanie Troxel, Brandon Bernstein, J.R. Todd, and **Dave Grubnic**.

■ **Dave Connolly's** victory, his eighth of the year, represented a historic fifth-straight victory. Only **Ronnie Sox**, **Bob Glidden** and Greg Anderson have done the same.

The 24-year-old from Elyria, Ohio, said, "To pick up our fifth [straight] win and put us in that elite group with those guys is incredible. It is something I never even dreamed of. I just wanted to race Pro Stock and here we are getting put on a list that is only four people long.

"Our Chevy Cobalt is mean," he said. "All the guys at Cagnazzi Racing are doing a good job, and we were able to get my teammate, Jeg Coughlin, into the final four, too. It is incredible what [sponsor] **Evan Knoll** and **Victor [Cagnazzi]** have put together."

Countdown Creates Parity; May The Best Team Win

SEATTLE

The National Hot Rod Ass'n's new Countdown to the Championship format, which manipulates strategy and results, just seems all wrong in principle. And its first go-round is showing some flaws that perhaps the sanctioning body will repair if it chooses to stick with the format.

Hot Rod Fuller, even without major sponsorship, led the Top Fuel standings nearly all season in his David Powers Motorsports-owned dragster. But because the points were adjusted heading into Labor Day and the Mac Tools U.S. Nationals, Fuller lost his lead in spite of a semifinal finish.

Brut Dodge Charger driver Ron Capps dropped from first to fourth in the Funny Car standings at Indianapolis. He had led his class through the previous 14 races.

Greg Anderson dominated the 17-race "regular season" in the Pro Stock class with seven victories and 10 No. 1 qualifying positions. (Maybe Dave Connolly, with a record-tying five consecutive victories might have steamrolled him anyway.)

All three advanced to the Countdown to One at last weekend's Torco Racing Fuels Nationals at Virginia Motorsports Park near Richmond, meaning they're eligible for their class' championship. But the point manipulation resulted in some serious scrambles.

Parity is lovely, if it's a product of hard work. The concept of leveling the playing field smacks of socialism: Let's ignore skill, ability, passion, and devotion and make sure that everybody is equal. Well, not all people have equal talent.

John Force chided a new employee years ago because the young man brought a fishing pole to the job. Force said, "We're not going after bass. We're going after a championship." What's wrong with that? That's the kind focus that ought to be rewarded.

Perhaps NHRA will see fit to award the Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle point leaders at the end of the "regular season" a monetary bonus — let's say $20,000 or $25,000. That would ease the sting of watching a driver's point lead eroding through no glaring fault of his own.

"I've been praising the Countdown and, even though it looked like we weren't going to make it after Dallas, I was still praising it, even though people were e-mailing me and I was reading articles about how terrible it was that I had my points taken away. I thought it was exciting," Capps said. "But I also thought that if there was any team in Funny Car, and not taking anything away from any of the guys, we deserved a shot at it. We needed to be in there. It's so justified that we got in."

That's my point, Ron. And you almost didn't.

You inherited fourth place because Force is on the disabled list. Then you had to sweat out final eliminations, watching what teammate and final-round opponent Gary Scelzi did and clinching that final berth with your semifinal victory.

"I felt like I was stuttering because I kept [saying], 'This is the most important round of our life,' — and that was Saturday's last qualifying run." He kept saying that at every subsequent run.

Despite that, Capps said, "But you're not going to [hear me] cry about the points and the structure because we knew it going in."

Fair enough.

Scelzi jumped from sixth to second, Capps slid to fourth, and Beckman and Force dropped out of the chase. Tony Pedregon is the No.1 seed and Robert Hight No. 3.

The Top Fuel class' Final Four are Larry Dixon, Hot Rod Fuller, Tony Schumacher, and Brandon Bernstein. Those same four have been the top four since the "Countdown To Four" phase began at the U.S. Nationals. Pro Stock had plenty of opportunity for surprises, but in the end, only third-place Allen Johnson and fourth-place Jeg Coughlin traded places. So race winner Connolly and three-time champion Greg Anderson, who already had clinched, were in.

Never mind that few major metropolitan daily newspapers in the United States paid any attention to this pivotal weekend for the National Hot Rod Ass'n. The fans have responded. And maybe that's all the NHRA was aiming for.

So, let the Countdown to the Championship continue. And may the best team win.

THE STRAIGHTLINE



SUSAN WADE

UP NEXT

ACDelco Las Vegas NHRA Nationals, Oct. 25-28, The Strip @ Las Vegas Motor Speedway, Las Vegas

STANDINGS

TOP FUEL



Larry Dixon

FUNNY CAR



Tony Pedregon

PRO STOCK



Dave Connolly

Top Three

1. Larry Dixon	2,297	1. Tony Pedregon	2,259	1. Dave Connolly	2,408
2. Rod Fuller	2,252	2. Robert Hight	2,243	2. Greg Anderson	2,356
3. Tony Schumacher	2,247	3. Jack Beckman	2,213	3. Allen Johnson	2,204

FORMULA ONE

RACE REWIND

Race 16 of 17: Chinese Grand Prix, Sunday, October 7
Shanghai Int'l Circuit, Shanghai, China

FINAL RESULTS

FIRST



Kimi Raikkonen

SECOND



Fernando Alonso

THIRD



Felipe Massa

Fin.	St.	Driver	Country	Team	Laps
1	2	Kimi Raikkonen	Finland	Scuderia Ferrari	56
2	4	Fernando Alonso	Spain	McLaren Mercedes	56
3	3	Felipe Massa	Brazil	Scuderia Ferrari	56
4	17	Sebastian Vettel	Germany	Scuderia Toro Rosso	56
5	10	Jenson Button	Great Britain	Honda Racing F1 Team	56
6	11	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	56
7	8	Nick Heidfeld	Germany	BMW Sauber F1 Team	56
8	5	David Coulthard	Great Britain	Red Bull Racing	56
9	13	Heikki Kovalainen	Finland	Renault F1 Team	56
10	7	Mark Weber	Australia	Red Bull Racing	56
11	18	Giancarlo Fisichella	Italy	Renault F1 Team	55
12	19	Alexander Wurz	Austria	Williams	55
13	12	Jarno Trulli	Italy	Toyota Racing	55
14	20	Takuma Sato	Japan	Super Aguri F1 Team	55
15	16	Rubens Barrichello	Brazil	Honda Racing F1 Team	55
16	15	Nico Rosberg	Germany	Williams	54
17	22	Sakon Yamamoto	Japan	Spyker F1 Team	53
18	9	Robert Kubica	Poland	BMW Sauber F1 Team	33
19	1	Lewis Hamilton	Great Britain	McLaren Mercedes	30
20	6	Ralf Schumacher	Germany	Toyota Racing	25
21	21	Adrian Sutil	Germany	Spyker F1 Team	24
22	14	Anthony Davidson	Great Britain	Super Aguri F1 Team	11



STEVE ETHERINGTON PHOTO

SIR JACKIE: Former F-1 great Jackie Stewart was his usual smiling self in Shanghai.

RACE STATISTICS

Race time: 1 hour, 37 minutes, 58.395 seconds
Average speed: 186.826 kilometers per hour

Victory margin: 9.806 seconds

TALK OF TIME TRIALS

Lewis Hamilton edged the Ferraris of Kimi Raikkonen and Felipe Massa with a lap of 1 minute, 35.908 seconds in the third qualifying session. Raikkonen's best lap — 1 minute, 36.044 seconds — also came in the final session.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Kimi Raikkenon

Top 10

1. Lewis Hamilton	107	6. Robert Kubica	35
2. Fernando Alonso	104	7. Heikki Kovalainen	30
3. Kimi Raikkonen	100	8. Giancarlo Fisichella	21
4. Felipe Massa	86	9. Nico Rosberg	15
5. Nick Heidfeld	58	10. David Coulthard	14

It's Kimi; McLaren Blows It

Hamilton Skates Off Course As Ferrari Holds Serve In Constructor's Race

By Dan Knutson
NSSN Correspondent

SHANGHAI, China — Vodafone McLaren Mercedes always likes to talk about how it wins as a team and loses as a team. And it was a true team effort that caused Lewis Hamilton to slide off the track and throw away his — and the team's — chance to win the driver's world championship in China.

"When I got out of the car I was obviously gutted for both myself and the team," Hamilton said. "I haven't made a mistake all year, but I am over it now."

It was a team mistake, too, because McLaren kept Hamilton out too long on his intermediate wet tires on a drying track. As a result, his tires were so worn out that it didn't take much of a misjudgment on his part for the car to plow into the gravel trap as he came into the pits.

Had he finished, probably in second place, Hamilton would have clinched the title.

Instead, he goes into the season finale Brazilian Grand Prix in a three-way fight for the title. With 107 points, Hamilton still has the edge, with a four-point lead over Fernando Alonso and seven points over Kimi Raikkonen.

Raikkonen won in China, keeping superb control of his Ferrari in the tricky, changing conditions to give the Scuderia its 200th Grand Prix victory. Alonso finished second in his McLaren, thus cutting eight points off Hamilton's points lead.



STEVE ETHERINGTON PHOTO

FAST IN A FERRARI: Finn Kimi Raikkonen celebrates his victory in Sunday's Chinese Grand Prix at the Shanghai Int'l Circuit.

While far from the blinding torrential downpour of the Japanese Grand Prix, a light rain still created an exciting race in China. Everybody started the 56-lap affair on the intermediate Bridgestone wet tires.

Polesitter Hamilton took the lead ahead of Raikkonen, Felipe Massa and Alonso who had qualified in that order. Hamilton was one of the first to pit, coming in at the end of lap 15 and taking on another set of intermediates. The other three pitted several laps later, but none of them changed tires.

As the track dried, Hamilton, in the lead, really started to struggle. Raikkonen attacked fiercely and finally got by on lap 29.

McLaren decided to leave Hamilton out for a few more laps before calling him in to change tires. When he finally pitted, he slid off into a gravel trap on the pit entrance.

Unlike Japan, where the drivers were just trying to survive the bucketing conditions, they were really able to race in Shanghai. The variations of tire wear and chassis set-up and driver skill in the wet made for some great battles further back in the pack that went on for most of the race.

And, as is often the case, the rain jumbled the usual finishing order. Sebastian Vettel, on a one-stop strategy, finished an outstanding career-best fourth in his Toro Rosso Ferrari. The weird conditions suited the ill-handling Honda, and Jenson Button stormed to his best finish of the year — fifth.

Tonio Liuzzi held off Nick Heidfeld's attacks, and the Toro Rosso crossed the finish line .551 second in front of the BMW Sauber.

Flavio, Renault Would Welcome Back Alonso

By Dan Knutson
NSSN Correspondent

SHANGHAI, China — Fernando Alonso declines to talk about 2008, but given the way he slammed Ron Dennis, it's doubtful he will be back at McLaren.

"It's not the time to speak about next year," Alonso said in China. "I try to win these two races, and when the championship finishes we will see."

But Alonso believes he is not welcome at McLaren.

"From what they've said and done it doesn't look as though they are very keen, and that they've got enough with one of the two drivers that are here, I've no problem with that," he said. "There are another 10 or so teams that are interested in me."

Flavio Briatore wants the disillusioned McLaren driver to come back to Renault.

"I told Fernando that the moment he is free from McLaren, we would be pleased to have him back," the *Gazzetta dello Sport* quotes Briatore saying. "It would be stupid to deny that."

Dennis is disappointed in Alonso's reticence to say that he and Lewis Hamilton are getting equal treatment.

Asked if he thought he has been treated in a fair way by the team or if maybe they have favored Hamilton by making subtle changes like tire pressures or wing settings, Alonso replied: "Difficult question...I will not answer."

Dennis said that the drivers' contracts have numerous reciprocal equality clauses.

"We never will, never have and certainly are not favoring either driver at the moment," he said. "This is a straight fight, and I'm obviously disappointed that someone who really has all the knowledge should not be more direct and open with the response which is: equality is how we run our team."

Alonso fired back.

"It's better to be silent than to lie, that's for sure," he said. "And that's something he should do more often, and I think the team would do better. Many of the scandals McLaren has been involved in off the track this year have been created by his things.

"Each one has his own philosophy, he has his, and we all understand it. I have spoken a lot with (David) Coulthard, with (Juan Pablo) Montoya, with Kimi (Raikkonen), and they have all left the team and found a lot of happiness. There must be a reason."

McLaren is much different than Alonso anticipated.

Asked by *NSSN* how much he is looking forward to the Monday after the final race of the season, Alonso smiled widely and replied: "A lot! I am looking forward, no doubts."

Pace Problems In Wet Weather

Ralf Schumacher Out At Toyota, Looking For 2008 Seat

By Dan Knutson
NSSN Correspondent

SHANGHAI, China — **Mark Webber** had a blunt assessment of the way **Lewis Hamilton** erratically paced the field behind the safety car in the rain-soaked Japanese Grand Prix.

"I think he did a s--- job behind the safety car," Webber said.

F-1 NOTES

Visibility was extremely poor in the torrential conditions, and many a driver had to pull alongside another as the field went through an accordion effect as drivers tried to keep their brakes and tires warm.

Video footage shot by a fan and appearing on Youtube.com shows Hamilton pulling almost alongside the safety car and then slowing way down. It was that move that distracted **Sebastian Vettel** for a crucial moment and caused him to ram into Webber's car.

Officials punished Vettel, dropping 10 grid places in China.

After talking to Hamilton, Webber and Vettel here in China, officials reduced Vettel's penalty to a reprimand, and they cleared Hamilton. Later, however, the stewards docked Vettel five grid spots for impeding a car in qualifying.

The rules state that drivers must keep five car lengths between his car and the safety car, and that the lead car must be five meters behind the safety car. But after the drivers met with the FIA's **Charlie Whiting** in China, they agreed to a 10-car-length spacing in very wet conditions.

■ Busy at anytime of the year, Shanghai was swamped with people as the Grand Prix occurred at the same time as the National Day holiday and the Special Olympics. All in all, there were some 700,000 tourists in town.

California governor and former actor **Arnold Schwarzenegger** was in Shanghai, but it was to attend the Special Olympics rather than the Grand Prix. Actor **Keanu Reeves** was at the race.

■ **Alex Wurz** will retire from racing at the end of the season, but he may continue as a test driver for Williams.

Williams ran its reserve driver **Kazuki Nakajima** on Friday in China and will do so again in Brazil as the team is assessing its driver options for 2008. Technical director **Sam Michael** says it could be several months before Williams decides on **Nico Rosberg's** partner in 2008.

"I think Nico (Rosberg) is a star of the future," **Frank Williams** said of his drivers. "Nakajima — too soon to say if he will have an outstanding future or a medium future in F-1, but I think he is F-1 material."

■ **Flavio Briatore** missed a GP for the first time since 2000. He and **Bernie Ecclestone** went back to Europe for some meetings after the race in Japan and intended to fly to China on Ecclestone's private jet. When Ecclestone decided to remain in Europe, it was too late for Briatore to take a commercial flight.



STEVE ETHERINGTON PHOTO

AUSSIE VS. BRIT: Red Bull Racing's Mark Webber had some choice words for McLaren's Lewis Hamilton after the Chinese Grand Prix.

■ **Fernando Alonso** wore a checkered flag wristband when not in his car in China. "Like this, I finish first in my own world, my own race," he said.

■ As expected, **Ralf Schumacher** will not drive for Toyota next year.

"The decision was taken a while ago, I just wanted to wait until after Fuji because it was such an important race for us," he said in China.

Schumacher says it was his decision, though some insiders believe that the Toyota merely gave him the chance for a dignified departure, and that the team told him prior to the Japanese Grand Prix that his lucrative contract would not be renewed.

Schumacher is confident that he will be in F-1 next year, but his options (Spyker?) are very limited.

■ Lewis Hamilton won the fifth pole of his career and the 133rd for McLaren.

■ The first hearing in Spyker's arbitration case against Toro Rosso and Super Aguri, for using what Spyker alleges are illegal customer cars in 2007, will be on Oct. 9.

■ While the standard of driving on the roads around Shanghai is still very scary, it is improving. Accident fatalities in the first nine months of 2007 were 57,168, which is down 13 percent from a year ago.

■ The 2008 customer car dispute moves to the next stage at a meeting of the FIA's Int'l Court of Appeal in London Oct. 24. Williams wrote a letter questioning the legality of Prodrive's 2008 entry. Prodrive plans to run cars that will be basically identical to the 2008 McLaren Mercedes, but McLaren won't sign a deal until the rules are clarified.

If the teams cannot agree on a definition of customer cars, and the relevant financial matters, the current Concorde Agreement, which expires at the end of 2007, may have to be extended for a year. But this will only serve to extend the arguing by a year.

■ Spyker's new owners, the consortium of Holland's **Michiel Mol** and Indian entrepreneur **Vijay Mallya**, officially took control of the team Oct. 5.

"Today, after signing of the official documentation, management of the Spyker Formula One Team has been handed over to the new owners: Orange India Holdings," Spyker said in a statement.

■ Fuji organizers are refunding $3 million to fans who bought tickets for temporary grandstands that had a limited view of the track at the Japanese Grand Prix.

■ Toro Rosso's appeal on the stewards' ruling to drop **Tonio Liuzzi** from eighth to ninth (for passing in a yellow flag zone) behind **Adrian Sutil** in the Japanese GP will be heard in Paris Oct. 12.

■ Newly crowned GP2 champ **Timo Glock** is talking to several F-1 teams about a drive. BMW Sauber hopes he stays on as the team's test driver. "First we have to get a decision on Timo, which I expect right after the end of the season, and then we will make up our minds," **Mario Theissen** said about possible replacements for Glock. "His (BMW extension) contract depends on the circumstances."

Stepney Tosses Name Into Spy Scandal Mix

ACROSS THE POND



DAN KNUTSON

SHANGHAI, CHINA

Former Ferrari man Nigel Stepney has released more about his side in the whole spy scandal affair. Stepney gave a copy of a letter he sent to FIA President Max Mosley, Ron Dennis and Jean Todt to his friend, Joe Saward, of grandprix.com.

In the letter, Stepney says he first had doubts about the legality of Ferrari's floor in January 2007, and pointed them out to Ferrari's senior design people who did nothing.

In February, Stepney says, he sent several e-mails to the FIA's Peter Wright about the floor, and that Wright later informed him that he discussed the system with FIA tech chief Charlie Whiting.

The floor "issue" is what initially kicked off this whole affair.

In part two of the letter, Stepney gives a detailed technical analysis of the floor that was eventually banned. Then, in part three, he discusses his relationship with McLaren's Mike Coughlan and how the Ferrari documents came into the latter's possession.

Stepney said he was studying the Ferrari data when he met Coughlan (to talk about possibly moving to another team) and showed him several pages.

"Eventually he took a small amount of these documents and put them in his bag," Stepney wrote.

Then, on the drive to the airport, Stepney said that Coughlan "saw some other documents (in the car) which he started to read; he then took them all and pushed them inside his back pack. I didn't think it was a good idea and said you can't do anything with them. He told me 'don't worry I won't use any of this stuff.'

"Mike really had no reason to use any of this information at McLaren and to the best of my knowledge he never contemplated the idea. McLaren is a well-respected organization and quite capable of winning the championship without any outside help or information, gained by deceit.

"Also, you cannot take items from one concept of car design, manufacture them and expect that they are going to benefit the concept of another car design. There was never any talk or intention either of using this information in any other team."

Stepney said that he could not prove the existence of the various emails because Ferrari has confiscated his computer.

Ferrari's Jean Todt poured scorn on Stepney's version of events.

"I would not commit or give any credit to this gentleman who...I say he has lost his head," Todt said. "When a guy puts powder in the fuel tank of his team (car) I don't think we should give credit about the letter he writes."

Ferrari still has a legal case pending against Stepney in Italy.

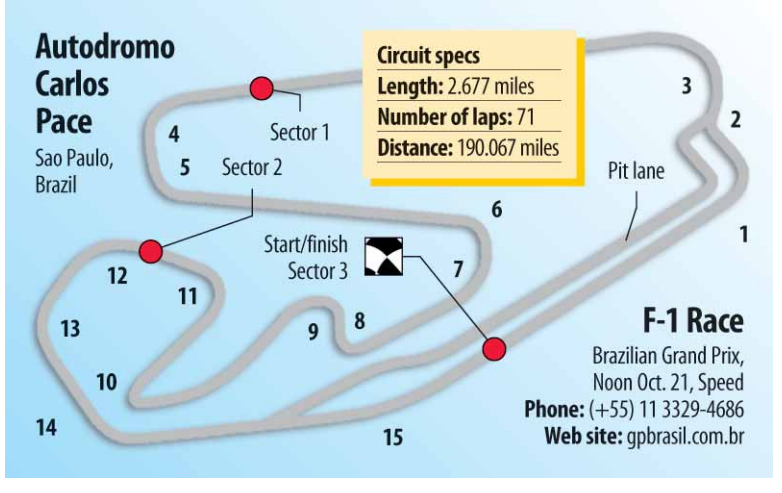
Stepney also claims that the flow of information wasn't just from Ferrari to McLaren but vice-versa as well. McLaren boss Ron Dennis declined to comment.

"Nigel Stepney was a former employee of Ferrari," Dennis said. "We've had no involvement with him, we don't intend to have any involvement with him and his involvement in this affair is a thing of the past as far as we are concerned."

Stepney still plans to publish his biography and tell all about his side in the spy scandal. But Red Mist Books, which was supposed to publish the book, says now it will not do so.

> *"Nigel Stepney was a former employee of Ferrari. We've had no involvement with him, we don't intend to have any involvement with him and his involvement in this affair is a thing of the past as far as we are concerned."*
>
> McLaren's **Ron Dennis**

UP NEXT



NASCAR CRAFTSMAN TRUCK SERIES

RACE REWIND

Race 20 of 25: Mountain Dew 250, Saturday, October 6
Talladega Superspeedway, Talladega, Ala.

FINAL RESULTS

FIRST



Todd Bodine

SECOND



Rick Crawford

THIRD



Johnny Benson

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	30	Todd Bodine	Lumber Liquidators Toyota	94	$83,525	Running
2	22	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	94	52,200	Running
3	17	23	Johnny Benson	Toyota Certified Toyota	94	36,425	Running
4	9	1	Jason Leffler	RFMS/Red Horse Racing Toyota	94	22,225	Running
5	23	18	Dennis Setzer	Fastenal Dodge	94	20,400	Running
6	16	13	Willie Allen	ThorSport Chevrolet	94	19,650	Running
7	13	33	Ron Hornaday, Jr.	Camping World Chevrolet	94	17,800	Running
8	33	40	Chad Chaffin	Key Motorsports Chevrolet	94	17,300	Running
9	28	47	Regan Smith	Ginn Resorts Chevrolet	94	14,950	Running
10	20	21	Jon Wood	Bush's/Winn Dixie Ford	94	18,325	Running
11	18	10	David Starr	Int'l Maxx Force Diesel Ford	94	17,000	Running
12	35	16	Derrike Cope	Xpress Motorsports Ford	94	16,825	Running
13	8	5	Mike Skinner	Toyota Tundra Toyota	94	16,725	Running
14	29	51	Kyle Busch	Flanders Beef Patties Chevrolet	94	14,375	Running
15	34	75	Clay Rogers	Spears Mfg. Chevrolet	94	17,400	Running
16	31	77	Brendan Gaughan	South Point Hotel Chevrolet	94	16,425	Running
17	4	03	Mike Wallace	Southeast Toyota Dealers Toyota	94	14,075	Running
18	21	88	Matt Crafton	Menards/Peak Chevrolet	94	16,225	Running
19	24	09	Joey Clanton	Zaxby's Ford	93	16,100	Running
20	25	15	Shane Sieg	Red Top Auto Auction Chevrolet	93	16,450	Running
21	26	07	Tim Sauter	Lester Buildings Chevrolet	92	15,900	Running
22	19	2	Cale Gale	Camping World Chevrolet	91	13,550	Running
23	11	00	Josh Wise	Aaron's Lucky Dog Toyota	85	15,700	Accident
24	15	8	Chad McCumbee	TheGPSStore.com/Garmin Chevrolet	85	14,350	Running
25	7	9	Ted Musgrave	Team ASE Toyota	80	14,250	Accident
26	5	6	Travis Kvapil	K&N Filters Ford	78	13,150	Running
27	2	60	Jack Sprague	Con-way Freight Toyota	73	13,050	Accident
28	12	59	Terry Cook	Harris Trucking Toyota	73	12,950	Accident
29	3	99	Erik Darnell	Northern Tool + Equipment Ford	72	12,850	Accident
30	10	27	Jacques Villeneuve	Unicef Toyota	60	12,750	Accident
31	6	50	T.J. Bell	Heathcliff's Cat Litter Ford	53	12,625	Accident
32	32	71	Bryan Silas	PBG/Rockingham Chevrolet	52	12,525	Accident
33	27	08	Marc Mitchell	People Against Drugs Chevrolet	12	12,425	Vibration
34	14	4	Mike Bliss	Open Joist Dodge	6	12,400	Accident
35	30	7	Jason White	Gunbroker.com Dodge	6	12,355	Accident
36	36	06	Wayne Edwards	Green Light Racing Chevrolet	3	12,315	Vibration

RACE STATISTICS

Race time: 1 hour, 55 minutes, 25 seconds
Average speed: 129.985 miles per hour
Victory margin: 0.014 second
Caution flags: Seven for 25 laps
Lead changes:12 among eight drivers

Lap leaders: Todd Bodine (Pole); Jack Sprague 1-16; Joey Clanton 17; Tim Sauter 18-19; Bodine 20-53; Sprague 54-56; Kyle Busch 57; Travis Kvapil 58-61; Sprague 62-70; Rick Crawford 71; Sprague 72-73; Mike Skinner 74-82; Bodine 83-94.

TALK OF TIME TRIALS

Todd Bodine nabbed his second pole of the season, edging Jack Sprague with a fast lap of 181.811 miles per hour. It was the third pole of Bodine's career. Erik Darnell, Mike Wallace, Travis Kvapil, T.J. Bell, Ted Musgrave, Mike Skinner, Jason Leffler and Jacques Villeneuve completed the top 10 qualifiers.



AUTOSTOCK PHOTO

STANDINGS

FIRST



Ron Hornaday, Jr.

SECOND



Mike Skinner

THIRD



Travis Kvapil

Top 10

1. Ron Hornaday, Jr.	3,207	6. Rick Crawford	2,794
2. Mike Skinner	3,193	7. Ted Musgrave	2,474
3. Travis Kvapil	2,973	8. Erik Darnell	2,427
4. Todd Bodine	2,945	9. Matt Crafton	2,411
5. Johnny Benson	2,831	10. Jack Sprague	2,339



AUTOSTOCK PHOTO

NAIL BITER: Todd Bodine (30) tries to hold off a last-lap charge from Rick Crawford (14) Saturday at Talladega Superspeedway. Bodine claimed the victory.

Todd Thrills In 'Dega

By Bruce Martin
NSSN Correspondent

TALLADEGA, Ala. — Todd Bodine decided to play defense and was able to hold off a tandem of trucks at the start-finish line to win a thrilling NASCAR Craftsman Truck Mountain Dew 250 at Talladega Superspeedway Saturday evening.

The green flag waved with two laps to go and Bodine was ahead of Crawford's Ford. Johnny Benson pulled his Toyota into the battle, and the trucks went three-abreast at the checkered flag with Bodine beating Crawford by 0.014-second. Benson was third, 0.023-second behind the winner.

"I knew Rick was out there because I could see his hood," Bodine said. "It was really close. We had a great truck. Rick timed it just a little too late. If the start-finish line was a few hundred yards further down, he would have probably beat me.

"It was always fast but not in front of a draft. The guys went to work on it and I was lucky enough to be the driver. At the end, I knew Rick was going to try somewhere. He waited until the end and came up just a little short. I'm glad to be on top for a change. Daytona and Talladega have always been one of my better tracks, I just haven't been able to get it done."

Bodine won $83,525 and won the race at an average speed of 129.985 miles per hour.

Crawford comes from "Lower Alabama" and tried to get a win in his home state.

"We gave the fans an exciting 600 feet," Crawford said. "Winning at Talladega would have been big to Rick Crawford. To be at this showplace in my home state is great. I finished second, so I'm going to party anyway. I just came up a little short.

"I wish I had been in victory lane and it would have been 'Sweet Home Alabama,' but it's going to be a party anyway."

The three-abreast finish was a dramatic conclusion, especially for the three drivers involved.

"I thought we finished second," Benson said. "The difference between us was pretty tight."

Jason Leffler was fourth followed by Dennis Setzer.

The race tightened the NCTS title race considerably. Ron Hornaday, Jr. now leads Mike Skinner by 14 points. It is the third time the point lead has changed in the last four NCTS races.

Skinner, one of the championship contenders, was dealt a major blow when one of the hood pins broke on his Toyota Tundra, forcing his hood to flap in the wind. NASCAR officials black-flagged Skinner, who got a break when Mike Wallace spun to bring out the yellow flag with five laps to go.

Travis Kvapil's chances at the title also took a hit when he was involved in a crash on lap 75. He finished 26th.

"It's a huge hit," Kvapil said. "I don't think we're going to make big gains, but I think we're in a position to gain a few points on these guys. It's disappointing. Now we've got to watch our back and make sure we can save third because I know (Todd) Bodine and (Johnny) Benson are out there and probably will be running strong, so it's disappointing.

"Our Ford was awfully good and it was all about track position for sure. It was hard to get up there and I realized I just needed to bide my time and wait for the last few laps and battle it out then."

Trucks Will See 25 Races In 2008

DAYTONA BEACH, Fla. – The 2008 NASCAR Craftsman Truck Series schedule was announced last week, and for the sixth consecutive year, the championship will be contested over 25 races.

The season begins at Daytona Int'l Speedway in February, concludes at Homestead-Miami Speedway in November and features the first NASCAR Craftsman Truck Series-NASCAR Nationwide Series double-header at California Speedway.

The series will visit the same 22 tracks as in 2007 and in the same order as the current schedule. Fifteen events will be held in conjunction with the NASCAR Sprint Cup Series, while 10 races are scheduled as either "stand-alones" or in conjunction with NASCAR Nationwide Series races.

Martinsville Speedway, one of four tracks to have scheduled an event in each season since the series' creation in 1995, will host its 20th race on Oct. 18.

Among active tracks on the schedule, Texas Motor Speedway has hosted the most NASCAR Craftsman Truck Series races. Texas will host its 21st and 22nd NASCAR Craftsman Truck Series races in 2008, on June 6 and Oct. 31 and joins Atlanta Motor Speedway and Martinsville Speedway as tracks hosting two events in 2008.

The schedule:

Feb. 15 Daytona Int'l Speedway, Daytona Beach, Fla.; Feb. 23 California Speedway, Fontana, Calif.; March 7 Atlanta Motor Speedway, Hampton, Ga.; March 29 Martinsville Speedway, Martinsville, Va.; April 26 Kansas Speedway, Kansas City, Kan.; May 16 Lowe's Motor Speedway, Concord, N.C.; May 24 Mansfield Motorsports Park, Mansfield, Ohio; May 30 Dover Int'l Speedway, Dover, Del.; June 6 Texas Motor Speedway, Fort Worth, Texas; June 14 Michigan Int'l Speedway, Brooklyn, Mich.; June 20 The Milwaukee Mile, West Allis, Wis.; June 28 Memphis Motorsports Park, Memphis, Tenn.; July 12 Kentucky Speedway, Sparta, Ky.; July 25 O'Reilly Raceway Park, Clermont, Ind.; Aug. 9 Nashville Superspeedway, Lebanon, Tenn.; Aug. 20 Bristol Motor Speedway, Bristol, Tenn.; Sept. 6 Gateway Int'l Speedway, Madison, Ill.; Sept. 13 New Hampshire Int'l Speedway, Loudon, N.H.; Sept. 20 Las Vegas Motor Speedway, Las Vegas, Nev.; Oct. 4 Talledega Superspeedway, Talladega, Ala.; Oct. 18 Martinsville Speedway, Martinsville, Va.; Oct. 25 Atlanta Motor Speedway, Hampton, Ga.; Oct. 31 Texas Motor Speedway, Fort Worth, Texas; Nov. 7 Phoenix Int'l Raceway, Avondale, Ariz.; Nov. 14 Homestead-Miami Speedway, Homestead, Fla.

KONI Championships Are Decided At VIR

GS

ALTON, Va. — Bill Auberlen and Chris Gleason won their third race of the year in the No. 96 Turner Motorsport BMW M3 in the season-ending Grand-Am KONI Challenge GS Six Hour at Virginia Int'l Raceway Sunday.

KONI

Meanwhile, Jep Thornton and Jeff Segal overcame a mechanical scare to take the 2007 Grand-Am KONI Challenge Series GS driver and team championships in the No. 09 Fresh From Florida/Automatic Racing BMW M3.

Auberlen, who also co-drove with Joey Hand and scored his second-straight Grand-Am KONI GS win, took the lead for the first and only time with 20 minutes to go when the race-leading No. 99 Fresh From Florida/Automatic Racing BMW M3 of Tom Long made a final pit stop for a splash of fuel. Long continued in second and was later passed by the No. 38 BGB Porsche 997 of Craig Stanton on the last lap.

But neither of those drivers had enough to challenge the leader.

"We came here to end the year with a win and take home a championship (for BMW)," Auberlen said. "I can't say enough about Turner Motorsport, they win wherever they go."

Auberlen crossed the finish line 23.891 seconds ahead of Stanton while Long and teammate David Russell scored their best finish of the season with a third-place showing. Stanton and teammate Hugh Plumb combined to lead a total of 19 laps while Long and Russell set the pace up front for 16 laps.

ST

ALTON, Va. – Shane Lewis and John Schmitt, driving the Red Line Oil/Honda of America No. 22 Honda Accord, captured the six-hour race around Virginia Int'l Raceway's scenic 3.27-mile natural road course, beating out the Fountain Motorsports BMW 330i driven by Guy Cosmo and V.H. Mirzayan by 26 seconds.

Starting from the pole, after qualifying over 1.3 seconds quicker than their next competitors, Lewis led the first 20 laps of the six-hour enduro race, leading the most laps, at 94 combined for the duo, out of 153 run. Racing around VIR's sweeping bends and plunging hills, the HART racing team led the first 20 laps before a pit stop dropped them back briefly.

"We were both driving as hard as we could," Lewis commented. Lewis won with Schmitt at Homestead-Miami Speedway earlier this season. "Some of this win was fuel strategy, and the rest was hard work by the team."

While Lewis and Schmitt were dominating the race, the No. 95 Turner Motorsports BMW 330i driven by Adam Burrows and Trevor Hopwood ran smoothly to the finish, giving the team both the individual driver championships and the team crown.

The BMW was running in fourth place until the final few feet of the race, when the No. 29 Acura RSX ran out of fuel on the last lap, leaving driver Mike Liebl stranded at the track's final turn. Liebl's bad luck handed Burrows and Hopwood another in their string of podium finishes. In spite of never being able to score a victory, the team's consistently high finishes have enabled them to sweep the driver crown and the team title in Grand-Am's ST classification.

Good Day: Hebing Repeats On Oct. 7

ELBRIDGE, N.Y. — Two years in a row, the seventh day of October has proved to be fruitful for Chuck Hebing, as he completed a successful 2007 season with his 14th victory of the year.

URC-ESS

The 2007 ASCS Patriot Sprint champion led all 25 laps for the second straight year Sunday to pick up the $3,000 top prize, in an event that had the A and B Features held over from a rain-soaked Saturday program.

With 67 sprint cars initially checking into the pits, there were plenty of contenders that could factor in the feature, but in the end it was a familiar cast of characters that were up front with "The Cobra."

Sophomore sprint competitors Jason Barney and Steve Poirier each had their cracks at Hebing over the closing stages but came up just shy of the fellow former modified regular.

"This is always such a tough show, so we knew we had to work hard for this one," said Hebing. "I knew (Barney) was going to run the bottom so I just had to hope I could get back around him."

Barney finished second, ahead of Blake Breen, Curt Michael and Tim Kelly.

The finish:

Chuck Hebing, Jason Barney, Blake Breen, Curt Michael, Tim Kelly, Bryan Howland, Jessica Zemken, Robbie Stillwaggon, Lance Yonge, Jared Zimbardi, Jeff Cook, Bobby Breen, Kyle Moffit, Alain Bergeron, Brian McDonald, Mike Stelter, Jeff VanDusen, Steve Poirier, Bubby Kerrick, Michael Parent, Joey Biasi, Michael Carber, Mares Stellfox, Scott Kreutter, Kyle Wilson, Tim Hogue, Kramer Williamson.



MARK WEBER PHOTO

RAINY DAY IN GEORGIA: Lawson Aschenbach wheels through the rain at Road Atlanta Friday.

Fellows Helps Teammate Aschenbach To A Victory

BRASELTON, Ga. — Lawson Aschenbach earned his first victory of 2007 in a wet and incident-filled Round Nine SCCA Pro Racing Speed World Challenge GT race at Road Atlanta, part of the 10th anniversary Petit Le Mans. Ron Fellows and Randy Pobst completed the podium.

SCCA GT

The Speed GT race started with a bang, literally, as several cars came together on the standing start, resulting in the No. 12 Diamond Construction/Blackdog Racing Chevrolet Corvette of Brian Kubinski, the No. 28 LG Pro Long Tube Headers Chevrolet Corvette of Lou Gigliotti and the No. 20 Deronda USA Pontaic GTO of Dane Moxlow all being disabled on the front straightaway, with debris littering the course.

At the end, Fellows and Aschenbach found their way around Pobst's Porsche to sew up the top two spots.

Fellows, making just his fourth GT start of the season, would give up the race lead on the final lap, allowing Aschenbach to pick up the victory and points on Pobst, the series leader, whose advantage was cut to four points with Aschenbach's victory.

"I'm here to help them [Team Cadillac]," Fellows said of being passed by his teammate on the last lap. "What we did helped the manufacturer. I mean, you never like to give up a win, but the right thing to do for the team was to give Lawson the points. He did a great job in the wet hanging in there behind us. If Lawson hadn't gotten by Pobst, I would've been able to win. The right thing to do was to let him get maximum points because we are here to win a Championship."

The finish:

Lawson Aschenbach, Ron Fellows, Randy Pobst, Michael Galati, Jeff Altenburg, Jeff Courtney, Andy Pilgrim, Gerardi Bonilla, Jason Daskalos, James Sofronas, Jeffrey Robbins, Rob Foster, Cindi Lux, Michael McCann, Tony Gaples, Sonny Whelen, Scotty B. White, Eric Curran, Brett Pearson, Tim McKenzie, Aaron Baumbach, John Bourassa, Jason Foster, Brian Kubinski, Dane Moxlow.



Galati Gets By Thomas

BRASELTON, Ga. — Michael Galati had to manage a wet track and navigate a wild final 10 laps to win the SCCA Pro Racing Speed World Challenge Touring Car Round Nine race at Road Atlanta, part of the 10th anniversary Petit Le Mans.

SCCA TOURING

Adam Pecorari finished second, charging from his 19th-starting spot to finish 0.266-second behind Galati.

Driving the No. 95 Mazda North America/Tindol Mazda 6, Galati started from the pole position and immediately fell to second at the start as Seth Thomas used the torque in his No. 38 Bimmerworld BMW 325i to get by Galati in turn one.

When the race went green on a lap-16 restart, Thomas had his hands full with Galati. As Thomas and Galati approached the start-finish line, Galati accelerated around Thomas to take the lead into turn one, where he would stay for the remainder of the race.

The finish:

Michael Galati, Adam Pecorari, James Clay, Kuno Wittmer, Pierre Kleinubing, Stan Wilson, Charlie Putnman, Nick Esayian, Brandon Davis, Jeff Altenburg, James Sofronas, Chip Herr, Phil Parlato, Charles Espenlaub, Randy Pobst, Ian Baas, Peter Cunningham, Seth Thomas, Jim Osborn, Carl Hober.



WORLD OF OUTLAWS SPRINT SERIES

RACE REWIND

Race 73: Oct. 6, 2007

FINAL RESULTS

WINNER



Donny Schatz

Saturday

Princeton (Minn.) Speedway

Qualifications: 1. Kerry Madsen, Helm 11h, 10.197; 2. Joey Saldana, Kahne 9, 10.217; 3. Chad Kemenah, Hard Eight 8k, 10.225; 4. Tim Shaffer, Parsons 6, 10.232; 5. Justin Henderson, Henderson d1, 10.240; 6. Brooke Tatnell, Forbrook 5, 10.248; 7. Chad Blonde, Blonde 5b, 10.276; 8. Chad Hillier, Hillier 5c, 10.276; 9. Steve Kinser, Kinser 11, 10.294; 10. Donny Schatz, Schatz 15, 10.296; 11. Paul McMahan, Stewart 20, 10.306; 12. Danny Lasoski, Roth 83, 10.332; 13. Jac Haudenschild, Wright 35, 10.340; 14. Daryn Pittman, Titan 21, 10.343; 15. Jason Sides, Sides 7s, 10.352; 16. Randy Hannagan, Hannagan 1x, 10.391; 17. Jason Solwold, Carnahan r19, 10.406; 18. Terry McCarl, McCarl 24, 10.421; 19. Jeremy Campbell, Campbell 10c, 10.436; 20. Craig Dollansky, Karavan 7, 10.450; 21. Scott Winters, Winters r9, 10.467; 22. Mark Dobmeier, Woodward 2, 10.474; 23. Travis Whitney, Whitney 9t, 10.498; 24. Sam Hafertepe, Jr., Hafertepe 15h, 10.505; 25. Brent Kronfuss, Kronfuss 9k, 10.534; 26. Davey Heskin, Heskin 56, 10.617; 27. Tony Bruce, Jr., Bruce 18t, 10.622; 28. Jason Meyers, Stockbridge 14, 10.693; 29. Wade Nygaard, Nygaard 9n, 10.749; 30. John Sernett, Sernett 91, 10.772; 31. Tony Norem, Norem 45, 10.822; 32. Tim Sernett , Sernett k9,10.881; 33. Matt Wasmund, Wasmund 4w, 10.981; 34. Leigh Thomas, Thomas 29, 11.067; 35. Shane Romeling, Romeling 31, 11.335; 36. Robert Bell, Bell 71, 11.406; 37. Jesse Cripe, Cripe 63, 12.548.

First Heat (10 laps): Kinser, Henderson, Haudenschild, Solwold, Madsen, Nygaard, Winters, Kronfuss, Wasmund.

Second Heat (10 laps): Schatz, Saldana, Pittman, Tatnell, McCarl, Heskin, Dobmeier, J. Sernett, Thomas.

Third Heat (10 laps): Sides, Blonde, McMahan, Whitney, Campbell, Bruce, Kemenah, Norem, Romeling.

Fourth Heat (10 laps): Lasoski, Hillier, Hannagan, Dollansky, Meyers, Shaffer, Hafertepe, T. Sernett.

Crane Cams Dash (8 laps): Blonde, Henderson, Schatz, Hillier, Madsen, Saldana, Tatnell, Lasoski, Kinser, Sides.

B Main (12 laps): 1. Kemenah; 2. Shaffer; 3. Hafertepe; 4. Bruce; 5. Kronfuss, $200; 6. Winters, $180; 7. Dobmeier, $175; 8. Heskin, $160; 9. Nygaard, $150; 10. J. Sernett, $150; 11. Wasmund, $150; 12. Romeling, $150; 13. T. Sernett, $150; 14. Norem, $150; 15. Thomas, $150; 16. Cripe, $150; 17. Bell, $150.

Feature (40 laps): 1. Schatz, $10,000; 2. Saldana, $5,500; 3. Madsen, $3,200; 4. Shaffer, $2,800; 5. Henderson, $2,500; 6. Kinser, $2,300; 7. Dollansky, $2,200; 8. Pittman, $2,100; 9. Lasoski, $2,050; 10. Haudenschild, $2,000; 11. Hillier, $1,500; 12. Tatnell, $1,200; 13. Sides, $1,100; 14. McMahan, $1,050; 15. Kemenah, $1,000; 16. Meyers, $900; 17. McCarl, $800; 18. Hannagan, $800; 19. Campbell, $800; 20. Bruce, $800; 21. Solwold, $800; 22. Hafertepe, $800; 23. Blonde, $800; 24. Whitney, $800.

UP NEXT

Saturday, Thunderbowl Raceway, Tulare, Calif.

Oct. 19, Manzanita Speedway, Phoenix

Oct. 20, Perris (Calif.) Auto Speedway

Nov. 1-3, The Dirt Track @ Lowe's Motor Speedway, Concord, N.C.



DOUG JOHNSON PHOTO

NOSE LIFT: Jason Solwold put on a two-wheel show Saturday night at Princeton (Minn.) Speedway.

CAREER MILESTONE

Schatz Sets Personal Best With Season Victory No. 18

By Tony Veneziano

PRINCETON, Minn. — One of the main goals that Donny Schatz had for the 2007 season was to win more races than he did in 2006.

In earning his first World of Outlaws championship last season, he netted 17 victories. Saturday night he surpassed that mark with his 18th triumph of the season, topping the PolyDome Princeton National at Princeton Speedway. It was the 69th triumph of his career.

Schatz led the final 13 laps of the event in the Snap-On Tools J&J, despite not having any brakes on the high-banked quarter-mile dirt track.

"We had an awesome car at the end of the feature."

Donny Schatz

"It was a good night for us," said Schatz. "We had an awesome car at the end of the feature. We had a little bit of luck as well. We lost our brakes at the beginning of the race. I was able to drive a smart race and stay out of trouble."

The only hiccup of the night for Schatz was that he lost his brakes in the A feature. With the first 21 laps of the event running caution free, he found himself in heavy, lapped traffic early in the race as he chased Chad Blonde, who was setting a blistering pace on the cushion of the track.

"It was a big worry, not so much as open track, where I could roll my car without using brakes, but when you get to lapped traffic you don't know if someone is guarding the front of you and you just drive over them," explained the series point leader.

"I was a lot better early and didn't want to press the issue because I had no brakes."

Justin Henderson led the first five laps before Blonde took control on the sixth circuit.

Prior to a caution on the 22nd lap, Schatz charged to the lead off the second turn, as Blonde went very low on the track and got loose. A full lap was not completed and thus Blonde lined up in the lead on the restart.

He endured four restarts on that same lap before a lap 25 caution led to a fuel stop. Blonde again used a strong restart to quickly jump to a sizeable lead, but just three laps later he encountered lapped traffic.

While exiting the fourth turn on the 28th lap, he jumped the cushion and tagged the wall, handing the lead to Schatz.

Joey Saldana finished second to earn his 41st top-five finish of the season.

"We tightened the car up a little too much for the feature," said Saldana. "On the long runs we were going pretty good because we could move around. At the end, I thought I could get a run on the outside, but the harder I ran, the tighter I got. It was a good solid run for us. We qualified well and ran strong in our heat. We just came up one spot short."

Kerry Madsen set fast time for the 37-car field and finished third. Tim Shaffer and Henderson rounded out the top five.

Bloomquist Strips Mount, Conquers Eldora LM Test

ROSSBURG, Ohio — Scott Bloomquist (late models) and Scott Orr (modifieds) registered hard-fought victories in Saturday night's UMP DIRTcar Racing Fall Nationals at Eldora Speedway.

UMP DIRTCAR

Bloomquist, 42, made a strong run to the front in the 40-lap late model A main, advancing from the ninth starting spot to grab the lead on lap 21 from Josh Richards. Bloomquist pulled away in the caution-free event to pocket the $10,000 top prize by a straightaway over Richards.

"We weren't happy with how we ran last week," Bloomquist said of piloting his homebuilt Team Zero mount to victory at Eldora. "We went home and stripped down the car and came here to see if we could get back on track."

Bloomquist accomplished that goal, running a flawless race in his familiar No. 0. The 19-year-old Richards, who started sixth, beat Bloomquist to the front of the field, but he couldn't hold off the veteran.

"We should've been set up like this for (the World 100)," said Bloomquist. "Then we might've had something for 'em."

Dennis Erb, Jr., Jeep VanWormer and Dan Schlieper filled the top five. Orr added another notch to his ample Eldora victory belt in the 25-lap open-wheel modified feature, earning $3,000 for his record 31st-career modified triumph at the high-banked track.

He led the entire distance but had to fend off a furious late-race challenge from Jeff Leka, who needed a triumph to keep alive his hopes of winning the UMP DIRTcar Racing modified national title.

Leka finished second, ahead of Schwartz, Shelby Miles and Kent Robinson.

Erb was crowned the UMP late-model national champ and Denny Schwartz claimed the modified title. Both drivers will receive a $20,000 check at the 2007 UMP DIRTcar Racing Awards Banquet Jan. 12 in Springfield, Ill.

The finishes:

Late Models: Scott Bloomquist, Josh Richards, Dennis Erb, Jr., Jeep VanWormer, Dan Schlieper, Michael England, Randy Korte, Rick DeLong, Scott James, Wayne Chinn, Eric Jacobsen, Ben Adkins, Tim Manville, West Steidinger, Billy Faust, Frank Heckenast, Jr.,Jason Montgomery, Dave Hess, Jr., Chad Ruhlman, Richie Hedrick, Brian Ruhlman, Aaron Scott, Jerry Bowersock, Alan Vochaska, Ted Loomis, Darrell Lanigan, Steve Sheppard, Jr., Jason Feger.

Modifieds: Scott Orr, Jeff Leka, Denny Schwartz, Shelby Miles, Kent Robinson, Don Adams, Greg Johnson, Randle Sweeney, Dean Hoffman, Lance Dehm, George Catanzano, Jimmy Westerfield, Kyle Brown, Mike Spatola, Rob Fuqua, Chad Ruhlman, Kenny Johnson, Gabe Menser, Todd Sherman, Rick Hensley, Jesse Cramer, Chad Evans, Jeff Harris, Steve Arpin, Clayton Miller, Rob Williams, Jon Henry.



MIKE CAMPBELL PHOTO

DEMON ON DIRT: Scott Bloomquist pocketed $10,000 for winning Saturday night at Eldora Speedway in Rossburg, Ohio.

ROCK:

New Owner Eyes November 2008 For First Event

CONTINUED FROM PAGE 3

leaders.

"They want it. They need it," Hillenburg said. "I didn't just walk in today to buy the track. I have been over here visiting the town and the town people and this is a big decision. We have four children. You want them to have a chance to grow up in a great place. If this hadn't been a place that I would want to bring my family to, I wouldn't have been here to buy the speedway."

While he believes the track could be ready for operation within six months, Hillenburg is setting a November 2008 target for holding his first event. He says he will fill in the gaps with the types of events offered after the closing of the sale, which will happen in about 30 days. Hillenburg knows it will take more than a couple of races to keep the track alive.



DAVID VAUGHN PHOTO

SHUTTERED NO MORE: Rusty Wallace (2) leads the field after a restart at North Carolina Speedway in 2004.

"It is a piece of the puzzle. One thing will not work here and that is what a lot of people are missing," he explained. "One thing will not work here. You cannot open the gates and have a race and expect to make the payments and keep the upkeep. You can't run a driving school here and just run a driving school. There has to be many things that bring people and business to the community. I want to be a part of that."

Hillenburg has a commitment from a sanctioning body for a November 2008 event, but nothing will be finalized until after the sale closes.

It is also expected that among the improvements to the facility will be the addition of a short-track asphalt oval within the first year and a dirt track somewhere in the future.

While he wouldn't say how much he was willing to pay for the track, the former sprint-car racer eluded to the fact he may have been pleased with the outcome.

"I had an A plan and I had a B plan and I had a C plan and it fell within the A plan," he said. "I'd rather not discuss the B and C at the moment, but there were three lines of defense."

When the gavel struck and Hillenburg had the winning bid, he was quickly surrounded with well wishers and greeted with applause from the many industry insiders and race fans who had gathered for the event.

"I thought I was coming to a funeral today," said one smiling race fan, who greeted Hillenburg. "But today turned into something different."

Hillenburg thinks he can make a difference.

"There has to be people stepping up to make this sport better and today I have volunteered to be one of them," he explained. "Whether or not I can, I don't know, but I have volunteered to be one of those people."

Steve Earwood, who owns and operates the neighboring Rockingham Dragway, attended the auction and was delighted with the result.

"Andy was the only bidder present, who planned to keep the speedway in tact as a credible and working motorsports facility," Earwood said. "Andy is cut from the same cloth as we are and doesn't mind working a 20-hour day, seven days a week. He'll make a success out of it and also make a good neighbor. We look forward to working with him and offering our assistance in any manner."

Earwood was not the only neighbor pleased with the outcome.

"I know the passion Andy has for racing, and for this facility, and I don't deny the fact that I wanted Andy to be able to accomplish what he accomplished here today," said Rockingham Mayor Gene McLaurin. "Today is a win for Rockingham, no question about it."

RELOCATE:

Smith Has Resources To Find A New Home

CONTINUED FROM PAGE 3

somewhere else in the Charlotte region, spending as much as $350 million in the process.

"I am deadly serious," Smith said. "I am ready, willing and able to do that… If I found the land today, I would have our engineers on the job within a few days."

And as a result, he sent Concord businesses scrambling in an attempt to appease both Smith and the local citizens who were concerned about the noise the drag strip may create, while at the same time putting Lowe's Motor Speedway at the top of all local newscasts for three-straight days just one week before the UAW-GM 500.

That in itself, no doubt helped ticket sales for the fifth event in The Chase for the Nextel Cup Oct. 13.

While Concord Mayor Scott Padgett said the citizens had "legitimate concerns that need to be addressed," Smith believes he and the speedway, which has a $169 million annual economic impact in Cabarrus County alone, have been model citizens in the Concord community.

"I feel like I have been an excellent corporate citizen in Concord," Smith told the Charlotte Observer. "We have given more than $5 million through Speedway Children's Charities. I have given money to the Junior (Charity) League (of Concord); they have some very nice people there. I gave a truckload of art for the old courthouse. We have done a lot of good things, and this is the thanks we get?"

"If the folks there don't like noise, maybe one day they will not allow jets to come into the airport there, so they will lose that. If I find enough land and get permitted by the FAA, I will build an airport where I build the new track," Smith continued.

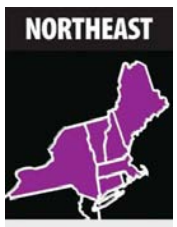
"We are either going to go away or the city of Concord will go away and leave us alone."

Chances are a resolution will come, the speedway will remain in Concord, and a drag strip will be added, but folks in the racing industry learned a long time ago not to underestimate Bruton Smith.

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A weekly report of action from across America



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Oxford Plains Speedway

Oxford, Maine
Oct. 6, 2007
Mini Stock
1. Jimmy Childs
2. David Mooney
3. Ashley Marshall
Outlaw
1. David Childs
2. Guy Childs
3. Richard Spaulding
Runnin' Rebel
1. Josh Childs
2. Doug Degroat
3. Kyle Hewins
Sport Truck
1. Ryan Farrar
2. Doug Degroat
3. Opie Allard
Ladies
1. Vanna Brackett
2. Deanna Bisbee
3. Lisa Brooks

Rolling Wheels Raceway

Elbridge, N.Y.
Oct. 5, 2007
Sportsman
1. Joe Williams
2. Chris Higgins
3. Jipp Ortiz

Cayuga County Fair Speedway

Weedsport, N.Y.
Oct. 5, 2007
Street Stock
1. Scott Smith
2. Dave Mannise
3. Ron Hawker

Centre For Speedway

Barachois, New Brunswick
Oct. 6, 2007
Pro Stock
1. Craig Slaunwhile
2. Glenn Rasmussen
3. John Flemming
Sportsman
1. Frank Fraser, Jr.
2. Mike Power, Jr.

All Star Speedway

Naples, Maine
Oct. 7, 2007
Modified
1. Gary Norris, Jr.
2. Chris Smith
3. Tom Oliver
Sportsman
1. Mike Landry
2. Nate Weston
3. Dan McKeage



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Langley Speedway

Hampton, Va.
Oct. 6, 2007
Late Model
1. Danny Edwards
2. Casey Wyatt
3. Mark Wertz
Grand Stock
1. Bobby Spivey
2. Chris Roberts
3. David Gray
Modified
1. Joe Scarbrough
2. Shawn Balluzzo
3. Chris Johnson
Super Truck
1. John Hollis
2. Tommy Nixon
3. Evan VanLeeuwen
U-Car
1. Dusty Conner
2. Jamie Sample
3. Chris Hildebrand
Truck
1. Jeff Sampson
2. Rob Hughes
3. Michael Farmer

Susquehanna Speedway Park

Newberrytown, Pa.
Oct. 6, 2007
Enduro
1. Donnie Broderick
2. Michael Goodwin
3. Bill Powell
Classic Car
1. Bill Brown, Sr.
2. Joe Snodgrass
Vintage Car
1. Bon Campbell
2. Bob Casti
Mini Van
1. Daryl Sipe
2. Scott Hughes
School Bus
1. Ben Engle
2. Van Barker

Path Valley Speedway Park

Spring Run, Pa.
Oct. 5, 2007
Thunder Car
1. Gary Dehart
2. Lyle Barnes
3. John Rasp
Mini Stock
1. Tim Burkholder
2. Gary Dehart
3. Kevin Thomas
270 Sprint Car
1. Justin Grosz
2. Steve Whary
3. Cord Kisthardt
600 Sprint Car
1. Heath Hehnly
2. Kyle Moody
3. Mike Freed
305 Sprint Car
1. Todd Spangler
2. Von McGee
3. Jim Kennedy
Sidewinder
1. Donnie Hendershot
2. Jess Snyder
3. Jason Morrison

Wall Township Speedway

Belmar, N.J.
Oct. 6, 2007
Modified
1. Jason Treat
2. Tim Arre
3. Mike Carpenter
Modified Affordable
1. Marc Nappi
2. Robert Geibel
3. Danny Bohn
Sportsman
1. Chas Okerson
2. Kevin Eyres
3. Charles Kremer III
Street Stock
1. Bill Vanderveen
2. Elliott Wohl
3. Dave Jennings
Factory Stock
1. Joe Constandi
2. Dan Collamer
3. Bob Anderton
Legends
1. Don Neuls
2. Roger Cross

Wall Township Speedway

Belmar, N.J.
Oct. 7, 2007
Supermodified
1. Kevin Ritchie
2. Mike Renn
3. Mike Crispo
Legends
1. Zack Alspach
2. Trevor Alspach
Bandolero
1. Robert Vassilatos, Jr.
2. James Haddow

Mahoning Valley Speedway

Lehighton, Pa.
Oct. 6, 2007
Modified
1. Mike Quinn
2. Eric Beers
3. Zane Zeiner
Street Stock
1. Mark Deysher
2. Kristy Marone Arthofer
3. Todd Ahner
Pro-4 Late Model
1. Mike Stringer
2. Barry Christman. Jr.
3. Ricky Ahner
Factory Stock
1. Justin Steigerwalt
2. Justin Serfass
3. Randy Ahner, Sr.
4-Cylinder
1. Scooter Graver
2. Dave Freundt

Allegany County Speedway

Cumberland, Md.
Oct. 5, 2007
Hobby Stock
1. Steve Fadley
2. Mike Duck
3. Mike Moore
Outlaw
1. Bill Brown, Jr.
2. Martin Graybeal
3. Glenn Elliott

Franklin County Speedway

Callaway, Va.
Oct. 6, 2007
Late Model
1. Travis Hurt
2. Buster Carroll
3. Jimmy Mullins
Street Stock
1. Chris Carroll
2. Timmy Hogan
3. Eddie Rocke
Pro Challenge
1. Jonathan Chandler
2. Trevor Cauble
3. Clint King
U-Car
1. Charles Seagraves
2. Adam Phillips
3. Jerry Hollandsworth
Mod-4
1. Timmy Hogan
2. Steve Cannaday
3. Tim Barnes

Bridgeport Speedway

Bridgeport, N.J.
Oct. 7, 2007
Modified
1. Duane Howard
2. Wade Hendrickson
3. Jeff Strunk
Small-Block Modified
1. Duane Howard
2. Craig Von Dohren
3. Wade Hendrickson
Sportsman
1. Lee Nardelli
2. Jesse Hill
3. Ron Robert
GM Sportsman
1. Jon Haegele
2. Joseph Watson
3. Jordan Watson
Outlaw Stock
1. Rich Reider
2. Joe Trumbetti
3. Ken Watson
Crate Late Model
1. Ross Robison
2. Eric McKinney
3. Mike Wilson



Florida
Georgia
North Carolina
South Carolina
Tennessee

Harris Motor Speedway

Rutherfordton, N.C.
Oct. 6, 2007
Stock-8
1. Dale Chapman
2. Travis Robbins
3. Chris Lytle
Renegade
1. Lloyd Dean Burgess
2. David Ayers
Pure Stock
1. Willie Fowler
2. Chris Lytle
Super Stock
1. Stacy Brock
2. Todd Dill
Street Stock
1. Kyle Westmoreland
2. Kevin Cooper
Young Gun
1. Cody Ussery
2. Ethan Gregory

Travelers Rest Speedway

Travelers Rest, S.C.
Oct. 6, 2007
Late Model
1. Johnny Raines
2. Howard Maxey
3. Greg Pilgrim
Limited
1. Timmy Smith
2. Michael Barbare
3. Scott Galloway
Stock-8
1. Timmy Smith
2. Chet Cobb
3. Bubba Smith
Renegade
1. Donnie Leonard
2. Johnny Duncan
3. Billy Ramey
Super Stock
1. Will McGrew
2. Kevin Kelly
3. Joey Kelly
Street Stock
1. Newman Presnell
2. Kevin Kelly
Young Gun
1. Ashley Harvey
2. Justin Barber

Hickory Motor Speedway

Hickory, N.C.
Oct. 6, 2007
Ford Focus
1. Tanner Swanson
2. Kyle Bonsignore
3. Michael Sboro

Citrus County Speedway

Inverness, Fla.
Oct. 6, 2007
Super Late Model
1. Mike Bresnahan
2. Herb Neumann, Jr.
3. Richie Smith
Sportsman
1. Mike Veltman
2. Fred Tuski
3. Dustin Aaron
Street Stock
1. Tim Alexander
2. Tim Wilson
3. Todd Downs
Mini Stock
1. Johnny Siner
2. Clint Foley
3. Mark Powers
4-Cylinder
1. Jon Layard
2. Jeff Eberly
Open-Wheel Lite
1. Billy Gise
2. Phil Krauthoff
Midget
1. Brandon Cagle
2. Ted Durfee



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

La Crosse Fairgrounds Speedway

West Salem, Wis.
Oct. 4, 2007
Late Model
1. Andy Burgess
2. Ryan Carlson
3. Matt Byrne
Sportsman
1. Larry Bolster, Jr.
2. Dan Gilster
3. Aaron Hass
Thunderstock
1. Steve Bornitz
2. Matt Ingett
3. Jason Stark
R.A.Y.S. Division
1. Brett Wenzel
2. Larry Bolster, Jr.

La Crosse Fairgrounds Speedway

West Salem, Wis.
Oct. 5, 2007
Late Model
1. Steve Holzhausen
2. Dan Fredrickson
3. Steve Carlson
Sportsman
1. Randy Humfeld
2. Rick Schermerhorn
3. Brent Kane
Super Sportsman
1. Corey Jankowski
2. Keith Bohnsach
3. Bryan Back

La Crosse Fairgrounds Speedway

West Salem, Wis.
Oct. 6, 2007
Stock Car
1. Doug Brown
2. Jeremy Spoonmore
3. Lyle Nowak

La Crosse Fairgrounds Speedway

West Salem, Wis.
Oct. 7, 2007
Late Model
1. Steve Carlson
2. Kevin Nuttleman
3. Todd Oliver
Truck
1. Andy Jirik
2. Bret Widdis
3. Lucas Korish
Modified
1. Joe Johnson
2. Tim Plummer
3. Shawn Koranda

Ponderosa Speedway

Junction City, Ky.
Oct. 5, 2007
Super Late Model
1. Jason Keltner
2. Don O'Neal
3. Eddie Carrier, Jr.
Modified
1. Dustin Linville
2. Joey Kramer
3. Kelly Warren
Sportsman
1. Gerald Haynes, Jr.
2. Jeff Johnson
3. Rick King
Chevettes
1. Randy Maybrier
2. Clayton Devine
3. David Murphy

Ponderosa Speedway

Junction City, Ky.
Oct. 6, 2007
Super Late Model
1. Brad Neat
2. Jason Keltner
3. Brian Shirley
Modified
1. Jay Mobley
2. Ryan Cary
3. Joey Kramer
Sportsman
1. Jeff Johnson
2. Logan Preston
3. Bartley Grant
Crate Late Model
1. P.J. Feistrizer
2. Todd Coffman
3. Jason Barrett

Skyline Speedway

Stewart, Ohio
Oct. 6, 2007
410 Super Sprint Car
1. Jimmy Nier
2. Dave Dickson
3. Aaron Higgins
Late Model
1. Larry Bond
2. Harold Redman, Jr.
3. Jeff Burdette
Modified
1. Jeremy Blake
2. Doug Henry
3. Jeff Meadows
4-Cylinder
1. Tim Christopher
2. Shawn McClain
3. George Klintworth
Pure Street
1. Danny Talbott
2. Mike Lauer
3. Robin Ours
Outlaw Street
1. Jeremy Blake
2. John Powell, Jr.
3. Rob Smith

Gas City I-69 Speedway

Gas City, Ind.
Oct. 6, 2007
Sprint Car
1. Billy Puterbaugh, Jr.
2. Brady Short
3. Dave Darland
Modified
1. Terry Hull
2. Bub Patrick
3. Andy Bishop
Street Stock
1. Bill Lewis
2. Dan Myers
3. Jimmy Nutter
Thundercar
1. David Clark
2. Allan Davis
3. Jim Sherron

I-70 Speedway

Odessa, Mo.
Oct. 6, 2007
Sprint Car
1. David Wheeler
2. Kenny Roth
3. Lanny Carpenter
Stock Car
1. Herb Danner
2. Brad Whitney
3. Bennie Turner
SportMod/B-Modified
1. Mike Tanner
2. Bobby Raybourn
3. Jon Boller, Jr.

Shady Bowl Speedway

DeGraff, Ohio
Oct. 6, 2007
Modified
1. Jason Wells
2. Brian Nester
3. Bud Perry
Street Stock
1. Aaron Pippen
2. Chris Abbott
3. Jason Purtee
Compact
1. Chris Sellers
2. Mason Patrick
3. Josh Sage

Wayne County Speedway

Wayne City, Ill.
Oct. 5, 2007
Outlaw Jr. Sprint Car
1. Spencer Montgomery
2. Braxton Jones
3. Carlson Short
Outlaw Non-wing Sprint Car
1. Scott Britton
2. Chris Turner
3. Joe Leek
Outlaw Winged Sprint Car
1. Jeff Wiggs
2. Ryan Leek
3. Daniel Robinson
Mini Sprint Car
1. Brent Burrows
2. Austin Archdale
3. Glen Davers

Flat Rock Speedway

Flat Rock Mich.
Oct. 6, 2007
Enduro
1. Jeff Maran
2. Jeff Metdpenningen
3. Robb Remick
4-Cylinder
Feature No. 1
1. Brad Turner
2. Mike Bershback
3. Kyle Worley
Feature No. 2
1. Jason Julien
2. Gerald Mills
3. Rodney Parker
Ladies Stock Car
1. Amanda Freeman
2. Tammy Holly
3. Dianne LaFollette
Mechanic Race
1. Chris Metdepenningen
2. Norm Maran
3. Dan Dreher, Jr.

Lebanon Midway Speedway

Lebanon, Mo.
Oct. 6, 2007
Factory Stock
1. Jordan Holloway
2. Sundance Keepper
3. Todd Cook
Bomber
1. Dusty Rhoads
2. Mike Piercy
3. Chris Morelock
Modified
1. Jesse Stovall
2. Tony Jackson, Jr.
3. Jamie Ragland
Winged Sprint Car
1. J.P. Compton
2. Brad Ryan
3. Eric Todd
Super Stock
1. J.C. Newell
2. Donnie Gennings
3. Ben Newell
B-Modified
1. Steve Muilenburg
2. Jeff Albright, Jr.
3. Wayne Johnston
Late Model
1. Leslie Essary
2. Jeremy Kelley
3. Jim Fulp

Malden Speedway

Malden, Mo.
Oct. 5, 2007
Late Model
1. Kevin Hardin
2. Ed Dixon
3. Joey Mack
Modified
1. Troy Fowler
2. Paul Reeder
3. Hunter Rasden
Hobby Stock
1. Tony Anglin
2. Doug Moore
3. Greg Sparks
Pure Street
1. Greg Sparks
2. Shawn King
3. Glenn Griffin
E-Mod
1. Adam Hemby
2. Holbrook Mitchel
3. Chris Sims
Mini Stock
1. Vernon Pickard
2. Chris Odom
3. Rob Umfleet

Malden Speedway

Malden, Mo.
Oct. 6, 2007
Late Model
1. Kevin Hardin
2. Ed Dixon
3. Joey Mack
Modified
1. Robbie Arnold
2. Robert Powers
3. Troy Fowler
Hobby Stock
1. Jared Wagster
2. Doug Moore
3. Jason Pennington
Pure Street
1. Jared Wagster
2. Greg Sparks
3. Austin Rettig
E-Mod
1. Kelly Forcum
2. Demo Gambill
3. Todd Gibbs
Mini Stock
1. Vernon Pickard
2. Micharl McCain
3. Harold Dalton

Lucas Oil Speedway

Wheatland, Mo.
Oct. 6, 2007
Late Model
1. Shawn Williams
2. Matt Menzie
3. Steven Clancy
Modified
1. Jeremy Payne
2. Jeff Cutshaw
3. Kelly Shryock

Miami County Speedway

Peru, Ind.
Oct. 6, 2007
Mini Sprint Car
Junior Class
1. Kolt Kinsler
2. Trenton Bitzel
3. Ben Perez
Open Class
1. Howard Weaver
2. Mark Perry
3. Cole Ketchem
Restrictor
1. Cody Fogelsong
2. Tyler Marsh
3. Brayton Fitzpatrick

Anderson Speedway

Anderson, Ind.
Oct. 6, 2007
Thundercar
1. Mike Riddle, Jr.
2. Rod Phipps
3. Travis Burge
Front-Wheel Drive
Oval
1. Devin Mitchell
2. Eric Shell
3. Jerry Baker
Figure-8
1. Andy Keller
2. Keith Morris
3. Ronnie Phipps

Anderson Speedway

Anderson, Ind.
Oct. 7, 2007
SuperTruck
1. Ronnie Rose
2. Brandon Phillips
3. Bret Miles, Sr.
Street Stock
1. Joe Beaver
2. Rich Boyer
3. Bret Miles, Jr.
Figure-8
1. Ronnie Rose
2. Mike Riddle, Jr.
3. Rod Phipps
Legends
1. John Robbins
2. Callen Camasta
3. Doug Dugger
USAC Ford Focus Midget
1. James Robertson
2. Chett Gehrke
3. Jordan Pennington
USAC Kenyon Midget
1. Jacob Wilson
2. Ryan Miller
3. Jeff Wimmenauer
Thundercar
1. Dustin Sapp
2. Darryl Rogers
3. Josh Myers
Front-Wheel Drive
Oval
1. Keith Morris
2. Jerry Baker
3. Devin Mitchell
Figure-8
1. Randy Hoppes
2. Keith Morris
3. Dean Morris



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

Independence Motor Speedway

Independence, Iowa
Oct. 6, 2007
Late Model
1. Curt Martin
2. Darin Duffy
3. Jill George
Modified
1. J.D. Auringer
2. Craig Prussman
3. Richie Gustin
Stock Car
1. Cory Bauer
2. Tracy Gienger
Hobby Stock
1. Terry Shaffar
2. Josh Irvine
B-Modified
1. Troy Burkhart
2. Jason Seegmiller
Vintage
1. Mark David
2. Dan Osborn

Tri-State Speedway

Pocola, Okla.
Oct. 6, 2007
Road Runner
1. Dakota Bandy
2. Rick Edgerton
3. Ty Evans
Super Stock
1. Jimmy Douglas, Jr.
2. Eric Beshoner
3. Neil Johnston
Economy Modified
1. William Gould
2. Brandon Henry
Modified
1. William Gould
2. Larry Campbell
Mini Stock
1. Brian White
2. Ryan Williams
Front-Wheel Drive
1. Ronnie Palmer
2. Jack Bieker

Davenport Speedway

Davenport, Iowa
Oct. 6, 2007
Late Model
1. Darren Miller
2. Brian Birkhofer
3. Eric Pember

Davenport Speedway

Davenport, Iowa
Oct. 7, 2007
Late Model
1. Darren Miller
2. John Kaanta
3. Ray Guss, Jr.

Outlaw Motor Speedway

Oktaha, Okla.
Oct. 6, 2007
Economy Modified
1. David Whittle
Hobby Stock
1. Dale Richardson
Modified
1. Jeran Frailey
Pure Stock
1. James Gillian



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Nevada
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Oregon
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Tucson Raceway Park

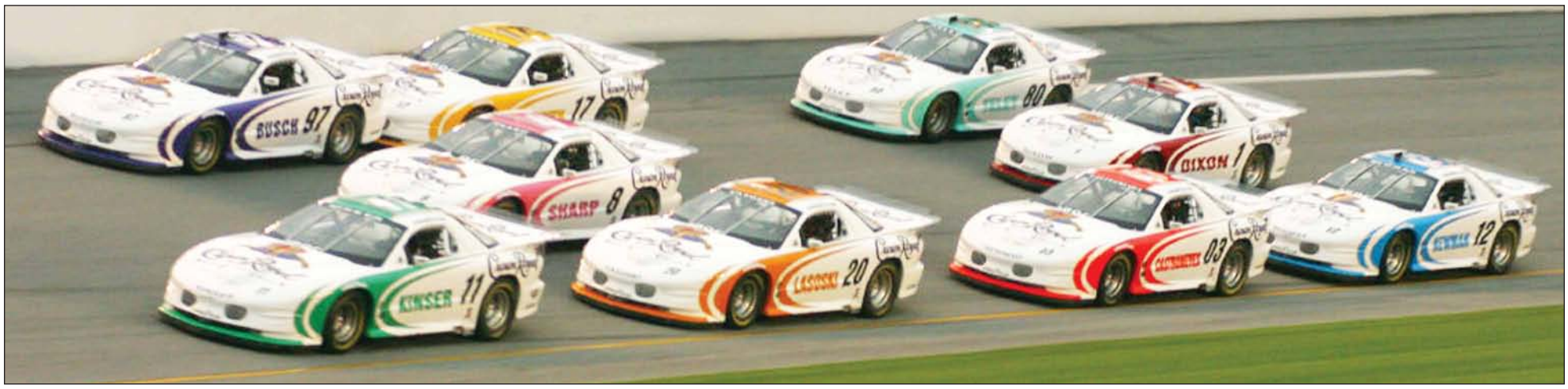
Tucson, Ariz.
Oct. 6, 2007
Late Model
1. Mike Egurola
2. Ron Norman
3. Mathew Williams
Factory Stock
1. Casey Rohrer
2. Ken Hunt
3. Rya Johnson
Mini Stock
1. Becky Harrington
2. Ken Morrisette
3. Karen Heyse
Modified
1. P.J. Megna
2. Joe Paladenci
3. Pat Bush
Bomber
1. Shawn Perrin
2. Mitch Milner

Manzanita Speedway

Phoenix, Ariz.
Oct. 6, 2007
Midget
1. Chad Boat
2. R.J. Johnson
3. Chris Rahe

Marysville Raceway Park

Marysville, Calif.
Oct. 6, 2007
Wingless Sprint Car
1. Steve Stein
Mini Sprint Car
1. Don Harvey



KORY L. HALES PHOTO

MULTIPLE DISCIPLINES: Steve Kinser (11) and Kurt Busch (97) lead the pack of IROC cars around Daytona Int'l Speedway in 2004.

IROC:

Without Financial Support, Series Closes Its Doors

CONTINUED FROM PAGE 2

sponsors we needed for IROC, a lot of them chose to be part of a Nextel Cup team, so therefore it limited our opportunities. So, then we couldn't really pay the purse we wanted to, so it really wouldn't attract all the drivers to go forward with this.

"I think we had a good run with that. Jay and Barbara Signore should get all the credit. I go back many years with Les Richter and Jay and Barbara. To me, it's real sad to see it come to an end. We put a lot of good race drivers in those cars, built a lot of good cars with race sponsors, and I have to say thanks to everybody else, but we're moving on."

Penske admitted there was a magic to IROC unlike anything else.

Al Unser, Jr. won 11 IROC races and was the series leader before the late Dale Earnhardt tied him. Both have since been surpassed by NASCAR's Mark Martin, who won 13 races and is the all-time champion with five IROC titles.

"We had a lot of great moments in IROC," Martin said. "I would have to say that getting the fifth championship and setting that record was probably the biggest accomplishment. I was tied with Dale Earnhardt for that, and getting that record meant a lot to me. Also setting the record with 13 wins was something that stands out as well.

"My IROC victories and championships are at the top of my career. My accomplishments in the IROC Series mean a great deal to me. As I said, those races were against some of the best in the world and it's pure racing. The stuff we were able to do in the IROC Series means as much to me as anything I was able to do in racing."

Martin enjoyed competing against other drivers from other series even though he admits the NASCAR drivers had an edge because the IROC cars were close to what they drove in NASCAR.

"That was what made the IROC series so special," Martin said. "I know that in recent years it had become Cup heavy, but in the early days it was all types of racers from all over the place. It was an honor to race against the likes of Al Unser Jr., Helio Castroneves and Steve Kinser. Guys like Sebastien Bourdais are great to race against and it's always impressive how quickly they adapt to that type of racing, but that's why they are there, because they are the best in the world."



PHIL CAVALI PHOTO

MR. IROC: Mark Martin leads the IROC series in victories (13) and championships (five).

"The stuff we were able to do in the IROC Series means as much to me as anything I was able to do in racing."

FIVE-TIME IROC SERIES CHAMPION MARK MARTIN

But even a great concept like IROC couldn't survive without the key ingredients in motorsports — a willing manufacturer and sponsorship.

"It's like everything else in racing today," Martin said. "Unfortunately if you don't have the sponsorship dollars it's hard to carry on. Those guys did a great job with the series for a long time and I was very glad that I got to be a part of it."

Ironically, the bigger NASCAR became, the more corporate sponsors wanted to be part of the weekly Nextel Cup Series, rather than investing money into a program that competed just four times a year.

"It's sad to see something like that that ends up running its course, maybe," NASCAR President Mike Helton said. "It was more and more of a challenge to put that program together for Jay and Barbara. It gave us a lot of great opportunities through the last couple of decades while they were running it. There will be a lot of great moments in history down the road when people celebrate motorsports that will include IROC.

"I think for multiple reasons but it's just unfortunate that it ran its course."

As an indication of how competitive it was to win a race in IROC, consider that Jeff Gordon has won four NASCAR Cup titles, but he only won one IROC race in six seasons of IROC competition.

"After experiencing IROC, I wish more than anything there was an IROC-type series, but it needs to be recreated and rethought to be a little bit different," Gordon said. "Really, in all honesty, it was a NASCAR IROC series. Yes, it was nice to have guys from other series come in, but they were at our tracks in our types of cars and that's what I think made it so special when a guy like Al Unser, Jr. won races. It meant that much more to them because they were out of their element.

"To me, to make a true IROC series, you've got to have an experience kind of like the Race of Championship they do overseas where you're in identical cars on dirt, on pavement, and you switch different cars. It is a very expensive series and that's the problem. It got too expensive as it was. Jay Signore did a great job with it, but just couldn't get the support from the sponsors and manufacturers to really create what the IROC Series should truly be, which is to test drivers' skills in all different types of tracks and cars and really determine a real champion driver who is versatile."

While IROC brought together some of the world's best drivers, it also created opportunities for mechanics to get a start in big-time racing.

Case in point is former IROC mechanic Ray Evernham, who joined the series as a modified driver and learned some tricks of the trade with a wrench that ultimately helped him get a job as crew chief at Hendrick Motorsports. From there, he went on to own his own Cup team.

"That was the beginning of my career," Evernham said. "I owe that to IROC. My career as a mechanic and what I've been able to become since that time is all because of working for Jay and Barbara Signore.

"My fondest memories of working in IROC were to sit back and listen to Richard Petty talk to Mario Andretti and A.J. Foyt and Cale Yarborough and Bobby Allison," Evernham recalled. "I took all that in and thought about how neat this sport really was."

Despite the magic of the drivers and glorious history of the series, magic doesn't replace money and in the end, that's what led to the death of IROC.

"We don't want to bootstrap something in front of the public and we also wanted to be sure we had the budgets to produce safe and reliable vehicles," Penske said. "We were always on the edge whether we had support or not. I'm just not interested in being involved in that type of operation and Jay felt the same way.

"The best thing to do was to close the doors, thank the people who supported us and get down the road. I don't know if it can be revived. Maybe someone else can do it.

"As far as I'm concerned, it was a great run for us."

IROC CHAMPIONS

1974	Mark Donohue
1975	Bobby Unser
1976	A.J. Foyt
1977	A.J. Foyt
1978	Al Unser
1979	Mario Andretti
1980	Bobby Allison
1984	Cale Yarborough
1985	Harry Gant
1986	Al Unser, Jr.
1987	Geoff Bodine
1988	Al Unser, Jr.
1989	Terry Labonte
1990	Dale Earnhardt
1991	Rusty Wallace
1992	Ricky Rudd
1993	Davey Allison/Terry Labonte
1994	Mark Martin
1995	Dale Earnhardt
1996	Mark Martin
1997	Mark Martin
1998	Mark Martin
1999	Dale Earnhardt
2000	Dale Earnhardt
2001	Bobby Labonte
2002	Kevin Harvick
2003	Kurt Busch
2004	Matt Kenseth
2005	Mark Martin
2006	Tony Stewart

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Elliott Is 'Big Kahuna'

Saturday

CUMBERLAND, Md. — Rick Elliott held off a hard- charging Jeremy Miller to take Saturday's finale of the Mid Atlantic Championship Series "Big Kahuna VII" at Allegany Speedway for the second-straight year.

MACS

While Elliott crossed the stripe first, Jason Covert was three spots back in fourth, which was good enough for him to become the first back-to-back series championship winner since Lynn Geisler's 1999-2000 rein.

Miller settled for second behind Elliott and Steve Casebolt took third place.

The finish:

Ricky Elliott, Jeremy Miller, Steve Casebolt, Jason Covert, Boom Briggs, Rod Conley, Matt Lux, Jackie Boggs, Jim Yoder, Tim Dohm, Mike Balzano, Kirk Ryan, Doug Drown, Jack Pencil, Donald Lingo, Jr., Scott Haus, Richard Jarvis, Alex Ferree, David Scott, Dave Troutman, D.J. Troutman, Jamie Lathroum, Gary Stuhler, Rob Blair, Greg Fetters.

Friday

CUMBERLAND, Md. — It was all systems go for the current Mid-Atlantic Championship Series point-leader and 2006 champion Jason Covert in the opening stanza of the "Big Kahuna VII" at Allegany County Speedway Friday night.

Covert led 43 of the 44 A-Main laps to pick up his fourth series victory of the season.

Steve Casebolt finished second and Mike Balzano completed the podium. Rod Conley and Jack Pencil were fourth and fifth, respectively.

The finish:

Jason Covert, Steve Casebolt, Mike Balzano, Rod Conley, Jack Pencil, Scott Haus, Alex Ferree, Jackie Boggs, Ricky Elliott, Jim Yoder, Gregg Satterlee, Chris Harr, Robbie Blair, Jared Miley, Tim Dohm, Mike Johnson, Matt Lux, Doug Drown, Greg Fetters, Mark Banal, Andy Anderson, Jeff Rine, D.J. Troutman, Jamie Lathrum, Gary Stuhler, Dave Troutman.

Van Pelt Brothers Dominate Weekend

By Al Robinson
NSSN Correspondent

Saturday

WOODHULL, N.Y. — It's often said that you can't win a race on the first lap. Billy Van Pelt came very close to disproving that theory Saturday night at Woodhull Raceway, claiming the victory in the 50-lap open competition modified feature that highlighted the second annual Bully Hill Vineyards Short Track Super Nationals weekend.

WOODHULL

B. Van Pelt started eighth but threaded his way through the mayhem created when pole starter Billy Jenkins spun in front of the field. Lining up third on the restart with one lap complete, he slashed past Stacy Jackson and Frank Dunning on the restart and was never headed for the remaining 49 laps. Track champion and Friday night winner Curt Van Pelt slipped into second a few laps later and kept his younger brother honest but Billy never made the mistake in traffic that could have given Curt the lead.

Taking advantage of the liberal rules in effect for this event, both Van Pelts fitted sail-panel bodywork and Billy dropped a big-block motor between the frame rails, while Curt relied on small-block power. Not only did the brothers sweep first and second both nights of the Short Track Super Nationals; they won all but one modified feature on Woodhull's high banks in 2007.

In contrast to the tricked-out leaders, Ron White stayed with a standard Saturday night setup and brought home a solid third. Rich Ricci Jr., one of the victims of the first lap fracas, came back to take fourth but could make no impression on White. Early leader Stacy Jackson faded in the middle stages but came back to take fifth.

Friday

WOODHULL, N.Y. — Curt Van Pelt got a second chance in Friday night's Twin Tier Tour 358 modified race at Woodhull Raceway and he didn't let it slip away.

The 2007 track champion spun on the first lap but a ruling that the caution flag was already out for separate incident let him regain his eighth starting spot. He charged to third by the second lap and took the lead from Ray Bliss, Jr. on the sixth circuit.

Bliss kept the pressure on as the leaders raced in heavy traffic for most of the 30 laps, but the ultimate challenge would come from the winner's brother and teammate, Billy Van Pelt.

Billy passed Bliss at the white flag for second and made a desperate dash around the cushion on the last lap, but Curt maneuvered around a lapped car on the final turn to preserve his victory. Bliss was third with Dylan Dewert fourth and pole starter Dale Welty fifth.

Davis Burns Sherman At Manzanita Line

PHOENIX — Charles Davis, Jr., turned the tables on Jeremy Sherman by winning Saturday night's 30-lap American Sprint Car Series Canyon Region feature atop Manzanita Speedway's third-mile clay oval.

ASCS CANYON

After pocketing an extra $550 in the Pepsi Pole Challenge, Davis raced around R.J. Johnson for the lead past the midway point and beat Sherman to the line for his fourth win of the year.

Sherman was second, with Johnson third. Josh Pelkey was fourth, while Nathan High raced from 17th to finish fifth.

The finish:

Charles Davis, Jr., Jeremy Sherman, R.J. Johnson, Josh Pelkey, Nathan High, Bob Ream, Jr., Chad Boat, Justin Fisher, Mike Martin, Bobby Taylor, Mike Leslie, Jeff Henry, Shon Deskins, Matt Rossi, Michael Bonneau, Nick Aiuto, Daniel Williams, Billy Chester III, Chris Bonneau, Derek Williams, Seainn Hendricsen, Jeremy Reagles, Bernie Smith, Scott Pasmore.

CLASSIFIEDS

RACING MARKETPLACE

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Indy Cars 1



1948 KURTIS KK2000 Indy car driven by Sam Hanks, Neil Carter, Eddie Sachs, Bill Holland. Ready for vintage races. Info at http://stores.ebay.com/Investment-Toys. Email lelandwolf@msn.com or call (727) 865-9186.

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Midgets 5

166 VW Ellis complete coil car. Great sportsman or indoor car. 378 Winters rear end. $10,500 o.b.o. Two year old John Deere Gator $4,000. Call Klaus Wever: days (815) 741-1133 or evenings (815) 467-6819. mwever3824@aol.com.

2004 BEAST pavement midget with fresh powder coat and complete body kit. Lots of parts. $3,000. Ford midget motor, fresh for $15,000. Chevy midget motor for $8,000. Will sell as package for $23,000. Call Alfred for info. (650) 537-0025.

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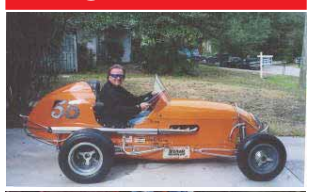
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Vintage/Classics 14





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Parts/Engines 15

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3. Sprint Cars
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10. Sports Cars
11. Dragsters
12. Go-Karts
13. Legends Cars
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STEP 2 – WRITE your ad below. ADD the number of words. TYPE OR PRINT CLEARLY.

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CLASSIFIEDS

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Trucks/Haulers 17



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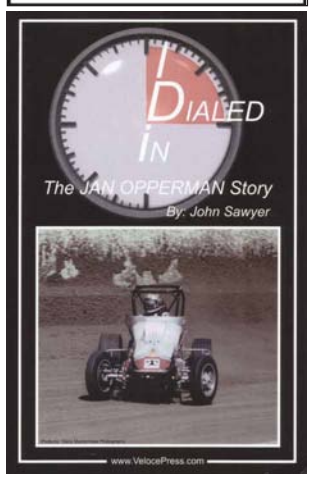
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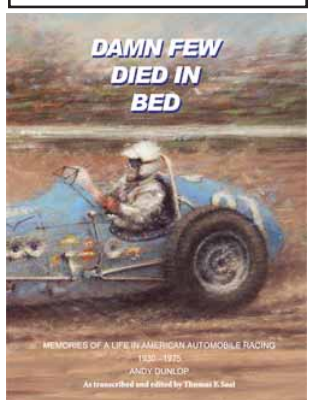
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Tickets 24

2008 SPRING Bristol tour, buy one get one free. Call Lynch Tours & More (888) RACETOUR (722-3868).

WANTED: 2008 Daytona 500 tickets (Thurs. - Sun) in Nextel, Petty or Earnhardt towers. Call (717) 554-9421.

Positions Available 25

STOCK CAR FABRICATOR. F/T road racing shop in So. Calif. looking for team member. Travel req'd. Must have prev. racing exp. Sal/Med ins/ben. Resume to fax (714) 842-7536 or email roadracefab@yahoo.com.

Rides Available 27



WANTED: DRIVER for NASCAR Grand National West Division car for Showdown at Irwindale Speedway on October 19-20, 2007. Bring your helmet and your sponsor. Brand new Fischer Engineering assembled spec motor and spec body on a recent back east chassis. The best of everything, tested, teched and qualified at Altamont, CA Fast Car. Contact Jameel or Charlie @ (818) 768-9393 or (818) 768-7855.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

Auctions 31

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mvannice@wico.net

Real Estate 32

BROWNSBURG: Shop - 25x40x10, heat, water. Garage - 24x24, detached. Home - 2,200 sq. ft., four bedroom, two bath, brick / stone, new roof 2006. Additional property - four acre, no restrictions/covenants, trailer friendly drive, room for horses or split land. $235,000. Dave (317) 272-0732.



FOR LEASE: New 38,000' building two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750'-15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about receiving up to $10,000 in rent relief from the town of Brownsburg. Call (317) 840-4437 or email dixon properties@aol.com.

INDIANAPOLIS/BROWNSBURG: 2,500 sq.ft. race shop with charming 1890s farmhouse FOR SALE in Brownsburg. RV/trailer hookup and dump. In-ground pool, 5.5 acres, nicely landscaped. Close to I-65, I-74 and I-465 on northwest side of Indianapolis. Call or email for brochure. Chris or Debbie (317) 293-4100 or email debbiep@crracing.com.

MOORESVILLE, CONCORD, CHARLOTTE RACE shops and industrial buildings. Buying, selling or leasing call Paul Aiken, Sperry Van Ness (704) 622-5347.

Real Estate 32



INDIANAPOLIS/BROWNSBURG: Custom home in Brownsburg. Country setting convenient to city. 28x36 new pole barn, 220 capable, wiring complete. No covenants. 20 min. from Speedway and Clermont Race Tracks. Seller Financing Possible. $299,900. Call Barry (317) 339-0699 or bhaley@indy.rr.com.

RACE SPACE for lease in Brownsburg, Indiana. Convenient to I-74, ORP and IMS. 1,000 – 30,000 sq. ft. Brownsburg City financial assistance available. Call (317) 852-3067.

Business Opportunities 33

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Liz Mellott at (704) 455-8045 or via email at lizm@national speedsportnews.com.

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RACE TRACK FOR SALE: Springport Speedway: Michigan 3/8-mile high-banked paved oval, 70 acres, seating for 6,000. Turn-key opportunity for this top-notch facility, nothing needed but a new owner. $625,000. Terms possible. The Stratford Associates (broker) (269) 372-4103.

Sponsorships 34

SPONSORSHIP SEMINAR: Ernie Saxton will present a sponsorship seminar for local, regional and national racers looking to be successful with their sponsorship efforts on December 8th in Pomona, Calif. For more information, log on to www.sponsorshipAtoZ.com.

IF YOU'RE NOT USING IT
SELL IT!
That idle race car or piece of equipment in your shop or garage won't remain idle for long if you offer it for sale to the readers of *National Speed Sport News.*
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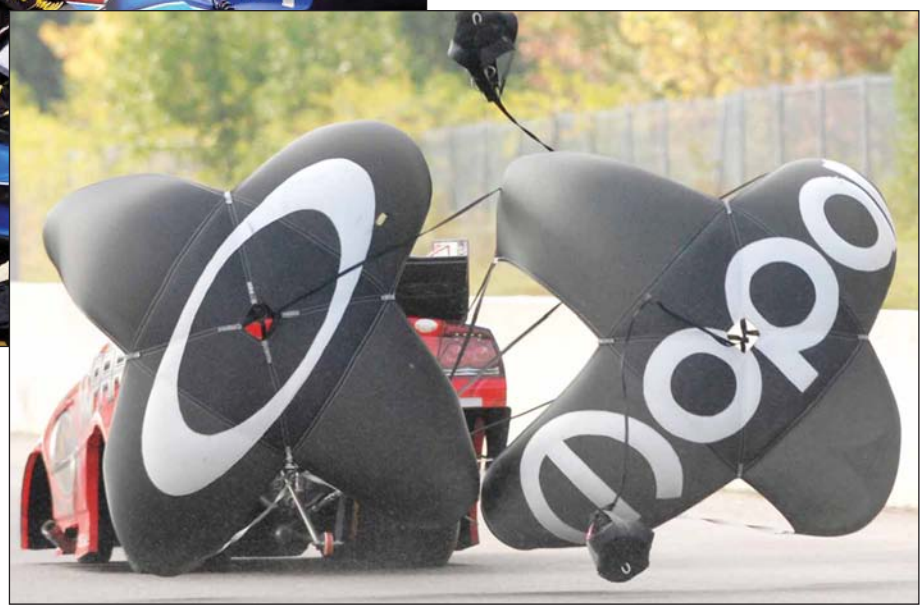


RICH SINGER PHOTO

FAN SUPPORT: (At left) Bryan Herta gives a high-five to a young fan on the grid before the start of the ALMS Petit Le Mans Saturday.

AUTOIMAGERY.COM PHOTO

SPONSOR-DRIVEN: (Below) Gary Scelzi rolls down the dragway at Virginia Motorsports Park after completing a run Sunday.





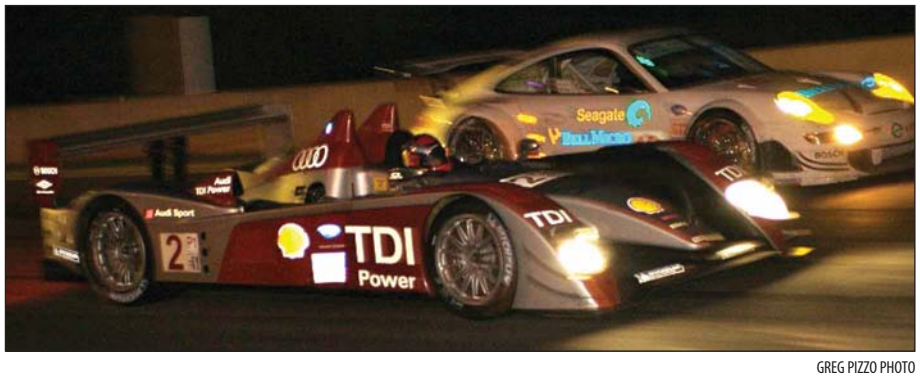
JOE SECKA/JMS PRO PHOTO

LINED UP: Inspection begins for cars competing in the Super DIRT Week event Saturday at the New York State Fairgrounds.



HAROLD HINSON/HHP PHOTO

WORDS FROM THE WISE GUY: Rusty Wallace (second from left) talks to Reed Sorenson (second from right) and other Chip Ganassi Racing crew members at Talladega.



GREG PIZZO PHOTO

INTO THE NIGHT: Lucas Luhr (2) moves past Graham Rahal in the closing stages of Saturday's Petit Le Mans at Road Atlanta.

ECONOMAKI:

How To Properly Wash Nomex Driving Suits

CONTINUED FROM PAGE 4

NASCAR, will cost the Colorado brewer $20 million over the next five years. Bud is also saying bye-bye to NASCAR's Busch series, where it has long been that series' sponsor. Nationwide is its replacement, so one can wonder what Allstate is thinking of that. And the U. of Colorado recently ruled that beer can no longer be sold at its basketball games. And where does the Colorado hoops team play? At the Coors Events Center, that's where. That sponsorship reportedly cost Coors $1.3 million and the university now stands to lose as much as $80K a year in beer sales.

Hungering for a date. **Jerry Carroll**, co-owner of Kentucky Speedway and chairman of the track's board of directors, says he wants to buy New Hampshire Int'l Speedway and transfer one of its two Nextel Cup dates to his track. His lawsuit against NASCAR and International Speedway Corp. on anti-trust grounds remains alive. Carroll's claim is that ISC has an "illegal advantage" in being awarded Cup dates for its tracks, as the France family, which owns NASCAR, also controls ISC.

Are they paid — or just owed? In recent months NASCAR has levied fine after fine on its members for a variety of rule infractions, some personal, some mechanical. The total amount fined is in the hundreds of thousands of dollars, all said to be for the point funds of the respective series involved. But never have we seen a NASCAR press release about a fine going unpaid. When a salaried crew chief is hit with a surprise $25,000 or $35,000 fine, it's likely that such an amount would take some time to pay, but no word from the sanctioning body on such an issue.

Where did all the Southern accents usually heard in victory lane go? Despite five North Carolina-born and three native Georgians competing regularly in Nextel Cup, nary a one has won in the 30 races contested so far this year. But thanks to California-born **Jimmie Johnson**, **Jeff Gordon**, **Casey Mears** and **Kevin Harvick**, the Golden State can now boast 13 victories by its speedy citizens.

California's oldest midget racing club, the Bay Cities Racing Ass'n, warns about damaging the flame-retardant quality of driver suits made of Nomex by incorrect washing or cleaning. It recommends dry cleaning with perc (Perchlorethylene). However perc, a carcinogen, is now banned in some states. An alternate is washing by hand, or gentle cycle in a machine, with Cold Water Woolite, or use liquid CO2. And never heat dry in a machine.

CLAYTON:

Road Racing Searches For Broader Fan Appeal

CONTINUED FROM PAGE 4

Salt Lake City with ALMS again in 2008, creates and crosses off dates with alarming regularity, ALMS officials said they are content with 12 races, so as not to overly tax the tenuous budgets of many of their race teams.

Maybe someday soon, the schedule can grow to 14, but just like the drivers in the series, the people who are running ALMS have to know when it is prudent to make a move, otherwise it could be disastrous.

The TV contract with Speed, which has come out on the losing end to ESPN's newfound interest in NASCAR, and a switch to high-definition was also a move in the right direction for both the network and the series.

Not all sports translate well to television — see, hockey — but those which do (see, the NFL) have a tremendous advantage.

ALMS translates well to television because of the cars. Regardless of the course, the look of the race cars make the ALMS must-see TV for the race fan and the curious. Like NASCAR, the GT classes offer cars that can be driven on the street — another selling point.

Atherton said he realizes the series must do more to promote its drivers, while continuing to promote pace-setting its "green," alternative fuels messages.

ALMS is way behind in that arena, even as NASCAR continues to promote drivers such as Marc Davis and Joey Logano, who haven't even arrived in Nextel Cup yet.

As the series continues to grow, that is just one of the potential potholes ALMS leaders face.

While Atherton is understandably proud of the demographic studies that proclaim ALMS fans as educated and affluent, he and his lieutenants should be careful of being seduced by those numbers.

If American road racing is ever to graduate from a niche within what has long been a niche sport, it needs to find broader appeal. To do that, it has to lose the appearance that it is elitist, closer to the polo crowd than the racing crowd, sport.

While everyone is sick of some guy yelling, "you da man" as professional golfers tee off, no one with the PGA Tour will say that professional golf — or golf in general — was better off before, first, Arnold Palmer and then, two generations later, Tiger Woods made it more appealing for the masses.

At Road Atlanta, access for fans to drivers and machines all the way up to race time was enough to make NASCAR fans drool with envy.

Indeed, there was a good vibe — hopefully one a lot more people will feel in the future.

Wallen Remembers Early Speed Burners

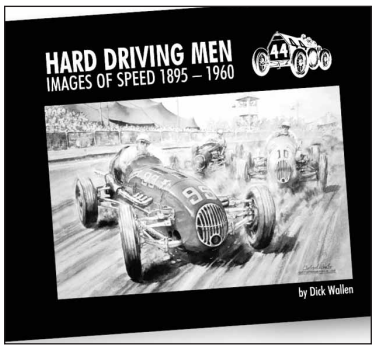
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By Dave Argabright

BOOK REVIEW

In this latest offering from noted publisher Dick Wallen, "HARD DRIVING MEN" represents a significant change from past editions. The long, detailed blocks of historic text are noticeably absent, with history told in the form of hundreds of fascinating photographs and carefully researched captions.

Faithful readers might miss the long narratives, but not for long. The photographs are so vividly reproduced, and painstakingly captioned, that one is quickly drawn into the book, eyes searching for more treasure with each turned page.



The volume draws upon illustrations from the earliest years of the sport's existence, mixed with interesting photographs from the era. The reader steadily progresses through each ensuing decade up to 1960, covering a monumental expanse of American open-wheel racing history.

Many of the photographs are autographed, providing something of a special connection with the reader. There is something about seeing an autographed photo of a long-deceased racer, because the handwriting tends to remind us that these were real people, simply from another place and time.

"HARD DRIVING MEN" opens up great opportunities for Wallen, and fans of American racing history. This book contains the same carefully crafted quality of previous Wallen offerings, but is more easily enjoyed because the captions are both concise and informative. Plus, the production time is no doubt lessened for Wallen, who will hopefully follow up this book with similar volumes.

You might have seen a few of these photos before, but most were fresh to our eyes, adding to the fascination and enjoyment of this book. "HARD DRIVING MEN" is a keeper, one you'll enjoy for years to come. But don't wait too long; only 700 limited edition copies were produced, all signed and numbered.

FORUM:

Road Racing Needs An Attitude Adjustment

CONTINUED FROM PAGE 4

the buckeyes of Ohio and all the other places — they are so delighted to shake hands or get an autograph from any of the drivers who drive at Springfield, DuQuoin, Eldora, Belleville, Williams Grove and all the other great tracks. It was a must that they put Indianapolis on their racing trips, hoping, with a little luck, they would be able to get to Gasoline Alley to see or chat with their favorite drivers.

But for the last several years, the majority of the drivers are unknown to these people who have supported Indy for so long. It's like, "who cares who wins Indy?"

These drivers are very talented but Indianapolis has had to many in the lineup every year that consist of names like Junqueiro, Helio and Briscoe. Let's get this turned around. As we all know, Indianapolis is "America's race." And I agree with every article Gary London prints.

There are too many thousands of people that know open-wheel does not get the coverage it should get. There are times when people are beginning to think that National Speed Sport News is turning into a stock-car only newspaper.

This may — or may not — go to print, but at least there may be one or maybe a few who will know how thousands of open-wheel fans feel.

Curtis Wright
Lawrence, Kan.

Attitudes In Road Racing

I want to comment on Bill Oursler's column concerning road-racing customers. A huge problem for both the ALMS and the Grand Am Series is their attitude, which for the most part is an arrogant one.

Road-racing needs to be broken down to its simplest terms.

Take a car, a driver and go around a track as fast as you can. Leave the, "We're looking for the affluent, techno-savvy, smart spectator" idea in the trash.

NASCAR stands are supposedly almost filled by the beer rather than the wine-and-cheese crowd. But the majority of NASCAR fans are college-educated, make over $30,000 a year and have time for such "fun" items as motorcycles, boats, etc.

Both the ALMS and Grand Am Series need to promote themselves much the way NASCAR does, using the good-old boy or more common-man approach.

John M. Bilski
Dover Plains, N.Y.

Davis Isn't Alone

Regarding the comment in the Editor's Notebook (Sept. 19) that Marc Davis has been noted by ABC TV as the first black driver in top-level NASCAR racing since Wendell Scott is not only absurd but insulting to many.

First of all, he is not at the top level of anything, and on what basis he would be compared to Tiger Woods is a complete mystery.

Second, as any *NSSN* reader knows, several black drivers have made it to the very top level since Wendell Scott — most recently, Bill Lester, who qualified a BDR Dodge for Nextel Cup races in 2006. How soon we forget.

Perhaps if Lester had a TV network promoting him, his quest to secure sponsorship and remain at the "very top level" of NASCAR would have not come up empty.

Caleb Cooksey
Fort Gillem, Ga.

Gibbs And Toyota

Since Joe Gibbs Racing will be No. 1 with Toyota, that means a lot less yen for Michael Waltrip.

Kasey Kahne driving for Budweiser? He looks like he would have to show ID to buy a Budweiser.

Debbie Mullins
Crystal Springs, Ark.

Eldora Way Too Dusty

My wife and I made one of our numerous trips to Eldora last weekend for the World of Outlaws/4-Crown Nationals.

We arrived before 6 p.m. The line for general admission tickets was two-wide, way out into the parking lot. While I stood in this line, hot laps started. There were four ticket windows, but only two open.

I got inside and had to get in another line to buy reserved seats. This line stretched under the roof, clear back to the bar.

While in this line, qualifications began and ended. There were four ticket windows, but only one open.

I reserved my seats for this year last December and would gladly have paid extra to have them mailed to me, but this is not an option.

Racing Friday night was great, the track was great and Joey Saldana won.

Saturday night, having purchased both nights on Friday, we got right in.

Talking to the man behind us, who camped there and was at the track all day, we learned there was very little track prep done Saturday.

The dust was the worst I have seen in all my years going to Eldora.

During the sprint car heats and B Main, you literally could not see the cars in turns three and four from the main grandstands. How the drivers could see is beyond me.

We stayed for the midget feature and then, along with quite a few other disgusted fans, we left before the sprint and Silver Crown features.

Tony was there and after thanking the fans for coming, he said they would welcome any suggestions regarding service or the track.

Tony – how about a new track manager who can get the job done? This weekend was inexcusable.

Fred Gable
Circleville, Ohio

Attention *NSSN* Web Site Users!

The *National Speed Sport News* Web site features a unique photo gallery, which includes every photo that appears in each week's issue of *NSSN*, plus more that do not appear in the print version.

The photo gallery is accessible from the www.nationalspeedsportnews.com homepage either by clicking on the Gallery section located on the right side of the page or clicking on the word "gallery" located in the menu bar at the top of the page. Each photo includes a description of the photo and the photographer's name.

Don't forget to read blogs by Dave Argabright, Sheena Baker, John Clayton and Mike Kerchner on www.nationalspeedsportnews.com.

CURB RECORDS

COUNTRY MUSIC LABEL OF THE YEAR
POINTS PAGE



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



Dale Jarrett with his Curb/
Busch Grand National Car

Top 5/Busch Grand National
Championship



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



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



TIM McGRAW



KIMBERLEY LOCKE



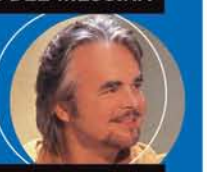
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AMY DALLEY



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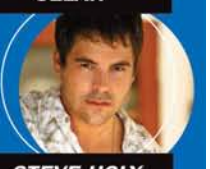
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NEMESIS



SELAH



STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



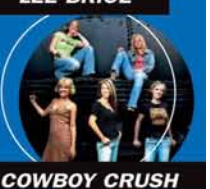
HANK III



CLEDUS T. JUDD



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COWBOY CRUSH



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Nextel Cup

1. Jeff Gordon	5,690
2. Jimmie Johnson	5,681
3. Clint Bowyer	5,627
4. Tony Stewart	5,536
5. Kevin Harvick	5,488
6. Carl Edwards	5,485
7. Kurt Busch	5,475
8. Kyle Busch	5,430
9. Denny Hamlin	5,428
10. Martin Truex Jr.	5,390
11. Matt Kenseth	5,372
12. Jeff Burton	5,354
13. Dale Earnhardt Jr.	3,421
14. Ryan Newman	3,306
15. Casey Mears	3,305
16. Greg Biffle	3,303
17. Jamie McMurray	2,950
18. Bobby Labonte	2,935
19. J.J. Yeley	2,934
20. Juan Pablo Montoya	2,904

Busch Series

1. Carl Edwards	4,207
2. David Reutimann	3,511
3. Kevin Harvick	3,389
4. Jason Leffler	3,345
5. David Ragan	3,149
6. Bobby Hamilton Jr.	3,149
7. Greg Biffle	3,058
8. Marcos Ambrose	2,944
9. Stephen Leicht	2,937
10. Matt Kenseth	2,911
11. Mike Wallace	2,841
12. Denny Hamlin	2,686
13. Clint Bowyer	2,654
14. Scott Wimmer	2,633
15. Steve Wallace	2,487
16. J.J. Yeley	2,470
17. Jeff Burton	2,470
18. Casey Mears	2,418
19. Kyle Krisiloff	2,415
20. Kyle Busch	2,403

Craftsman Truck

1. Ron Hornaday	3,207
2. Mike Skinner	3,193
3. Travis Kvapil	2,973
4. Todd Bodine	2,945
5. Johnny Benson	2,831
6. Rick Crawford	2,794
7. Ted Musgrave	2,474
8. Erik Darnell	2,427
9. Matt Crafton	2,411
10. Jack Sprague	2,339
11. David Starr	2,332
12. Dennis Setzer	2,261
13. Brendan Gaughan	2,204
14. Terry Cook	2,121
15. Willie Allen	1,979
16. Tim Sauter	1,955
17. Ken Schrader	1,913
18. Chad McCumbee	1,864
19. Mike Bliss	1,634
20. Stacy Compton	1,565

IRL IndyCar

1. Dario Franchitti (champion)	637
2. Scott Dixon	624
3. Tony Kanaan	576
4. Dan Wheldon	466
5. Sam Hornish, Jr.	465
6. Helio Castroneves	446
7. Danica Patrick	424
8. Scott Sharp	412
9. Buddy Rice	360
10. Tomas Scheckter	357

Indy Pro

1. Alex Lloyd (champion)	652
2. Hideki Mutoh	481
3. Wade Cunningham	423
4. Bobby Wilson	393
5. Mike Potekhen	379
6. Jaime Camara	373
7. Logan Gomez	368
8. Robbie Pecorari	344
9. Stephen Simpson	340
10. Chris Festa	313

Champ Car

1. Sebastien Bourdais	283
2. Robert Doornbos	230
3. Will Power	221
4. Justin Wilson	211
5. Graham Rahal	196
6. Oriol Servia	189
7. Neel Jani	182
8. Alex Tagliani	174
9. Simon Pagenaud	173
10. Bruno Junqueira	165

Atlantic

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

Formula One

1. Lewis Hamilton	107
2. Fernando Alonso	103
3. Kimi Raikkonen	100
4. Felipe Massa	86
5. Nick Heidfeld	58
6. Robert Kubica	35
7. Heikki Kovalainen	30
8. Giancarlo Fisichella	21
9. Nico Rosberg	15
10. David Coulthard	14

NHRA Top Fuel

1. Larry Dixon	2,353
2. Rod Fuller	2,285
3. Tony Schmacher	2,285
4. Brandon Bernstein	2,278
5. Bob Vandergriff	2,231
6. Doug Herbert	2,209
7. Whit Bazemore	2,182
8. J.R. Todd	2,164
9. Melanie Troxel	1,083
10. Dave Grubnic	940

NHRA Funny Car

1. Tony Pedregon	2,313
2. Gary Scelzi	2,299
3. Robert Hight	2,280
4. Ron Capps	2,279
5. Jack Beckman	2,267
6. Mike Ashley	2,212
7. John Force	2,191
8. Jim Head	2,082
9. Del Worsham	976
10. Tommy Johnson, Jr.	896

NHRA Pro Stock

1. Dave Connolly	2,525
2. Greg Anderson	2,391
3. Jeg Coughlin	2,246
4. Allen Johnson	2,238
5. Kurt Johnson	2,211
6. Jason Line	2,202
7. Larry Morgan	2,171
8. Warren Johnson	2,112
9. Richie Stevens	948
10. V. Gaines	922

NHRA Pro Stock Motorcycle

1. Andrew Hines	2,320
2. Matt Smith	2,275
3. Chip Ellis	2,244
4. Peggy Llewellyn	2,234
5. Craig Treble	2,219
6. Angelle Sampey	2,179
7. Karen Stoffer	2,157
8. Eddie Krawiec	2,156
9. Steve Johnson	683
10. Chris Rivas	636

WoO Sprints

1. Donny Schatz	9,780
2. Joey Saldana	9,690
3. Danny Lasoski	9,238
4. Daryn Pittman	9,210
5. Jason Meyers	9,166
6. Steve Kinser	9,123
7. Craig Dollansky	8,988
8. Paul McMahan	8,937
9. Jason Solwold	8,793
10. Tim Shaffer	8,770

USAC Silver Crown

1. Bud Kaeding	514
2. Wayne Reuitmann, Jr.	460
3. Mat Neely	439
4. Brian Tyler	424
5. Tim Barber	422
6. Jerry Coons, Jr.	412
7. Billy Wease	406
8. Cameron Dodson	400
9. Aaron Pierce	397
10. Pablo Donoso	367

USAC Sprints

1. Levi Jones	1,232
2. Darren Hagen	1,161
3. Dave Darland	1,078
4. Brady Bacon	928
5. Ricky Stenhouse	874
6. Kevin Swindell	850
7. Jesse Hockett	839
8. Brady Short	826
9. Damion Gardner	723
10. Jerry Coons, Jr.	704

USAC Midgets

1. Jerry Coons, Jr.	1,992
2. Darren Hagan	1,084
3. Ricky Stenhouse	1,043
4. Brad Kuhn	984
5. Dave Darland	956
6. Kevin Swindell	902
7. Levi Jones	849
8. Brady Bacon	756
9. Brad Loyet	667
10. Danny Stratton	663

USAC-CRA Sprints

1. Tony Jones	1,729
2. Mike Spencer	1,676
3. Danny Sheridan	1,561
4. Rickie Gaunt	1,511
5. Scotty Weir	1,381
6. Rip Williams	1,311
7. David Cardey	1,141
8. Cory Kruseman	1,084
9. Blake Miller	1,002
10. R.J. Johnson	914

ARCA RE/MAX

1. Frank Kimmel	5,250
2. Michael McDowell	4,955
3. Dexter Bean	4,580
4. Justin Allgaier	4,500
5. Justin Marks	4,350
6. Phillip McGilton	4,315
7. Patrick Sheltra	4,175
8. Justin South	4,035
9. Bryan Silas	3,795
10. Josh Krug	3,750

Hooters Pro Cup

1. Bobby Gill	576
2. Trevor Bayne	561
3. Mike Garvey	522
4. Gary St. Amant	510
5. Brandon Ward	497
6. Matt Carter	491
7. A.J. Frank	490
8. Benny Gordon	478
9. Chase Pistone	464
10. Mark McFarland	450

USAC Western Midgets

1. Johnny Rodriguez	884
2. Scott Pierovich	780
3. Matt Mitchell	662
4. Shannon McQueen	559
5. Chris Rahe	465
6. Robby Flock	449
7. C.J. Sarna	429
8. Quintin Crye	378
9. Randi Pankratz	368
10. Jerome Rodela	344

National Midget Driver Of The Year

1. Jerry Coons, Jr.	1825
2. Brad Kuhn	1474
3. Mike Hess	1148
4. Brad Loyet	1132
5. Ricky Stenhouse, Jr.	961
6. Darren Hagen	917
7. Davey Ray	912
8. Dave Darland	902
9. Danny Stratton	817
10. Kevin Swindell	777

NASCAR Mods

1. L.W. Miller	1,780
2. Tim Brown	1,735
3. Burt Myers	1,675
4. Junior Miller	1,658
5. Brian King	1,580
6. Jason Myers	1,536
7. Frank Fleming	1,530
8. Brian Pack	1,442
9. Gene Pack	1,344
10. George Brunnhoelzl	1,312

WoO LM

1. Steve Francis	5,252
2. Chub Frank	5,198
3. Clint Smith	5,154
4. Shane Clanton	5,080
5. Josh Richards	5,066
6. Rick Eckert	5,058
7. Darrell Lanigan	4,729
8. Tim Fuller	4,115
9. Brian Shirley	3,682
10. Shannon Babb	3,582

StormPay.com LM

1. David Gentry	1,642
2. Jay Blair	1,622
3. Derrick Rainey	1,612
4. Frank Ingram	1,496
5. Chip Brindle	1,496
6. Jeff Fields	1,420
7. Chris Tays	1,416
8. Robert Stutts	1,350
9. Matthew Turner	1,280
10. Jim Till	1,126

URC Sprints

1. Curt Michael	2,407
2. Michael Carber	2,158
3. Kramer Williamson	2,146
4. Ed Aiken	2,141
5. Davey Sammons	1,865
6. Brian Seidel	1,858
7. Chris Coyle	1,834
8. Mark Bitner	1,826
9. Trevor Lewis	1,760
10. Jason Clauss	1,746

ASCoT Sprints

1. Gary Wright	3,990
2. Wayne Johnson	3,922
3. Jason Johnson	3,876
4. Travis Rilat	3,712
5. Foster Landon	3,280
6. Darren Stewart	2,512
7. Nick Smith	2,008
8. Eric Baldaccini	1,701
9. Andy Shouse	1,559
10. Kenneth Walker	1,485

CRA Super Series

1. Chris Gabehart	1,177
2. John Van Doorn	1,115
3. Scott Hantz	1,062
4. Rick Turner	926
5. Jeff Lane	923
6. Terry Fisher, Jr.	868
7. Jason Shively	860
8. Jack Smith	806
9. Sean Matthuis	794
10. Kenny Tweedy	743

Badger Midgets

1. Brad Kuhn	1,611
2. Brandon Waelti	1,382
3. Mike Hess	1,381
4. Davey Ray	1,266
5. Jerry Coons, Jr.	1,174
6. Scott Hatton	1,120
7. Doug Schenck	1,101
8. Danny Stratton	1,091
9. Aaron Fiscus	925
10. Chad DeSelle	918

Busch East

1. Joey Logano (champion)	2,123
2. Sean Caisse	1,957
3. Peyton Sellers	1,862
4. Matt Kobyluck	1,840
5. Jeffrey Earnhardt	1,736

American Le Mans

LMP1	
1. Rinaldo Capello/Allan McNish	223
2. Marco Werner	191
3. Emanuele Pirro	175
LMP2	
1. Romain Dumas/Timo Bernhard	216
2. Sascha Maassen/Ryan Briscoe	167
3. Andy Wallace/Butch Leitzinger	119
GT1	
1. Oliver Gavin/Olivier Beretta	223
2. Jan Magnussen/Johnny O'Connell	165
3. Max Papis	52
GT2	
1. Mika Salo/Jaime Melo	179
2. Jorg Bergmeister/J. Van Overbeek	157
3. Wolf Henzler	107



Brad Noffsinger - Top 5 USAC Silver
Crown Championship



Tim Grose - NHRA
Winternationals Champ



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



Billy Boat - Top 10 Indianapolis 500
Top 5 IRL Championship



Tom Sneva - Top 10 CART
Indy Car Championship



Kasey Kahne with the Kahne/
Curb Records 2006 Sprint Car