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SINCE 1934



NATIONAL SPEED SPORT NEWS

Get Ready For
92nd Indy 500

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Lazier Bumps Into Indy 500 Lineup

IRL INDYCAR

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BRET KELLEY/IRL INDYCAR PHOTO

MAY 21, 2008

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\$3

MR. POPULARITY

Fans' Choice Kahne Races To All-Star Victory



HHP/HAROLD HINSON PHOTO

SPRINT CUP

PAGES 3, 32-33

JASON SMITH/GETTY IMAGES PHOTO

BY POPULAR DEMAND: After being voted in by his fans, Kasey Kahne captured the \$1-million-to-win NASCAR Sprint All-Star Race Saturday at Lowe's Motor Speedway.

Troxel Adds Funny Car Wally To Résumé

NHRA

PAGES 36-37



Lazier's Last-Ditch Effort Gets Him In

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Bump Day at the Indianapolis 500 is the chance for a race driver to reach deep within himself and put his courage and bravery on display as he attempts to drive a slow race car beyond its limitations.

It is a last-ditch effort to make the 33-car starting field for the world's biggest race.

On Sunday at Indianapolis Motor Speedway, nobody displayed that bravery and courage better than Buddy Lazier and Mario Dominguez.

Lazier was the last driver to bump himself into the starting lineup for next Sunday's 92nd Indy 500, while Dominguez pushed his car over the limit and crashed on his final qualification attempt.

Lazier has displayed bravery and courage before at Indy, when he won the 1996 500-Mile Race with a broken back that he suffered in a crash at Phoenix Int'l Raceway six weeks before.

This year, Lazier had to fight his way into this year's field. After qualifying into the race on Saturday, Lazier knew his speed of 217.939 miles per hour would not hold up on Bump Day.

He was bumped out of the race by Marty Roth, who had been bumped by A.J. Foyt IV earlier in the day.

As the hours ticked away to the conclusion of qualifications, activity picked up dramatically in the final 30 minutes before the gun was fired to conclude qualifications at 6 p.m.



GINNY HEITHAUS PHOTO

MAKING IT: Buddy Lazier waves to the crowd after bumping his way into the 92nd Indianapolis 500 lineup Sunday.

Lazier started a qualification attempt at 5:30, but after running laps at 217.272 mph, 217.204 mph and 217.097 mph, team owner Ron Hemelgarn waved off the attempt.

Dominguez went out four minutes later and put together a four-lap average of 218.620 mph that bumped Roger Yasukawa out of the race.

Yasukawa immediately went out for

LAZIER: CONTINUED ON PAGE 35

Bell, Rahal Lead Way In Qualifying

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — A busy and productive day at Indianapolis Motor Speedway Saturday filled the field of 33 cars for the May 25 Indianapolis 500, but it was a different group of drivers that formed the 33-car starting lineup at the end of Bump Day.

There were 22 spots remaining to be filled when Saturday's qualifications began after rain washed out the May 11 time trials.

Townsend Bell was the fastest of Saturday's qualifiers, getting into the race with a four-lap average of 222.539 miles per hour for Dreyer & Reinbold Racing.

"We thought we would be right up there in the gang of three or four cars fighting for the 12th spot," Bell said. "At the end of the day, it's not critical, but we're all racers and want to start as high as we can. It's a good day, a good solid run. The team did an awesome job and we were able to get our window just right when we made our qualification attempt."

QUALIFYING: CONTINUED ON PAGE 34

LITTLE 500

60 Years Of Sprint Car Excitement At Anderson

ANDERSON, Ind. — Nearly 60 years ago, Sun Valley Speedway builder and promoter Joe Helpling proposed a unique idea to drivers and car owners of Mutual Racing Ass'n's Roaring Roadsters: A 500-lap race at his quarter-mile speedway, with a 33-car starting field lined up in 11 three-abreast rows, called the Little 500 in honor of the "big 500" in Speedway, Ind.

The idea was so radical, most believed it was merely Helpling having fun with his fertile imagination. But on Friday night, May 27, 1949, Sam Skinner won the first Little 500 without making a pit stop.

Since that fateful night, the Little 500 has become one of the most enduring, important events in all motorsports, as the 60th running takes place this May 24. While racing has evolved and changed constantly through the years — often at the cost of both tradition and substance — this race has survived intact, still going 500 laps on Memorial Day weekend, with a 33-car field lined up in 11 three-abreast rows. The track became Anderson Speedway in 1976, but not much else has changed.

It is an amazing phenomenon, this race. It has lived through 14 presidential elections and 11 presidents. When it began, gasoline was cheap and long-distance phone calls were expensive. It predates the full-face helmet, jet airliners, the Interstate Highway System, the Beatles, Elvis, the Internet, cell phones, cable television — and even to a large extent, television itself.

The only real change has been the cars, and, of course, the racers themselves. Roadsters began to transition to sprint cars by 1955, and from that point it's been sprint cars all the way. The race began with drivers born in the 1910s, while today's field is comprised of racers born as recently as 1992.

Bob Hopkins was Helpling's close friend and publicity man in those early years, and together with Helpling got



DAVE ARGABRIGHT PHOTO COLLECTION PHOTO

SIXTY YEARS AGO: Drivers race around Sun Valley Speedway — now Anderson Speedway — in the first Little 500 May 27, 1949.

the race off the ground. Hopkins, now 85, still lives in Anderson and each May has watched their legacy play out. What is it, he is asked, that makes this race so special and so enduring?

"It's the competition, I think," he says. "People can't believe they start three-abreast on a quarter-mile track, to begin with. And when you watch those cars race, and the speed they carry — I'm amazed at how the speeds have increased — it's just a fascinating thing to watch."

"Once people see that, they're hooked. Nowhere else is like this, and no other race is like this."

The key to the event's longevity, it seems, is a dogged commitment to the unique format. It's always been 500 laps (except 1973, shortened to 282 by rain); it's always been 33 starters, in 11 rows of three; it's always been open-wheel cars; and it's always been held in late May

LITTLE: CONTINUED ON PAGE 51

NSSN RACING LINE

The Week In Motorsports
For May 21, 2008

Dalziel Powers Past Pruett To Snare Team's First Victory

MONTEREY, Calif. — Ryan Dalziel took the lead from Scott Pruett on a three-wide pass on Lap 76 of the 98-lap RumBum.com 250 on Saturday at Mazda Raceway Laguna Seca and held off Marc Goossens by 1.504 seconds to give himself, co-driver Henri Zogaib and Samax their first Grand-Am Rolex Sports Car Series victory.

GRAND AM
PAGE 6

Meyers Comes On Strong In Commonwealth Clash

SARVER, Pa. — Jason Meyers led the final 18 laps of the Commonwealth Clash to earn his series-leading fourth Advance Auto Parts World of Outlaws Sprint Car Series triumph May 13 at Lernerville Speedway.

WoO
PAGE 40

"It's certainly more than we can ask for right now," Meyers said.



JULIA JOHNSON PHOTO

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FOR THE FANS

Kahne Gets In All-Star Race By Fan Vote, Races To \$1 Million Victory

By MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — In a matter of seconds, Kasey Kahne went from a date with a cold Budweiser to racing in the NASCAR Sprint All-Star Race Saturday night at Lowe's Motor Speedway.

Less than two hours and some daring strategy later, Kahne and his Gillett Evernham Motorsports team were celebrating a \$1 million triumph.

SPRINT CUP

INSIDE

No. 83 team takes top honors in Pit Crew Challenge.

PAGE 32

Kahne finished fifth in the Sprint Showdown and was planning on heading home to watch the All-Star Race on television when he was notified that he had been the winner of the fan voting to determine the final entry in the event.

"I thank the fans so much.

The car was mediocre in the open and the fans got us in this race and we shouldn't even be here," said the driver of the Budweiser Dodge. "We just kept fighting. I cannot believe we just won \$1 million and we are here in victory lane."

Kahne steadily worked his way forward from the back of the pack during the first three segments of the All-Star Race, and was seventh at the end of the third segment when crew chief Kenny Francis made the call to take only fuel on the pit stop between segments.

"We passed them one by one, pretty slow," Kahne laughed. "Kenny (Francis) made the right call at the end for no tires. I didn't think we needed them either, and the car was awesome."

Kahne returned to the track second and took the lead when Denny Hamlin blew his Toyota engine on lap 83. From there, he held off Greg Biffle, who had won the third segment, but elected to take two tires on his pit stop.

Despite running the final 50 laps on the same set of tires, Kahne cruised to a 1.327-second victory at the 1.5-mile superspeedway where he swept both Cup races during the 2006 season.

Biffle's Roush Fenway Racing Ford was one of the fastest cars all night, but could do nothing with Kahne down the stretch.

"I was too loose out there by myself. I almost spun out leading the race," Biffle said. "We put two tires on it. I don't think he changed anything else on it. I can't believe I got beat by no tires considering I put two tires on it — and as fast as my car was.

"It's kind of crazy to think that if we had stayed out and kept our balance we probably could have won. But we really thought two tires was the right call."

FANS: CONTINUED ON PAGE 32



TRANSFER AND TRIUMPH: Kasey Kahne enjoys a Budweiser after capturing Saturday's Sprint All-Star Race at Lowe's Motor Speedway.

Two First Timers Tops In Three Nights



USAC MIDGETS PAGE 8

Ickler Snags East-West Stock-Car Go

NEWTON, Iowa — Brian Ickler picked up the biggest victory of his career Sunday afternoon at Iowa Speedway.

Ickler outran Joe Gibbs Racing development-driver Marc Davis and NASCAR Sprint Cup Series driver Kasey Kahne to win the U.S. Cellular 200.

The 22-year-old Ickler raced in the NASCAR Camping World West Series the last two seasons and won three times. This year, he is running a full season in the NASCAR Camping World East Series.

CAMPING WORLD

Sunday's race is the only time the two series, which represent the top developmental step for NASCAR's regional touring series, meet during the season with points on the line.

Davis, whose JGR teammate Joey Logano won the race last year, held off Kahne for second. Kahne was running in the event less than 24 hours after winning the NASCAR Sprint All-Star Race at Lowe's Motor Speedway in Concord, N.C.

Ickler led the final 16 laps after working his way past Davis, who led the most laps at 57. Trevor Bayne and Jeffrey Earnhardt, son of Kerry Earnhardt, rounded out the top five.

There were 13 lead changes among eight drivers.

Eighteen-year-old Austin Dillon, Richard Childress's grandson, won his first Coors Light Pole Award in his second-career start.

The finish:
Showing driver, car, laps completed and money won: 1. Brian Ickler, Chevrolet, 200, \$12,500; 2. Marc Davis, Toyota, 200, \$8,050; 3. Kasey Kahne, Dodge, 200, \$5,000; 4. Trevor Bayne, Chevrolet, 200, \$4,315; 5. Jeffrey Earnhardt, Chevrolet, 200, \$5,500; 6. Jesus Hernandez, Chevrolet, 200, \$3,000; 7. Austin Dillon, Chevrolet, 200, \$4,000; 8. Steve Park, Chevrolet, 200, \$2,400; 9. Matt Kobyluck, Chevrolet, 200, \$2,200; 10. Jim Inglebright, Chevrolet, 200, \$2,500; 11. Rogelio Lopez, Chevrolet, 200, \$1,950; 12. Mark McFarland, Chevrolet, 200, \$1,925; 13. Jeff Barkshire, Dodge, 200, \$4,265; 14. Peyton Sellers, Chevrolet, 200, \$1,885; 15. Austin Cameron, Toyota, 200, \$1,875; 16. Mike David, Toyota, 200, \$3,350; 17. Jason Pattison, Ford, 200, \$1,825; 18. Moses Smith, Toyota, 200, \$1,800; 19. Jason Bowles, Ford, 200, \$1,775; 20. Bryon Chew, Chevrolet, 199, \$1,750; 21. James Buescher, Chevrolet, 199, \$1,725; 22. Ricky Carmichael, Chevrolet, 199, \$1,710; 23. Andrew Myers, Ford, 199, \$1,700; 24. Mike Gallegos, Chevrolet, 199, \$1,685; 25. Jeff Jefferson, Chevrolet, 199, \$1,675; 26. Ben Stancill, Chevrolet, 199, \$1,650; 27. Greg Pursley, Chevrolet, 199, \$1,635; 28. Eric Holmes, Toyota, 198, \$1,625; 29. Johnny Borneman, Ford, 197, \$1,610; 30. Stan Silva, Jr., Chevrolet, 197, \$1,600; 31. Jeff Anton, Chevrolet, 195, \$1,585; 32. James Warn, Chevrolet, 189, \$1,575; 33. Jamie Hayes, Chevrolet, 188, \$1,564; 34. Craig Goess, Toyota, 180, \$1,550; 35. Darryl Harr, Chevrolet, 161, \$1,535; 36. Jamie Dick, Chevrolet, 161, \$1,525; 37. Jonathan Smith, Dodge, 150, \$1,500; 38. Eddie MacDonald, Chevrolet, 149, \$1,485; 39. Eric Hardin, Chevrolet, 130, \$1,475; 40. Terry Henry, Chevrolet, 96, \$1,450; 41. Brett Thompson, Chevrolet, 92, \$1,425; 42. Alex Haase, Chevrolet, 55, \$1,400; 43. David Mayhew, Chevrolet, 9, \$1,375; 44. Ryan Foster, Ford, 2, \$1,350.

OPINIONS

ECONOMAKI: Indy's off-site parties were worth the visit. **PAGE 4**
ARGABRIGHT: Buddy Lazier dug deep and made his 16th Indy 500. **PAGE 5**
WADE: Here's a marketing strategy that would work for NHRA. **PAGE 37**

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Fletcher	5	Martin	35

EXCLUSIVE

Tragic Opening-Lap Crash Makes 1958 Indy 500 One To Remember

The 1958 Indianapolis was surely one of the more memorable in the long history of the Indianapolis 500-Mile Race. Unfortunately, the reason so many people remember that race is because of the dramatic accident on the opening lap, which claimed the life of driver Pat O'Connor.

TRAGEDY AT INDY PAGES 30-31

WINNER'S LIST

Series	Winner	Where	Page
ALMS	Bernhard/Dumas	Tooele, Utah	6
USAC Midgets	Dave Darland	West Salem, Wis.	8
USAC Midgets	Bradley Galedrige	Slinger, Wis.	8
USAC Midgets	Brian Olson	Loves Park, Ill.	8
WoO Late Models	Josh Richards	Attica, Ohio	10
WoO Late Models	Chub Frank	Lincoln, Ill.	10
ARCA RE/MAX	Matt Carter	Toledo, Ohio	14
Craftsman Truck	Matt Crafton	Concord, N.C.	38

THE FINISH

"A couple people have walked up and written checks for like \$1,000...It makes me pretty emotional that I have a fan base that would want to do that."

SARAH FISHER



▶ PUBLIC FORUM

Let your voice be heard

Return To Pole Day

I took my son to Pole Day this past week. We drove for nine hours to get there and enjoyed the track on Friday and Saturday. It was great to be back.

Strolling around on Friday through the pit area, I caught sight of Paul Newman and felt a lump in my throat — not because of his film achievements, but because of his years of contribution to open-wheel racing and racing itself. To see him and Carl Haas back at IMS was a defining moment for me personally.

Indy-car racing is finally headed in the right direction. I tip my hat to all of the players involved in the reunification, most of all to P.L. Newman who has taught me through the years by his example to “walk the walk, not talk the talk” in all aspects of life.

Tom Tamberelli
Williamsport, Pa.

Shades Of Danica

I just read the latest Public Forum and came across a letter from Gus in Illinois raging on Danica Patrick for, as he put it, her “huge ugly” sunglasses that she wore during her interview on “Wind Tunnel.”

Let me be the first to say to him, dude, get a life!

This interview came on the heels of her win in Japan, so it is safe to say that she was running herself pretty ragged, going from interview to interview. Maybe one needs to consider that maybe she was trying to avoid people seeing how worn out she was. The bottom line is, what is the issue here, man?

It just seems to me that in one way or another people want to rag on Danica, but to imply that she lost fan support and that she was rude over wearing sunglasses is about the most ignorant statement that I have heard to date.

I, for one, am not concerned about her sunglasses as long as she gives her all on the track. That is what counts. I am a loyal fan — and as a side note to Danica, you do your

FORUM: CONTINUED ON PAGE 59



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.



High Marks For Indy Doings

Quality And Brevity Prevail At Speedway's Sit-Down Activities

INDIANAPOLIS

Only hours after arriving in this historic — and wonderful — town, it was time to attend the 2008 Auto Racing Hall of Fame Induction Ceremony and Special Recognition Dinner presented by the Indianapolis Motor Speedway HoF Museum and Indy 500 Old Timers. Its focus was on **Roger Penske** and his incredible record of fielding an Indy 500-winning car 14 times. Roger and his party were seated at table 14, so my question to him was, “Will you be seated at table 15 come 2009?” Thinking back, it was in 1937 that this aspiring teen-aged racing writer attended his first — and forgotten — auto racing dinner. That was 70 years ago, and there have been an endless number of forgettable annual feeds since. On Friday evening the Grand Ballroom of Indy's downtown Marriott was packed with tables of 10 for the function, which was superbly executed by all involved. Tables were decorated with roses, lilies, snapdragons and other colorful flora; the food was superb and adroitly served and dishes later removed in quiet privacy by the skilled Marriott staff. Those involved with

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

the Old Timers activities and wheelchair-riding **Tom Carnegie** introduced the HoF inductees and IMS head man **Tony George** handled his duties with brevity throughout. One speaker referred to **Helio Castronelli**, which produced a mild chuckle, but there were no major gaffes. The honorees were also brief in their remarks, so much so that even taking time out for a good-night Grand Marnier; I turned out my room night light at 10:50 p.m. Bravo Old Timers.

John Andretti, after posting the best time in Saturday's pre-qualification practice runs, in a chit-chat with reporters noted he would like to drive a Top Fuel drag racing car again. That led to a question on how much racing he would really like to do. The 45-year-old Andretti replied: “I'd like to be at the Daytona 500, the Indianapolis 500, Le Mans and the Brickyard 400 and the U.S. Nationals and take the rest of the year off,” to much laughter.

One thing a good reporter does is check his facts. In following up on a report that **Emerson Fittipaldi** blew the engine on the Indy 500 Corvette pace car by pushing it over 140 mph on press day, Ye Ed sought verification. Dozens of pitsiders were privy to the story, but no one from the Speedway could be found to confirm it, and no one from Chevy could be found to quiz on the story



GINNY HEITHAUS PHOTO

FATHER AND SON: Aldo Andretti (left) looks on as his son, John, is interviewed after qualifying for the 92nd Indianapolis 500 on Saturday.

before deadline.

Interested in tires? The Firestone Firehawk Tire is the official race rubber for this year's Indy 500 and each car was issued 5,100 Firestone tires, divided between 0.35-inch stagger and 0.44-inch stagger. Stagger is the practice of fitting a larger diameter tire on the right rear than on the left rear to make turning easier. For the final day of qualifying, a \$50,000 Firestone “Bump Day” award was put up for the last driver to gain a starting spot in the 500-mile race. **Buddy Lazier** claimed the honor and the cash. Then there is the \$20,000 “Tire-ific” Move of the Race award, which will go to the driver who best utilizes his or her Firestone tires to make a bold, dramatic move during the event. After the race, Firestone officials will submit the names of the three top candidates for the award to www.indycar.com, where fans will then have one week to cast their votes to determine a winner.

Might changes be coming? Sprint Nextel, the current sponsor of NASCAR's premier racing series, and the third-largest provider of cell phone service in this country, is being sought by Deutsche Telekom, the German telecommunications giant

ECONOMAKI: CONTINUED ON PAGE 59

Lazier Conquers Monumental Indy Challenge

INDIANAPOLIS

It was just past 5 p.m. when things tightened up, amid the swirling winds and crippling emotions of the Indianapolis Motor Speedway. Buddy Lazier sat patiently in his race car along pit lane, eyes peering through the opened visor of his helmet.

In front of him was a monumental challenge, one that no driver, mechanic or car owner would wish upon themselves. Yet there they were, this Hemelgarn-Johnson bunch, a familiar group of guys who were once again staring into the abyss, inching their toes closer to the edge with each passing minute.

They needed just one mile-per-hour. That's a measly number, really; simply the blink of an eye at this place. Yet it was like chasing smoke, because try as they might they could not get their car to run in the mid-218 mile per hour range.

If they could find that one mile per hour, they were in the Indianapolis 500. If they couldn't, well, they would clean out their garage and go home, writing this off as an exhausting, expensive, extremely difficult weekend.

The Indianapolis 500 is about the month of May; but for this bunch, it was looking like it might only be a weekend outing.

AMERICAN SCENE



DAVE ARGABRIGHT

Kunzman, chief engineer Ronnie Dawes, chief mechanic Dennis LaCava, and a handful of former Hemelgarn crew members.

Together, this bunch has seen the best of times, as well as the worst. They won the Indianapolis 500 in 1996 amid difficult circumstances, and they also suffered as the team eventually stepped away from the sport a couple of years ago due to soaring expenses.

You could almost imagine the phone calls of a few weeks ago:

ARGABRIGHT: CONTINUED ON PAGE 59

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The
Audit
Bureau

Unified IndyCar Series Has Been A Boom For Some

BROWNSBURG, IND.

I'm late with this month's column for the racer's bible, *NSSN*, but I have a good excuse. The month of May has proven to be very busy again thanks to the recent IndyCar/Champ Car merger. The added teams have not only increased competition, but also the need to go that extra step to ensure a starting spot for the 92nd Indy 500.

Companies like C&R benefit from times like these by building components to make the cars faster. There's more energy at Indy than I've seen in several years. The fact that all teams are together is a tremendous steppingstone for open-wheel racing.

When every car is a Dallara with a Honda engine, what do the teams do to gain advantage, especially considering this spec has been the same for about six years? The answer is: tune on the given aero package.

Aerodynamics provide the biggest speed gains. The engineers have to dig very deep for these gains and most of it comes from testing in the scale-model wind tunnel.

THE TECHNICAL SIDE



CHRIS PAULSEN

For instance, on the ovals, teams are allowed to build their own suspension. The standard package is a 122-inch wheelbase. Through lots of time in the wind tunnel,

some teams have found that a shorter wheelbase creates less drag and develops more downforce.

This is accomplished by pulling the front suspension back, which alters the airflow over the car. At Indy and the other high-speed ovals, teams build 120-inch wheelbase packages. The angles of the aero tubing, which these wishbones are made of, are also very critical for aerodynamics. The 122-inch wheelbase gives the car more stability so some teams will qualify with the 120 inch and switch to the 122 inch for the race.

In 2006, Penske Racing developed a new mirror package that was highly publicized. Instead of the stock Dallara mirrors, they built mirrors that were larger and had a different shape. This mirror shape helped deflect the turbulent air that comes off the top of the front tire away from the rear wing, thus making the rear wing much more efficient. Now, every team uses a version of this mirror, thus taking advantage of a gray area in the rules.

On the tunnel diffusers, which is the air exit of the underside of the car, there are many block-off plates, wickers, etc. that can be used. These plates and wickers alter the speed and direction of the exit air and have a big effect on drag and downforce.

All of these alterations help give the car downforce, in addition to what the rear wing produces. Because of this added downforce, the rear wing can be run at a negative angle, which greatly reduces aero drag. The rear wing is the object sticking in the air and by running the negative angle up to five degrees, the car is much more slippery aerodynamically.

The car still sticks in the corner because of the "free" downforce created by the other aero modifications made to the car. Because of the added competition this year, qualifying with negative rear-wing angle is an absolute requirement to make the race. In the race, the speeds are slower and the air is turbulent from traffic. Some of that rear-wing angle will be put back for the added downforce in these conditions.

These are just a few noticeable things done to the Dallara cars to make them more aerodynamic. There are hundreds of other "aero tweaks" made by the engineers to reduce drag and make downforce.

At the end of the day, the teams with the most wind-tunnel time have the advantage. Money will always win, no matter what the rulebook says.

Veteran Drivers Are Getting It Done In Pennsylvania

MECHANICSBURG, PA.

The youth movement in sprint car racing in central Pennsylvania and around the country cannot be denied. However, veterans like Fred Rahmer and Keith Kauffman aren't ready to pass the torch yet. Even the King of the Outlaws continues to add to his legacy.

When Steve Kinser won the World of Outlaws feature at Williams Grove Speedway last Thursday, May 15, he became the third driver of at least 50-years-old to win there this season. Evidently, the youth movement is on hold at the historic speedway.

Rahmer, who turned 50 in March, won the season opener at the Grove, and continues to lead the point standings in search of his eighth track title. Rahmer already has the most titles at the Grove and the most wins at 75.

There's no doubt Rahmer's desire to win is as strong as it was 20 years ago. On numerous occasions this season at Williams Grove and Lincoln speedways, Rahmer has charged from the back to score top-five finishes.

CHASING THE POSSE



TODD HEINTZELMAN

Kauffman, at age 57, won his 52nd-career Grove feature two weeks ago by narrowly beating Rahmer in what became a 10-lap

duel between two of the best sprint-car racers in history. And the trend continued when 52-year-old Kinser parked the familiar No. 11 in the Grove's victory lane for the first time in a few seasons.

Kinser's win total of 38 at the Grove is remarkable considering he's never been a regular. He is tied with the great Kenny Weld, a five-time Grove champion, in seventh on the all-time list.

Second on the all-time win list is Lance Dewease, followed by Don Kreitz, Jr., Kauffman, Lynn Paxton, Smokey Snellbaker, Weld and Kinser.

Rahmer runs in every race he possibly can, while Kauffman has backed off his schedule somewhat racing weekly only at Port Royal Speedway where he holds records for wins (126) and track championships (13).

Kauffman also runs select big shows at other speedways. Rahmer also continues to dominate at Lincoln Speedway, where he has three wins and four runner-ups. He leads the win list with 156 and has the most titles with 10.

These guys are all in good cars and they continue to prove that age is really just a number — even in sprint-car racing.

For as long as these guys have been in the sport, the rivalry between the World of Outlaws and Pa. Posse has been around, too.

The 2008 version got started Thursday night with Kinser getting the win.

Williams Grove regulars had a decent night, placing five drivers in the top 10 with Doug Esh having the best finish in fourth. Esh started out the night storming from sixth to win his heat race. The win included a pass of Kinser.

Grove regular and former Outlaw Craig Keel nearly pulled off a monumental upset. He won the dash and led most of the feature. He finished second, but was light on the scale and disqualified.

Six of the top-10 qualifiers were also Grove regulars, with Greg Hodnett setting fast time.

Impressive timers were 18-year-old Cody Darrah in third and 410-rookie Pat Cannon sixth.

Lucas Wolfe spent five seasons in central Pa. before going full time with the Outlaws. His return home resulted in a heat win and a fifth-place finish.

Former Posse regular Jason Johnson made his debut in a second Kasey Kahne-owned entry.

Gas Prices Are Making Waves In Late-Model World

BATTLE CREEK, MICH.

It was only a matter of time. With the nation's economy on a downward spiral and gasoline prices near or more than \$4 a gallon, everybody knew the racing world would react. Everybody was right.

I'm new here to these pages. I am a racing journalist, but I am also a race fan. For almost every one of my 42 years, much of my world has revolved around dirt-late-model racing. My world is about to change.

The first real sign of trouble was a press release issued earlier this month by Ohio-based Donnie Moran Racing saying that high fuel prices will keep the team off the road and closer to home for much of the 2008 season. Moran has been a traveling driver for the better part of 25 years and has spent the past several racing with the Lucas Oil Late Model Dirt Series. His decision opened more than a few sets of eyes.

Just four days after Moran's decision came some more troubling news. Promoter Joe Loven of Volunteer Speedway in Bull's Gap, Tenn., announced he was closing his track for most of the month of May. Loven's reason was low fan attendance over the early part of the season. A general admission ticket at Volunteer costs only \$8.

BETTER THAN THIS



PAUL FLETCHER

Loven attributed the drop in fan count to gas prices.

I'm afraid these things are signs of what lies ahead.

We could debate the reason for high fuel prices from now until the checkered flag waves. We wouldn't get anywhere. The prices are what they are and we've gotta deal with it. They began rising almost three years ago in the wake of Hurricane Katrina.

The reason given was the effect on oil supplies. I didn't believe it then and I damn sure don't believe it now. Don't get me started.

A very high percentage of late-model drivers, crews and fans are just regular working-class folks.

They have families to feed and clothes and bills to pay. Many of them can't afford to pay \$4 for a gallon of gas. Racing fuel is much higher than that. The handful of drivers I've spoken to about this issue have all said basically the same thing: They aren't traveling.

Their world is about to change.

Usually, by this point in the season, I've been to 10 or 12 races. This year, as of this writing, I've been to three. I look at my schedule every single day trying to figure out what to leave on and what to remove. Lately, I've just done a lot of removing.

Many fans are in the same boat as me. We're taking on water, and the only bucket on board has a hole in it the size of a silver dollar, which happens to be the amount of money I was paying for a gallon of gas just five short years ago when I lived in East Tennessee.

It pains me to write gloom and doom about the sport I love, but the evidence to support it is there.

But there is a possible upside, at least for some. I'm not a crystal-ball reader, but I'd say most of the bigger-budget teams that follow the two national touring series and race in other big-money events will continue to travel.

Some others likely will have to make adjustments. That could prove to be an advantage for some of the smaller regional series (and their fans) around the country. If you live east of the Mississippi, it's not hard to find a good-paying race within a few hours from home almost every weekend. Those races might start looking pretty attractive to some traveling teams.

I started going longer distances to special-event races 26 years ago when I was a senior in high school. I drove a 1966 Chevella. If memory serves, I could fill the tank for about \$15.

There's a lot of you who remember those days. The good times. Where'd they go? I don't know. Our world has changed, and all we can do is live in it.

And go racing when we can afford to.

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KEITH D. RIZZO PHOTO

PORSCHE POWER: The Penske Racing Porsche wheeled by Timo Bernhard and Romain Dumas navigates Utah's Miller Motorsports Park en route to winning Sunday's American Le Mans Series race.

Penske Porsche Conquers Utah

TOOELE, Utah — With all the focus at Miller Motorsports Park on the new de Ferran Motorsports Acura entry, Timo Bernhard and Romain Dumas did what they do best — win in the American Le Mans Series for Penske Racing and Porsche. The duo took a hard-fought victory Sunday in the Larry H. Miller Dealerships Utah Grand Prix presented by the Grand and Little America Hotels.

Dumas' pole-sitting Porsche RS Spyder crossed the finish line 22.656 seconds ahead of Patrick Long in the second Penske Porsche that he shared with Sascha Maassen. The de Ferran entry of Simon Pagenaud and team owner Gil de Ferran placed third, nearly 29 seconds back.

"The key to the victory was the race strategy," Bernhard said. "They brought me in during the second yellow and put me out of sequence so I had a clear run to the end. I was pushing quite a lot. It was hard because I couldn't see the other people from the P2 class so all I had was the split time on my dash and I knew I just had to keep pushing."

Dumas and Bernhard captured their first overall victory for Penske since a season-opening win at the Mobil 1 Twelve Hours of Sebring with Emmanuel Collard. The pairing also were winners in LMP2 after seeing their eight-race class winning streak end in the previous round at Long Beach.

Dumas inherited the lead when Audi Sport North America's Emanuele Pirro pitted from first place near the two-hour mark but still had to withstand challenges from the two diesel-powered Audi R10 TDIs. Lucas Luhr suffered a slow puncture with 30 minutes to go while running within three seconds of Dumas, and Pirro made contact with David Robertson's Ford GT just two minutes later and was

knocked off course. The No. 1 Audi was penalized three championship points for the incident.

The first six cars were from the lighter, more nimble LMP2 cars that took advantage of its cornering abilities around the 3.048-mile, 15-turn circuit.

Luhr and Marco Werner were seventh overall, but finished first in LMP1 for the third-consecutive race. After entering with a two-race overall winning streak, the No. 2 Audi lost time with the spin after contact with Lou Gigliotti in the LG Motorsports Corvette C6. The incident resulted in a slow tire puncture for the Audi and a late-race penalty.

Intersport Racing's Lola B06/10-AER finished second in class, its best finish of the season. Jon Field led early for four laps before a couple of spins and briefly losing power steering. Pirro and Frank Biela were third in class.

This was Audi's last race before the 24 Hours of Le Mans, a race the R10 TDI has won for the past two seasons. Audi has taken overall victory at Le Mans in seven of the last eight years.

Corvette Racing's Johnny O'Connell and Jan Magnussen won their third GT1 race in four starts this season in the No. 3 Corvette C6.R. Magnussen finished more than a minute up on Oliver Gavin in the sister car. Olivier Beretta began from the pole in the No. 4 Corvette but O'Connell and Magnussen won the race in pit lane when the No. 4 car experienced trouble with its refueling system.

In each of the previous three rounds, the pole-sitting car ended up as the race winner.

Flying Lizard Motorsports' Wolf Henschler and Jörg Bergmeister drove their Porsche 911 GT3 RSR to their first GT2 victory since Sebring with a one-lap victory over the sister Lizard Porsche of Johannes van Overbeek and Patrick Pilet.

Three-Wide Pass Lifts Dalziel/Zogaib

MONTEREY, Calif. — Ryan Dalziel took the lead from Scott Pruett on a three-wide pass on lap 76 of the 98-lap RumBum.com 250 on Saturday at Mazda Raceway Laguna Seca and held off Marc Goossens by 1.504 seconds to give himself, co-driver Henri Zogaib and Samax their first Grand Am Rolex Sports Car Series victory.

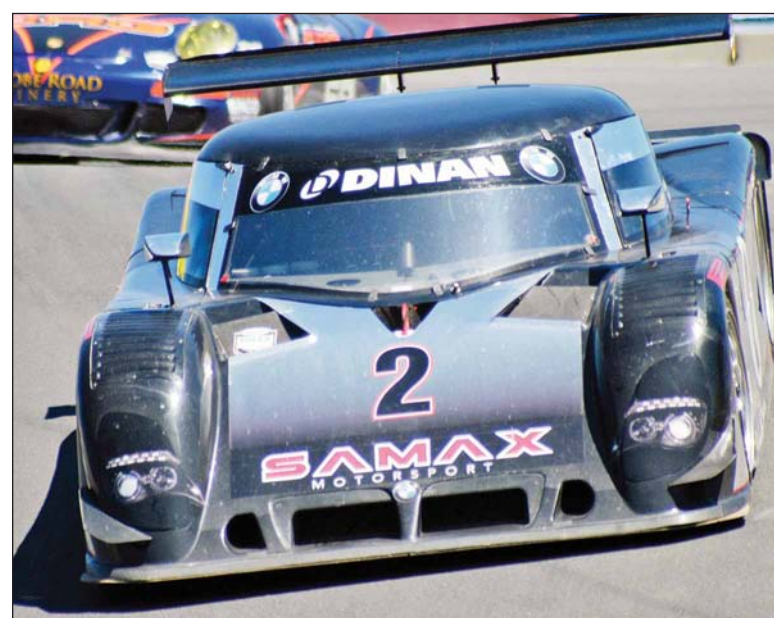
While Dalziel led the final 23 laps, he had one close call late in the race. Following a restart with 15 minutes remaining, Goossens managed to pull alongside the Scotsman as the pair approached the famed Corkscrew turn.

GRAND AM

Both cars, as did the car driven by point co-leader and third-place runner Scott Pruett, went through the gravel before reentering the track — all three managing to maintain control — with Dalziel holding the lead at the exit of the fast downhill corner.

Dalziel gave the No. 2 Samax BMW Riley its first Rolex Series Daytona Prototype victory after three runner-up finishes. Zogaib started the car 17th before turning it over to Dalziel 14 laps into the race, and once in front, Dalziel never fell from the top position. Goossens and Jim Matthews were seeking their second victory of the season in the No. 91 Bob Stallings Racing/Riley-Matthews Motorsports Pontiac Riley, as the pair won the Mexico City 250.

Pruett, seeking his fourth victory of the season in the No. 01 Telemex Chip Ganassi Racing with Felix Sabates Lexus Riley started by Memo Rojas, had taken the lead from Cristiano da Matta on a restart following a caution for a fire that damaged Matt Plumb's



JERRY JONES PHOTO

DOWN THE HILL: The BMW-powered Samax Riley Daytona Prototype wheeled by Ryan Dalziel and Henri Zogaib heads down the hill at Mazda Raceway at Laguna Seca Saturday afternoon.

No. 7 Rum Bum Racing BMW Riley. Moments later, Goossens made his move on Pruett. Dalziel, seeing his opportunity, went by to take the lead.

Pruett and Rojas finished third and left the race with a 19-point advantage (167-148) over Goossens and Matthews. Following in fourth was the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley of Jon Fogarty and Alex Gurney, and fifth was the No. 58 Brumos Porsche Riley of pole-sitter David Donohue and Darren Law.

In GT, Paul Edwards took advantage

of a miscue by Sylvain Tremblay on the next-to-last lap and gave himself, co-driver Kelly Collins and the No. 07 Banner Racing Banner Engineering Pontiac GXP.R their second Rolex Series GT triumph of the 2008 season.

Tremblay took the lead into lap 96 before getting off the track in the Corkscrew. He returned to the track, but couldn't hold off a charging Edwards, who completed the pass in turn nine and held onto a 1.131-second advantage over Spencer Pumpelly.

SCCA Runoffs Heading To Road America

BY BILL OURSLER

TOPEKA, Kan. — The Sports Car Club of America's Board of Directors has voted to move its annual National Championship season-ending Runoffs from Topeka's Heartland Park to Road America in 2009.

In an unusual twist, the decision was made before any agreement with the Elkhart Lake, Wis., track has been negotiated. In years past, such changes were announced only after an agreement was in place. In commenting on the move, SCCA President & CEO Jim Julow said, "Given the history that the track, the town of Elkhart Lake and the SCCA enjoy, it only seems natural for the most prestigious club-racing event in the world to be hosted by Road

SCCA

America." Julow indicated that the SCCA's Board had a number of options. However, what prompted the decision to make the move remains unclear, other than the vague statement from the SCCA that it "represents a change philosophy."

America."

When the Runoffs were moved from Mid-Ohio Sports Car Course two years ago, one of the rationales given was that Topeka represented a centralized location that would encourage more participation from all parts of the country, eliminating complaints from some of the more distant SCCA Regions, particularly those on the West Coast, that Mid-Ohio was too long a distance to travel.

Indeed, from its inception in 1964 through 1969, the Runoffs alternated

between Riverside in the Southern California desert and Daytona Int'l Speedway. After that it moved to Road Atlanta when the North Georgia facility opened in 1970, staying there for nearly a decade and a half before heading to Mid-Ohio, and then to Topeka in 2006.

Some insiders have suggested that move to Road America involves a degree of unhappiness by the participants with the somewhat-featureless Heartland course itself. Although there has been no real public outcry on the matter. Even so, given the fact that the non-full-time professional road-racing scene is much different from what it has been in the past, with many more venues and championships open to potential entrants, addressing such concerns has become ever more important.

Hinchcliffe Ends Winless Drought

MONTEREY, Calif. — James Hinchcliffe returned to the Monterey Festival of Speed with his old team and captured the victory in the Atlantic Championship Sunday at Laguna Seca Raceway.

ATLANTIC

Making his return with Forsythe-Pettit Racing, Hinchcliffe kept his No.

3 Indeck/TireRack.com machine at the front of the field and held on for a 2.391-second victory over Carl Skerlong.

It was Hinchcliffe's first win since the Atlantic event at Portland in 2006, a span of 23 races. The win also moved Hinchcliffe into the lead in the Atlantic Championship standings by two points over Simona De Silvestro,

44-42.

Skerlong, racing with Pacific Coast Motorsports, finished second after being overtaken by Hinchcliffe on a lap-seven restart as the two drove into turn two.

Junior Strous, driving the No. 6 entry for Condor Motorsports-Team Holland, completed the podium.



Danica Patrick, winner, Indy Japan 300

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Three Winners In Three Nights In Midget Maynia

Dave Darland Scored Friday Night, Bradley Galedrige Won Saturday Evening, And Brian Olson Captured A Win On Sunday Afternoon.

Friday

By BRYAN GAPINSKI

WEST SALEM, Wis. — Dave Darland scored a wire-to-wire victory Friday night capturing the 30-lap Mopar USAC National Midget Championship feature at LaCrosse Fairgrounds Speedway. The event was the opening round of the four-race Midget Maynia Tour.

Darland got the jump on the start to lead polesitter Tracy Hines to the line to complete the opening lap. Darland was continuously pressured by Hines and Bobby East for the first 10 circuits. At the midway point Darland led Hines, East, fast-qualifier Kody Swanson and Shane Hmiel as the top five pulled away from the remainder of the field.

Darland's teammate, Swanson, moved into third position on the 18th lap, and two laps later passed Hines for second place. Swanson tried several different grooves and approaches on Darland for the lead over the final 10 laps, but none were successful.

Darland, driving the Nine Racing/Toyota-Oakley-sponsored Beast/Toyota No. 9, edged Swanson by a half-car length at the finish in a caution-free event. Hines, who took over the series point lead, finished third, with Hmiel and Brad Sweet completing the top five.

The victory was Darland's 27th career, series, feature victory, moving him into an 11th-place tie with Gary Bettenhausen and Tony Stewart on the all-time feature victory list.

The summary:

Qualifications: 1. Kody Swanson, Nine Racing 19, 18.177; 2. Shane Hmiel, DMS 21d, 18.190; 3. Bobby East, Klatt 4, 18.218; 4. Jerry Coons, Jr., Wilke-Pak 11, 18.258; 5. Dave Darland, Nine Racing 9, 18.303; 6. Brent Beauchamp, Beauchamp 112, 18.328; 7. Tracy Hines, Stewart 21, 18.341; 8. Dakota Armstrong, C & A 7a, 18.369; 9. Brady Bacon, Kahne 99, 18.380; 10. Brad Sweet, Kahne 49, 18.404; 11. Darren Hagen, Kunz 67, 18.430; 12. Evan Margeson, Margeson 50, 18.439; 13. Stephanie Mockler, East 6, 18.458; 14. Mark Atkinson, Atkinson 23, 18.481; 15. Ron Gregory, RFMS 32, 18.492; 16. Chris Windom, Windom 17, 18.492; 17. Cole Whitt, Kunz 71, 18.511; 18. Brad Kuhn, Mentgen 07, 18.515; 19. Ricky Ehrigott, REV 1 8, 18.571; 20. Zach Schiff, East 5, 18.635; 21. Brian Olson, Olson 77, 18.637; 22. Brad Loyet, Loyet 05s, 18.664; 23. Levi Jones, Stewart 20, 18.688; 24. Dallas Melby, Melby 51, 18.695; 25. Mario Marietta, Marietta 85, 18.733; 26. Adam Kramer, Kramer 2, 18.762; 27. Chase Barber, Barber 90, 18.827; 28. Chad Boat, Boat 30, 18.857; 29. Bradley Galedrige, Galedrige 29, 19.023; 30. Ben Petter, Petter 22, 19.127; 31. Slade Miller, Miller 16, 19.181; 32. David Byrne, Byrne 20d, 19.208; 33. Caitlin Shaw, Shaw 89, 19.241; 34. Mario Clouser, Clouser 06,

19.276; 35. Mike Murgoitto, Murgoitto 10, no time.

First Heat (10 laps): Marietta, Galedrige, Whitt, Olson, Bacon, Swanson, Darland, Mockler, Shaw.

Second Heat (10 laps): Hmiel, Kuhn, Kramer, Sweet, Atkinson, Petter, Beauchamp, Clouser, Loyet.

Third Heat (10 laps): Ehrigott, Hagen, Gregory, East, Jones, Hines, Barber, Miller, Murgoitto.

Fourth Heat (10 laps): Melby, Windom, Boat, Margeson, Schiff, Armstrong, Coons, Byrne.

Semi (12 laps): Swanson, Hines, Darland, Coons, Bacon, Jones, Armstrong, Atkinson, Petter, Mockler, Barber, Schiff, Loyet, Shaw, Clouser, Miller, Beauchamp.

Feature (30 laps): Darland, Swanson, Hines, Hmiel, Sweet, East, Coons, Bacon, Margeson, Hagen, Windom, Whitt, Melby, Ehrigott, Olson, Kuhn, Marietta, Gregory, Boat, Jones, Kramer, Galedrige.

Saturday

By BRYAN GAPINSKI

SLINGER, Wis. — California's Bradley Galedrige won the 2nd-annual Kubota Stan Fox Classic, Mopar USAC National Midget Car Championship feature, Saturday night at Slinger Speedway. The event was the second ever for USAC at the track, and the first midget race run at the facility since 1989.

Four cautions during the first 24 laps kept the field tightly bunched with Galedrige easily leading the field after each restart. Chad Boat closed to Galedrige's rear bumper at the completion of lap 30. Galedrige began to encounter lapped traffic on the 38th circuit. The lapped traffic slowed Galedrige's pace, while Boat made several attempts to pass for the lead. The remainder of the top five also closed down on the pair.

Galedrige, driving the Alfred Galedrige, Sr.-owned Gerhardt Mopar No. 29, finally cleared the lapped cars with three laps remaining and scored a three-car length victory over Boat, point-leader Tracy Hines, Bobby East and Kody Swanson.

Earlier in the evening, during qualifications, Hines turned a lap of 10.845 seconds around the high-banked quarter-mile paved oval, establishing a new world record for a midget race car on a quarter-mile track. Jason Leffler held the previous mark of 11.406 seconds set June 17, 1998 at Anderson (Ind.) Speedway.

The summary:

Qualifications: 1. Tracy Hines, Stewart 21, 10.845; 2. Brent Beauchamp, Beauchamp 112, 10.851; 3. Bobby East, Klatt 4, 10.930; 4. Chad Boat, Boat 30, 10.947; 5. Dakota Armstrong, C & A 7, 10.951; 6. Ron Gregory, RFMS 32, 10.953; 7. Bradley Galedrige, Galedrige 29, 10.974; 8. Kody Swanson, Nine Racing 19, 10.976; 9. Shane Hmiel, DMS 21d, 10.984; 10. Brady Bacon, Kahne 99, 10.984; 11. Cole Whitt, Kunz 71, 10.987; 12. Brad Sweet, Kahne 49, 10.993; 13. Mark Atkinson, Atkinson 23, 11.018; 14. Zach Schiff, East 5, 11.021; 15. Brad Kuhn, Mentgen 07, 11.036; 16. Darren Hagen, Kunz 67, 11.036; 17. Ricky Ehrigott, Rev 1 8, 11.077; 18. Mario Clouser, Clouser 06, 11.110; 19. Brian Olson, Olson 77, 11.121; 20. Levi Jones, Stewart 20, 11.123; 21. Dave Darland, Nine Racing 9, 11.145; 22. Mike Murgoitto, Murgoitto 10, 11.154; 23. Brad Loyet, Loyet 05s, 11.176; 24. Mario Marietta, Marietta 85, 11.196; 25. Chase Barber, Barber 90,



MARK FUNDERBURK PHOTOS

NEW WINNERS: USAC saw a pair of new winners during the Midget Maynia swing through Wisconsin and Illinois. (Above) Brian Olson (77) fights off Bobby East en route to victory Sunday at Rockford (Ill.) Speedway. (Right) Bradley Galedrige enjoys victory lane at Slinger (Wis.) Superspeedway on Saturday.

11.301; 26. Evan Margeson, Margeson 50, 11.343; 27. Jerry Coons, Jr., Wilke 11, 11.368; 28. Stephanie Mockler, East 6, 11.394; 29. Chris Windom, Windom 17, 11.396; 30. Ben Petter, Petter 22, 11.435; 31. Slade Miller, Miller 16, 11.468; 32. Dallas Melby, Melby 51, 11.535; 33. Adam Kramer, Kramer 2, 11.575; 34. Jim Anderson, Guess 36, 11.656; 35. Caitlin Shaw, Shaw 89, 11.853; 36. Tom Schnabel, Schnabel 20s, 12.002.

First Heat (10 laps): Windom, Barber, Darland, Atkinson, Hmiel, Ehrigott, Hines, Armstrong, Kramer.

Second Heat (10 laps): Margeson, Murgoitto, Bacon, Petter, Beauchamp, Schiff, Gregory, Clouser, Anderson.

Third Heat (10 laps): Whitt, Loyet, Galedrige, Shaw, Miller, Olson, Kuhn, Coons.

Fourth Heat (10 laps): Hagen, Marietta, Jones, Mockler, Swanson, Sweet, Boat, Melby, Schnabel.

Semi (12 laps): Hines, Beauchamp, East, Gregory, Swanson, Boat, Schiff, Kuhn, Sweet, Clouser, Olson, Coons, Ehrigott, Miller, Kramer, Anderson, Melby, Armstrong, Hmiel, Schnabel.

Feature (50 laps): Galedrige, Boat, Hines, East, Swanson, Whitt, Murgoitto, Hagen, Darland, Beauchamp, Jones, Loyet, Marietta, Bacon, Barber, Margeson, Windom, Mockler, Sweet, Shaw, Petter, Coons, Gregory, Atkinson.

Sunday

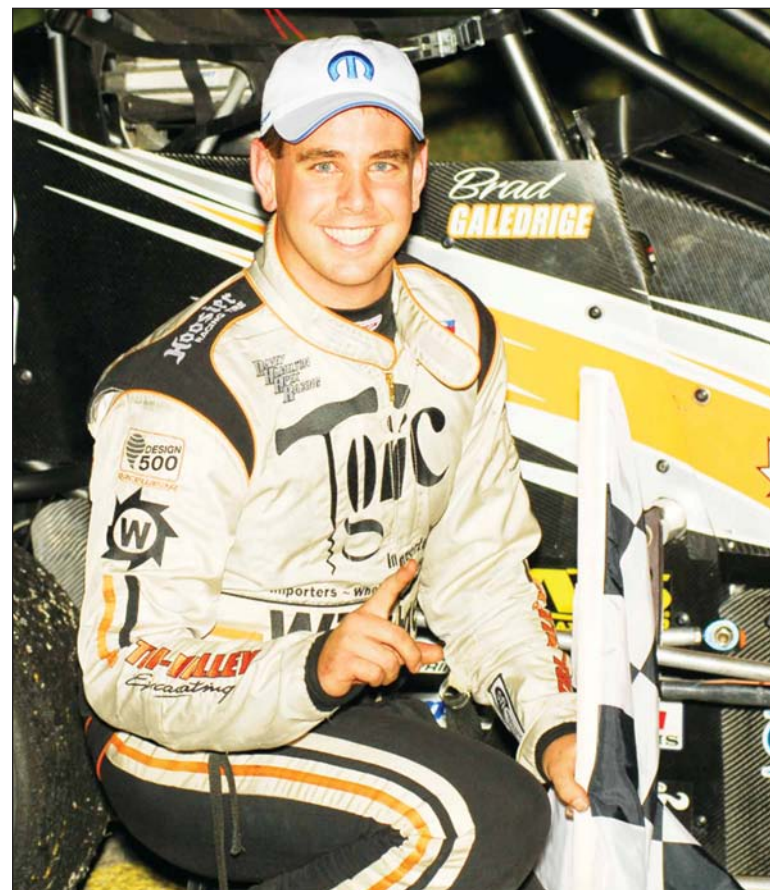
By BRYAN GAPINSKI

LOVES PARK, Ill. — Brian Olson captured his first-career Mopar USAC National Midget Championship feature Sunday afternoon at Rockford Speedway.

Olson drove the Olson Brothers Excavating-Pro-Vac Clean Systems-Beast-Ford-Esslinger No. 77. The event was the third round of the Midget Maynia Tour.

Olson jumped into the lead at the start, while attention focused on fast-qualifier Kody Swanson, who moved from sixth-starting position into the runner-up slot on lap 12. Swanson came within inches of leading the 16th lap at the start-finish line, but Olson held the top position. Olson, Swanson, Bobby East and Dakota Armstrong pulled away from the remainder of the field and enjoyed a cushion at the midway point of the event.

The event's third caution flag appeared for a two-car accident on the 34th lap. On the restart, Swanson



PHIL RIDER PHOTO

NINE CARS: Dave Darland (9) fights off his teammate Kody Swanson during Friday night's USAC midget race at LaCrosse Fairgrounds Speedway in Wisconsin.

made several attempts to pass Olson. The running order changed with 12 laps remaining when both East and Armstrong passed Swanson. With East glued to Olson's rear bumper, the 25-year old from Puyallup, Wash., was perfect during the final 10 laps to score a one-car-length victory over East.

Armstrong, Swanson and Chad Boat completed the top five.

It was the first appearance for the series at the track since Aug. 29, 1979. Tracy Hines holds a 17-point lead over East heading into the 63rd-annual Toyota Challenge Night Before the 500 at O'Reilly Raceway Park Saturday night.

The summary:

Qualifications: 1. Kody Swanson, Lewis 19, 12.189; 2. Chad Boat, Boat 30, 12.204; 3. Brad Loyet, Loyet 05s, 12.220; 4. Bobby East, Klatt 4, 12.242; 5. Dakota Armstrong, C&A 7a, 12.276; 6. Brian Olson, Olson 77, 12.277; 7. Brad Kuhn, Mentgen 07, 12.278; 8. Bradley Galedrige, Galedrige 29, 12.290; 9. Brady Bacon, Kahne 99x, 12.295; 10. Ricky

Ehrigott, Rev 1 8, 12.324; 11. Tracy Hines, Stewart 21, 12.327; 12. Levi Jones, Stewart 20, 12.356; 13. Jerry Coons, Jr., Wilke 11, 12.360; 14. Mike Murgoitto, Murgoitto 10, 12.375; 15. Evan Margeson, Margeson 50, 12.379; 16. Zach Schiff, East 5, 12.394; 17. Mario Clouser, Clouser 06, 12.395; 18. Brent Beauchamp, Beauchamp 112, 12.398; 19. Ron Gregory, RFMS 32, 12.405; 20. Chris Windom, Windom 17, 12.407; 21. Slade Miller, Miller 16, 12.408; 22. Cole Whitt, Kunz 71, 12.432; 23. Mario Marietta, Marietta 85, 12.455; 24. Stephanie Mockler, East 6, 12.489; 25. Darren Hagen, Kunz 67, 12.504; 26. David Byrne, Byrne 20d, 12.523; 27. Brad Sweet, Kahne 49, 12.564; 28. Dave Darland, Lewis 9, 12.628; 29. Jim Anderson, Anderson 36, 12.648; 30. Ben Petter, Petter 22, 12.752; 31. Dallas Melby, Melby 51, 12.774; 32. Davey Ray, Ray 33, 12.802; 33. Caitlin Shaw, Shaw 89, 13.024; 34. Terry Ahern, Ahern 4t, 13.283; 35. Tom Schnabel, Schnabel 20s, 13.352.

First Heat (10 laps): Coons, Hagen, Swanson, Clouser, Shaw, Bacon, Anderson, Miller, Armstrong.

Second Heat (10 laps): Whitt, Beauchamp, Boat, Murgoitto, Olson, Petter, Ehrigott, Byrne, Ahern.

Third Heat (10 laps): Gregory, Kuhn, Margeson, Marietta, Melby, Hines, Sweet, Schnabel, Loyet.

Fourth Heat (10 laps): Schiff, Windom, Jones, East, Ray, Darland, Galedrige.

Semi (10 laps): Loyet, Olson, Galedrige, Bacon, Darland, Armstrong, Sweet, Ehrigott, Melby, Hines, Petter, Ahern, Schnabel, Byrne, Anderson, Miller, Shaw.

Feature (50 laps): Olson, East, Armstrong, Swanson, Boat, Jones, Loyet, Galedrige, Bacon, Coons, Margeson, Hines, Gregory, Darland, Sweet, Hagen, Whitt, Beauchamp, Windom, Marietta, Kuhn, Schiff, Clouser, Murgoitto.

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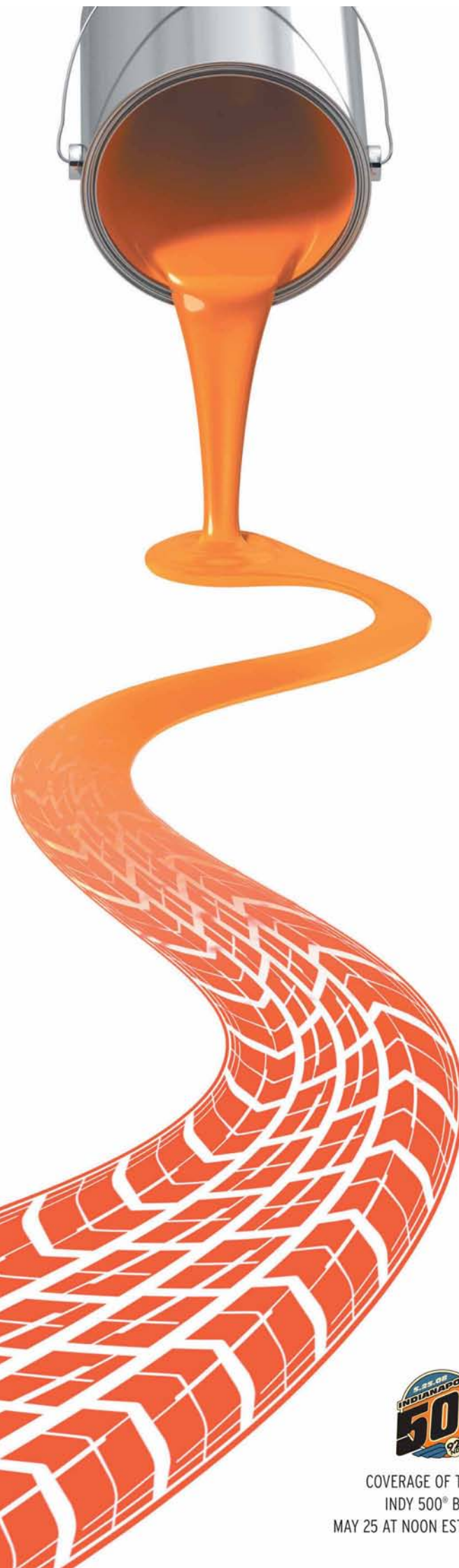
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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



KEITH D. RIZZO PHOTO

ROCKY MOUNTAIN WAY: The Penske Racing Porsche RS Spyder driven by Timo Bernhard and Romain Dumas navigates Miller Motorsports Park Sunday.

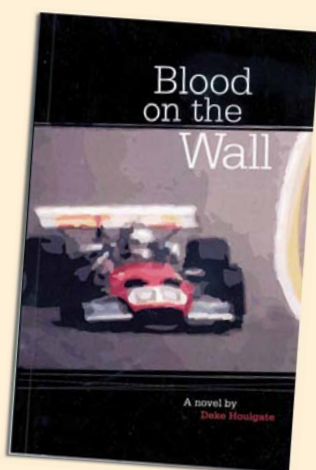
▶ REUNION TIME

The ninth-annual Long Island Racing Reunion has been scheduled for Oct. 4 at the Changing Times Pub in Farmingdale, N.Y. It will be the second year the event has been held at this location and despite it no longer having a track affiliation, more than 30 race cars showed up last fall.

"This reunion is about people and the many memories and friendships they share," said event organizer Marty Himes.

The event is scheduled to include a police-escorted parade, with fendered cars driven and others towed. In event of rain, Oct. 25 will be utilized as a rain date.

For more information on the reunion, contact Himes at 15 O'Neill Ave. in Bay Shore, N.Y. Himes also operates the Himes Museum of Motor Racing Nostalgia out of the same location. For information, log on to www.thehimesmuseum.vze.com.



▶ BOOK OF THE WEEK

Blood On The Wall

By Deke Houlgate

First as a motorsports reporter for the *Los Angeles Herald-Examiner* and later as a public-relations representative for championship racing teams, Deke Houlgate spent 35 years working in auto racing.

He used that experience to write this completely fictional novel, which is based around Indy-car racing. The book was published during the fall of 2007. The 169-page piece draws from many of Houlgate's personal experiences in the auto-racing world.

\$12.95. Infinity Publishing. Available from www.buybooksontheweb.com.

▶ BY THE NUMBERS

5

women have competed in the Indianapolis 500



IMS PHOTO

Janet Guthrie in 1976

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"And so I say this to you beer-can chuckers out there: You're idiots. You may think that you're showing loyalty to your driver...but you're not. The only thing you're showing is that somewhere along the way from getting your first Tonka truck to earning enough cash to attend a NASCAR event, you didn't learn the value of sportsmanship."

— Sheena Baker, May 15 blog

■ Carl Edwards tops NASCAR Nationwide Series testing at Lowe's Motor Speedway at 182.710 mph.



RICK SHERER PHOTO

FOR THE LEAD: Josh Richards (1) rides the cushion around Chub Frank (1*) Friday night at Ohio's Attica Raceway Park.

Richards Steals Attica Money

ATTICA, Ohio — Josh Richards was pretty excited about the way he won Friday night's 50-lap World of Outlaws Late Model Series feature at Attica Raceway Park.

WOOLM

Flashing a veteran's poise, the fast-rising 20-year-old driver patiently chased Chub Frank until finally grabbing the lead from his seasoned rival with a high-side pass on lap 44.

He then marched away to register his second tour victory of 2008 behind the wheel of his Mark Richards Racing Enterprises/Seubert Calf Ranches Rocket No. 1.

"That was one of the most fun races I've ever run," the smiling Richards said after capturing the first WoO

LMS event run at the third-mile oval. "I just kept trying and trying to find a way to get by Chub, and finally I was able to get him."

Richards, who started from the pole but was overtaken by front-row mate Frank at the initial green flag, earned \$10,150 for his eighth-career triumph in the WoO LMS. He became the second repeat winner in 10 tour events this season, joining four-time victor Billy Moyer.

The driver known as Kid Rocket also completed a clean sweep of the night's action. Earlier in the program he set fast time in qualifying with a lap of 14.587 seconds and won his heat race.

"It was just a great night," said Richards. "We worked hard all week

— until midnight a couple nights — trying to get this car dialed in and ready to go.

"We've been experimenting the last couple weeks, and we decided to get back to just bone-stock, old stuff, and it worked out for us all night."

Frank settled for his second runner-up finish of the season, ending the race 2.113 seconds behind Richards after leading laps 1-43.

Darrell Lanigan, Shannon Babb and Shane Clanton rounded out the top five.

The finish:

Josh Richards, Chub Frank, Darrell Lanigan, Shannon Babb, Shane Clanton, Doug Drown, Tim Dohm, Steve Francis, Tim McCreddie, Clint Smith, Tim Fuller, Donnie Moran, Eddie Carrier, Jr., Vic Coffey, John Blankenship, Jeep VanWormer, Jerry Bowersock, Wayne Maffett, Jr., Danny Johnson, Brian Ruhlman, Joe Isabell, Tyler Boggs, Rick Eckert, Rocky Owens.

Frank Turns The Tables With Lincoln Score

LINCOLN, Ill. — Turnabout is fair play.

Chub Frank got the better of Josh Richards on Sunday night, holding off the 20-year-old sensation to capture the Land of Lincoln 40 before a standing-room-only crowd at Lincoln Speedway.

WOOLM

It was the first World of Outlaws Late Model Series victory of 2008 for Frank, who two nights earlier watched Richards pass him late in the distance to win the tour's event at Attica (Ohio) Raceway Park.

"I wasn't giving up the top this time," said a smiling Frank, recalling Richards's high-side pass at Attica. "Losing two nights in a row would've been real tough to take."

Frank, 46, led the race from flag to flag after starting from the outside pole in the Lester Buildings Rocket car he calls 'Old Faithful.' He survived an early-race scrape with

Dennis Erb, Jr. and heavy pressure from Richards to pocket the top prize of \$7,150.

Richards settled for second place in his Seubert Calf Ranches Rocket, crossing the finish line a couple car lengths behind Frank.

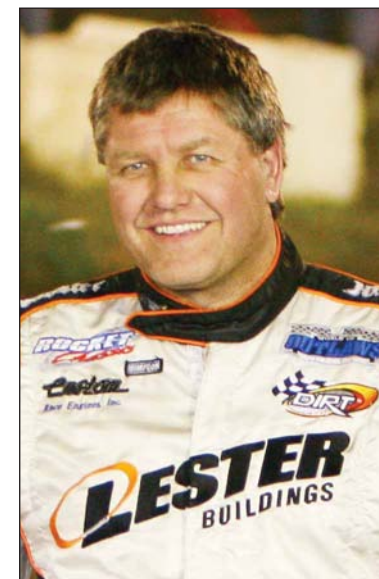
"It was almost like déjà vu again from Friday night," said Richards, who started fourth. "Chub was up top, and I was underneath him, trying to pass him."

Defending WoO LMS champion Steve Francis finished third in Dale Beitler's Rocket after starting sixth, driving what he called "probably the third-best car on the track." He maintained his four points lead with the run.

Darrell Lanigan and Rick Eckert rounded out the top five.

The finish:

Chub Frank, Josh Richards, Steve Francis, Darrell Lanigan, Rick Eckert, Shane Clanton, Brian Birkhofer, Tim McCreddie, Jeep VanWormer, Wes Steidinger, Shannon Babb, John Blankenship, Clint Smith, Jason Feger, Vic Coffey, Michael Kloos, Matt Taylor, Tim Fuller, Dennis Erb, Jr., Donny Walden, Brian Shirley, Tim Lance, Terry Casey, Eric Smith, Brady Smith.



FRANK RUEFER PHOTO

Chub Frank

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What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

Nos. 18/51 Toyotas, NASCAR Sprint Cup/Craftsman Truck Series
Busch went through a hard-luck All-Star Weekend at Lowe's Motor Speedway, suffering an engine failure after dominating the first portion of the \$1 million All-Star Race. One night earlier, Busch appeared to have the NCTS truck to beat before being clipped by Ron Hornaday, Jr. with 29 laps remaining.

NO. 1



HHP/ALAN MARLER PHOTO

REST OF THE BEST

2. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer took a banged up race car home after a tough 20th-place finish. He's preparing for the \$42,000-to-win Show Me 100.

3. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
After Busch's problems, Edwards stepped up next as the dominant All-Star car. He faded and finished 10th.

4. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The duo finished third for another podium finish at Laguna Seca Raceway and remains atop Grand Am's Daytona Prototype standings.

5. Kimi Raikkonen

No. 1 Ferrari, Formula One
Raikkonen has a pair of victories and has been a mainstay atop the podium as he defends his World Driving Championship.

6. No. 20 Nationwide Series Team

No. 20 Toyota, NASCAR Nationwide Series
Regardless of which Joe Gibbs Racing driver is driving, the No. 20 just wins. The team goes for a fifth-straight victory Friday night.

7. Timo Bernhard/Romain Dumas

No. 7 Penske Porsche, American Le Mans Series
The LMP2 Porsche was dominant in an overall victory this past weekend at the Utah Grand Prix, evoking memories of last season's streak.

8. Scott Dixon

No. 9 Target Ganassi Dallara-Honda, IndyCar Series
As May has continued, Dixon, the polesitter for Sunday's Indy 500, has established himself as the racer to beat.

9. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA
Schumacher earned his third Wally of the season at the Thunder Valley Nationals and collected his 400th-round win.

10. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers got his fourth WoO victory of the rain-plagued season on May 13 at Lernerville Speedway and took over the series points lead.

Honorable Mention

NCTS driver Matt Crafton got a long-awaited victory after 178 starts in NASCAR's truck series...1996 Indy 500 champion Buddy Lazier turned in a valiant run to clinch a late Bump Day spot in the Indy 500.

Last Week

Timo Bernhard and Romain Dumas and Jason Meyers reappear in the rankings, while Tim Wilkerson, Jeff Burton fall out. Indy favorite Scott Dixon moves up two spots.

USAC Tabs Official Driving Schools

Petty, Kruseman Schools Give Drivers Choices

INDIANAPOLIS — USAC has teamed with the Richard Petty Driving Experience and the Cory Kruseman Driving School, making them the Official Driving Schools of USAC.

Kruseman's school fleet includes sprint cars, midgets, Ford Focus midgets and junior Focus midgets. The school, located in Ventura, Calif., trains drivers on basic and intermediate courses and is designed to offer the fundamentals of driving a race car. The advanced course is geared toward improving the weekly racer or a student seeking a racing career.

Facilities across the country host the Richard Petty Driving Experience, which offers instruction in 600-horsepower NASCAR-styled stock cars. The Driving Experience also serves as the title sponsor of USAC's Carolina Ford Focus Midget Car Series.

For information on the Cory Kruseman Driving School, call (805) 649-1243. For more about the Richard Petty Driving Experience, call (800) 237-3889.

Dover, AAA Extend Sponsorship Deal

DOVER, Del. — Dover Int'l Speedway and AAA Mid-Atlantic have agreed on a seven-year partnership extension that includes sponsorship of Dover's new Monster Monument at Victory Plaza, presented by AAA.

The agreement also includes entitlement sponsorship of Dover's annual NASCAR Craftsman Truck Series race, the AAA Insurance 200.

As presenting sponsor of the Monster Monument at Victory Plaza, AAA will have prominent signage surrounding the 46-foot monument outside of turn four at the speedway. The monument depicts Miles the Monster holding a full-scale stock car in his right hand and also features a tribute to all Dover winners around the base of the structure.

General Tire Signs Off-Road Deal

CORONA, Calif. — General Tire has become the Official Tire of The Lucas Oil World Series of Off-Road Racing (WSORR) for 2008.

General Tire has joined under Lucas Oil's Team Lucas package, which allows for marketing and exposure of the tire company in a wide range of Lucas Oil Products properties. The Off-Road World Series will kick off its season May 31-June 1 at Lucas Oil Speedway in Wheatland, Mo.

Six USAC Features Set For Anderson

INDIANAPOLIS — For the first time in its 53-year history, USAC will conduct a race program consisting of six features. The historic night of racing is scheduled for June 11 at Anderson (Ind.)



ERIK PEREL/HHP PHOTO

CLASS DISMISSED: The Richard Petty Driving Experience and the Cory Kruseman Driving School are now the official driving schools of USAC.

Speedway.

The rainout of Wednesday night's regional tripleheader at the quarter-mile paved oval has resulted in those races being rescheduled for June 11, which will now feature back-to-back tripleheader racing programs with heats and 30-lap features for Regional, Kenyon and Midwest/Indiana Ford Focus Midgets, followed by a second round of heats and 30-lap features for each series.

Hoosier Hundred Offers \$25 Infield Tickets

INDIANAPOLIS — Fans can watch this year's 56th-annual Hoosier Hundred from the infield of the Indiana State Fair Grounds, scheduled for Friday.

By purchasing a \$25 ticket, fans will be driven into the one-mile track's infield through the turn-two tunnel for the event.

"With everything that is involved in today's economic environment, we felt

that this would be a good way to let folks come out and enjoy the night," explained Bob Sargent of Track Enterprises. "It will promote the fair-like atmosphere that these events bring to the table and give people the freedom to enjoy the event on their own terms."

For more information, visit www.trackenterprises.com.

'Fuzzy' Van Horn Will Be Inducted Into Hall

WEEDSPORT, N.Y. — New Jersey native Carl "Fuzzy" Van Horn was recently selected to be inducted into the Northeast Modified Hall of Fame during the ceremony May 25 at the Cayuga County Fairgrounds in conjunction with the Super DIRTcar Series event at the adjacent speedway.

First introduced to racing by his younger brother at age 18 in 1951, Van Horn drove in his first race at East Stroudsburg Speedway in Pennsylvania, donning the familiar yellow 17e he kept

throughout his career. Driving in the All-Star Racing League, Van Horn competed up and down the East Coast, in Super DIRT Weeks and in a single NASCAR Cup Series race in 1974 at Pocono Raceway. He retired from racing in 1996 and now watches his grandson, David Van Horn, Jr., race.

Altenburg, Tripoint Part Ways After Title

TOOELE, Utah — Defending SCCA Pro Racing Speed World Challenge Touring Car Champion Jeff Altenburg and Tripoint Motorsports have ended their six-year association, and the No. 1 Mazdaspeed/Stoptech/Racinghart MAZDA6 will be re-badged as No. 75 and driven by Jim Daniels for the remainder of the season.

Daniels, the 2006 SCCA Pro Racing Mazda MX-5 Cup champion, was behind the wheel this past weekend at Miller Motorsports Park.

Altenburg will move on to DRC Motorsports in SCCA Speed GT, where he is 10th in points after driving two different Dodge Vipers in the first two races of the season. DRC has plans to debut its Lexus IS-F in the near future.

USMTS Chooses Childhelp As Charity

SCOTTSDALE, Ariz. — The United States Modified Touring Series (USMTS) has designated Childhelp as the Official Charity of the USMTS and the principle recipient for its fundraising efforts.

"It is our privilege to help Childhelp in their efforts, in any way that we can," said Todd Staley, president and promoter of the USMTS.

At all O'Reilly USMTS National Tour and Southern Series events throughout the 2008 racing season, race fans will also be able to help out by donating spare change — or whatever they can afford — at the USMTS souvenir trailer and concessions areas.

NUTS AND BOLTS

Penske Racing will open its doors Friday, May 23 from 8 a.m. until 1 p.m. for a special celebration surrounding race week at Lowe's Motor Speedway. Kurt Busch, Sam Hornish, Jr. and Ryan Newman will be signing autographs... Watson Gravel, a quality aggregate provider, will serve as presenting sponsor for the **USAC Indiana Sprint Week** sprint car spectaculars at Lawrenceburg (Ind.) Speedway July 9-10... Specialty Fertilizer Products joins **Peyton Sellers and Andy Santerre Motorsports** as primary sponsor for three of the team's remaining Camping World East Series races this season... Due to rain, **Flat Rock (Mich.) Speedway** has rescheduled its Autograph Night for June 7... **DJ Safety** is presenting both the hard-charger and the hard-luck driver awards in IMCA modified events and in the Deery Brother Summer Series for IMCA late models with a \$150 product certificate... The **ASCS Patriot Region** rescheduled the rain-delayed Woodhull (N.Y.) Raceway date for May 24, making it a two-race weekend for the series, which will also visit Eriez Speedway in Waterford, Pa., May 25... Sunday's rained out **World of Outlaws** sprint-car event at Orange County Fair Speedway in Middletown, N.Y., has been rescheduled for Sept. 24... **Selinsgrove Speedway** has postponed the 28th-annual Paul Stine Chevrolet Jack Gunn Memorial for URC sprint cars until July 19 after a third rain delay this past weekend. Time trials were completed and will stand for the make-up date.

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Carter Rules Glass City

TOLEDO, Ohio — SunTrust Rookie of the Year leader Matt Carter looked more like an ARCA RE/MAX Series championship contender Sunday afternoon at Toledo Speedway.

Carter, in Larry Clement's No. 46 Hantz Group-NuSouth Lemonade-Stine Seed Ford, survived several late-

ARCA RE/MAX

race restarts including a one-lap dash to the checkered flag to win the grueling Hantz Group 200, becoming the seventh different winner in as many races this season.

"What a great day all around for this team," said Carter. "We were absolutely horrible yesterday in practice and qualifying, but the team dug down and fixed up a really good handling car for the race today. All the guys that raced me for the lead raced me really clean, and it certainly could have gone the other way considering all those restarts that close to the end. I just want to thank my dad (Travis Carter), my sponsors and my car owner Larry Clement for the opportunity."

After Carter fought off Dexter Bean over the course of six restarts inside of 50 laps from the finish, Carter refused a last-lap challenge from Patrick Sheltra to earn his career-first series victory in only his seventh start.

Sheltra, in the No. 60 Ferguson Pipe-FloraGanics Chevrolet, had a fender inside of Carter coming to the checkered flag and fell short by less than a length to finish a career-best second.

"I tried to race everybody clean and I think I did," said Sheltra. "If I was in that same situation, I would hope that they would race me the same way. I went over and congratulated everyone that raced me clean. It's fun to be a part of the ARCA RE/MAX Series and I am thankful to all of my sponsors, friends and family for their enormous support. I am so proud of



ARCA PHOTO

CHECKERED FLAG: Matt Carter (46) leads Patrick Sheltra under the checkered flag to post his first ARCA RE/MAX Series victory Sunday at Toledo (Ohio) Speedway.

everyone on this operation."

Bean, after leading 37 laps in the No. 37 Glock Chevrolet, finished third on the heels of Sheltra. Bean, who started 21st, also earned the Casite Hard Charger Award and the Klotz Halfway Leader Award. Justin Allgaier, in the Hoosier Tire Midwest AG-Tech Chevrolet, was fourth.

David Ragan, an ARCA RE/MAX Series veteran who traveled to Toledo Speedway after racing in the NASCAR Sprint Cup Series on Saturday night, finished fifth in the No. 39 Roulo Brothers BeavEx-Reliance Tools Ford.

The race, during which six drivers exchanged the lead 11 times, was extended by four laps to accommodate the ARCA-mandated green flag finish. Few cars left unscathed as 18 cautions waved for 114 laps, some of which were run to help dry off the

track from persistent rain showers that plagued the race most of the way. The race was also red flagged for nearly two hours because of heavy downpours.

Andy Hanson, in his career-first series start, earned the SIM Factory Pole Award with a new one-lap track record averaging 113.272 miles per hour.

The finish:

Showing driver, car and laps completed: 1. Matt Carter, Ford, 204; 2. Patrick Sheltra, Chevrolet, 204; 3. Dexter Bean, Chevrolet, 204; 4. Justin Allgaier, Chevrolet, 204; 5. David Ragan, Ford, 204; 6. Scott Speed, Toyota, 204; 7. Ricky Stenhouse, Jr., Ford, 204; 8. Andy Hanson, Dodge, 204; 9. Ken Schrader, Dodge, 204; 10. Tom Hessert, Ford, 204; 11. Michael Simko, Chevrolet, 204; 12. Frank Kimmel, Ford, 204; 13. Taylor Malsam, Dodge, 204; 14. Justin Lofton, Dodge, 204; 15. Darrell Basham, Chevrolet, 204; 16. John Wes Townley, Ford, 204; 17. Bobby Gerhart, Chevrolet, 204; 18. Jason Basham, Chevrolet, 204; 19. Michel Disdies, Ford, 204; 20. Chase Mattioli, Ford, 204; 21. Michael Phelps, Dodge, 204; 22. Norm Benning, Chevrolet, 204; 23. Brad Smith, Ford, 204; 24. Terry Jones, Dodge, 203; 25. Ken Butler III, Toyota, 202; 26. Ryan Fischer, Chevrolet, 202; 27. Bryan Silas, Chevrolet 199; 28. Donny Kelley, Chevrolet, 198; 29. Tim Mitchell, Ford, 197; 30. Curt Tori, Chevrolet, 155; 31. Billy Leslie, Ford, 143; 32. Robb Brent, Chevrolet, 137; 33. Gabi DiCarlo, Chevrolet, 69; 34. Mike Koch, Chevrolet, 35; 35. Mark Dimitroff, Chevrolet, 27.

Hahn Strikes Gold Again In Toledo Tussle

TOLEDO, Ohio — ARCA Lincoln Welders Truck Series veteran Paul Hahn looked every bit the part Saturday afternoon at Toledo Speedway.

Driving the No. 7 Hahn's Powder

ARCA TRUCKS

Coating-Fox Auto Parts-Howe Racing Chevrolet, Hahn led the final 32 circuits of the half-mile asphalt oval en route to winning the Champion Credit Union 50.

"We were on a rail out there," said Hahn. "The truck was working so well, I could hug the white line when I needed too. It's nice to be finally turning our luck around."

Once Hahn cleared rookie Kenny

Kirsch on lap 19, he had nary a challenger en route to his 17th-career series victory and second in a row.

Kirsch finished a career-best second. "We were just too tight," said Kirsch. "We couldn't hold the bottom and that kept opening the door for Paul (Hahn). But we learned a lot, and we'll be better next time. I really like this track. I can't wait to come back."

T.J. Stineman took third, while Nick Gullatta charged from the tail to finish fourth. Local driver Mike Young finished fifth.

The finish:

Paul Hahn, Kenny Kirsch, T.J. Stineman, Nick Gullatta, Mike Young, Brad Yunker, Norm Weaver, Ash Hawkins, Duane Bischoff, Mark Otting, Tim Schafer, Robbin Slaughter, Frank Wilson, Jr., Levi Mansfield, Paul Vanderhoff, Steve Christman, Kurt McClennan, Nathan Trepkowski, Craig Meyers, Bill Withers, Ron Wells, Randy Moyes, Tom Adams.



Paul Hahn

Woelke Ties Up Prietzel In LaCrosse Stock-Car Contest

WEST SALEM, Wis. — Rain came

MACS

just in time for Darren Woelke to pick up his first-career Mid-American Stock Car Series triumph Friday night at LaCrosse

Fairgrounds Speedway.

Bill Prietzel provided the only challenge to the polesitter Woelke on lap 31 of the 40-lap event.

However, the challenge was too late, as rain brought a premature end to the event before Prietzel could make a

winning pass.

Prietzel finished second, ahead of Kenny Smart, Bobby Gutknecht and Jake Finney.

The finish:

Darren Woelke, Bill Prietzel, Kenny Smart, Bobby Gutknecht, Jake Finney, James Swan, Dan Gilster, Lyle Nowak, Johnny Hentges, Rod Brewe.

▶ A LESSON IN HISTORY

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A look back at the formative years of racing



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

TEAM PHOTO: Parnelli Jones qualified Andy Granatelli's turbine for the 1967 Indy 500, and led 171 laps before dropping out.

Jones Nearly Won Indy In Granatelli's Unique Turbine Car

By BOB GATES

Few Indianapolis cars were more controversial than Andy Granatelli's turbines. The first of those remarkable machines appeared in 1967, and, driven by racing icon Parnelli Jones, nearly won the 500. Interestingly, as potent as that combination was, its coming together was quite unintended.

"I took Andy's Novi out during tire tests at the Speedway, and ran it faster than anyone ever had," recalls Jones. "After that he was always after me to drive for him. One day he called me and asked me to come over to his Santa Monica shop, he had something he wanted to show me. There is this turbine powered, four-wheel drive car. Really unusual. But, I didn't think it was going to work, and I told Andy so."

Despite his negative critique, Granatelli kept after Jones to try it. Finally Jones told him that he would be testing at Phoenix, and if the turbine was there he would at least shake it down.

Granatelli appeared with the turbine. "After a few laps in the thing," explains Jones, "and I got used to the three-second throttle delay, it actually started to feel pretty good. And, I ran some quick laps. Then Granatelli was really after me! But, Vel Melitech and I had our own team, building our own cars, and I felt committed to drive one of those. But, Granatelli kept on, asking me how much it would take to get me in the car."

Finally, thinking he would shut Granatelli up, Jones countered with what was, at that time, an astronomical figure of \$100,000. He was astounded when Granatelli agreed.

"I was supposed to get the money after I qualified, but by then Granatelli was holding out. I'll be damned if I didn't have to pay my manager, Chuck Barnes, \$500 to finally collect it," laughs Jones.

Financial disagreements aside, at Indy the turbine became a lightning rod of controversy, the target of scathing criticism by teams and drivers with conventional cars. Jones qualified seventh, and was immediately accused of sandbagging.

"I wasn't," insists Jones. "We practiced and qualified in race trim, and that's all it had."

At the start Jones, using a tactic his buddy Jim Hurtubise had used against him in 1963, pulled up and around the six cars in front of him, and led the first lap. Jones dominated, leading 171 laps before a transmission bearing broke, and the car coasted to a stop four laps short.

Had Parnelli Jones won, it would have been the most technologically unusual car to win Indianapolis, and could have dramatically changed the face of auto racing. Now, it remains as only a fascinating footnote in racing history.

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Through The LENS

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JIM HURTUBISE

▶ To this day, Jim Hurtubise is one of the most beloved racing drivers in the history of the sport.

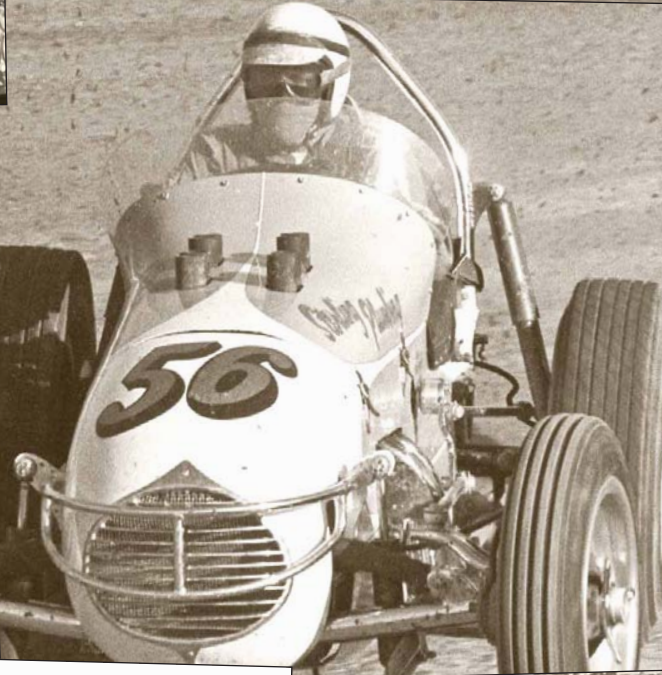
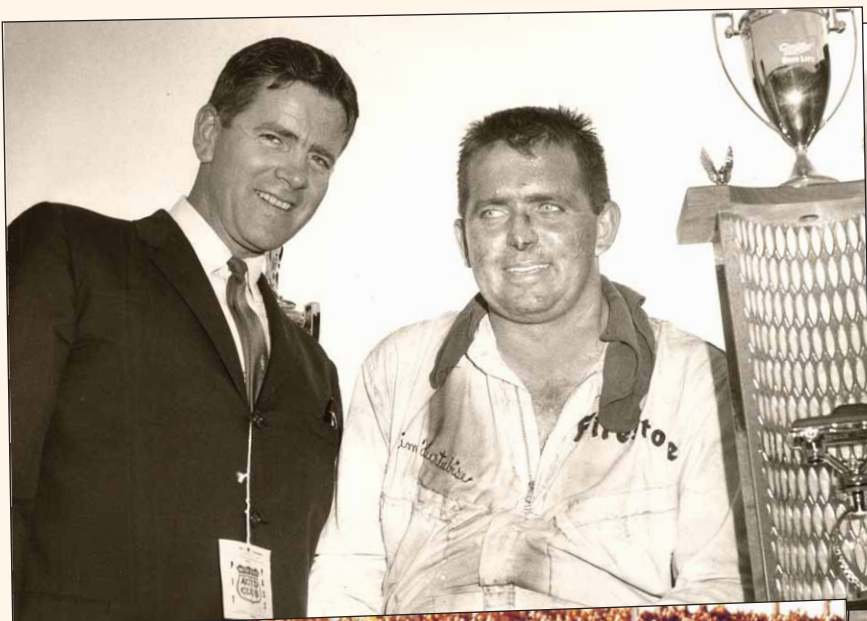
Born in Tonawanda, N.Y., Hurtubise made a name for himself racing USAC-sanctioned open-wheel cars, which paved the way for him to compete in Indy cars and stock cars, both under the USAC and NASCAR banners.

Hurtubise earned 25-career USAC victories, with four in the Champ Car division, 18 in a sprint car and three in a stock car.

Hurtubise raced in the Indianapolis 500 10 times with a best finish of 13th in 1962. He made 36 starts in what is now the NASCAR Sprint Cup Series, including a victory at Atlanta in 1966. He died of a heart attack in 1989 at age 56.

Featured here (clockwise from top left): Celebrating a victory Oct. 5, 1965; Moving to the inside of Don Branson (7) for first place; En route to victory March 25, 1962, at Reading (Pa.) Fairgrounds; Shooting the breeze on pit road in 1976; At Daytona Int'l Speedway; In victory lane Aug. 21, 1960, after a 30-lap feature at the Terre Haute (Ind.) Action Track; At Indianapolis Motor Speedway in 1962.

—NSSN Photo



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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: May 22-25.

Thursday

- "NASCAR Now," 12:30 a.m., ESPN2
- F-1 Monaco Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: 2004 NHRA Gatornationals, 11 a.m., ESPN Classic
- "NASCAR Live," 12 p.m., Speed
- NASCAR Nationwide Series Carquest 300 practice, 1 p.m., Speed
- Classic NASCAR: 1986 First Union 400, 2 p.m., ESPN Classic
- NASCAR Sprint Cup Coca-Cola 600 practice, 3 p.m., Speed
- "NASCAR Confidential," 4:30 p.m., Speed
- "NASCAR Now," 5:30 p.m., ESPN2
- "Go or Go Home," 5:30 p.m., Speed
- NASCAR Nationwide Series Carquest 300 practice, 6 p.m., Speed
- NASCAR Sprint Cup Coca-Cola 600 qualifying, 7 p.m., Speed

Friday

- NHRA Thunder Valley Nationals (taped), 2:30 a.m., ESPN2
- Classic NASCAR: 1994 Food City 500, 3 a.m., ESPN Classic
- Indy 500 Pit Stop Competition, 11 a.m., ESPN2
- "Inside Grand Prix," 11 a.m., Speed
- F-1 Monaco Grand Prix practice, 11:30 a.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- World of Outlaws from The Dirt Track @ Lowe's Motor Speedway, 8 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "NASCAR Now," 12 a.m., ESPN2
- "Formula One Debrief," 12 a.m., Speed
- F-1 Monaco Grand Prix qualifying, 8 a.m., Speed
- "Trackside," 11 a.m., Speed
- "Tradin' Paint," 12 p.m., Speed
- "NCTS Setup," 12:30 p.m., Speed
- NASCAR Craftsman Truck Series

TUNE IN TO ...

The 92nd running of the Indianapolis 500 from Indianapolis Motor Speedway, Sunday at 1 p.m. on ABC.

- Ohio 250, 1 p.m., Speed
- Indy 500 Classics: 1987 Indy 500, 2 p.m., ESPN Classic
- NASCAR Nationwide Series Carquest 300 qualifying, 3:30 p.m., Speed
- Indy 500 Classics: 1991 Indy 500, 4 p.m., ESPN Classic
- "NASCAR Live," 5:30 p.m., Speed
- Indy 500 Classics: 1995 Indy 500, 6 p.m., ESPN Classic
- NASCAR Sprint Cup Coca-Cola 600 practice, 6 p.m., Speed
- "Ready to Race," 6:30 p.m., ESPN2
- "NASCAR Countdown," 7 p.m., ESPN2
- NASCAR Nationwide Series Carquest 300, 7:30 p.m., ESPN2
- "On the Edge," 10 p.m., Speed
- "NASCAR Performance," 10:30 p.m., Speed

Sunday

- GP2 Championship from Monte Carlo, 6 a.m., Speed
- F-1 Monaco Grand Prix, 7:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "Indianapolis 500 Pre-Race," 11 a.m., ESPN2
- "Indianapolis 500 Pre-Race," 12 p.m., ABC
- 92nd Indianapolis 500, 1 p.m., ABC
- "Tradin' Paint," 1:30 p.m., Speed
- "NASCAR RaceDay," 3 p.m., Speed
- NASCAR Sprint Cup Coca-Cola 600, 5 p.m., Fox
- F-1 Monaco Grand Prix (taped), 5 p.m., Speed
- "Speed Report," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- "NASCAR Victory Lane," 11 p.m., Speed

MOTORSPORTS CALENDAR

- May 22 USAC National Sprint Car Series
Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
- May 23 Indy Pro Series
Indianapolis Motor Speedway, Indianapolis, Ind., Indy Cars
- May 23 Advance Auto Parts World of Outlaws
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
- May 23 USAC K&N Silver Crown Series
Indiana State Fairgrounds, Indianapolis, Ind., Silver Crown Cars
- May 23 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- May 23 ASCS Midwest Region
Junction Motor Speedway, McCool Junction, Neb., Sprint Cars
- May 23 All Star Circuit of Champions
Lemerville Speedway, Sarver, Pa., Sprint Cars
- May 23-25 International Hot Rod Ass'n
Milan Dragway, Milan, Mich., Dragsters
- May 24 NASCAR Nationwide Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 24 NASCAR Craftsman Truck Series
Mansfield Motorsports Park, Mansfield, Ohio, Stock Cars
- May 24 Advance Auto Parts World of Outlaws
Virginia Motor Speedway, Saluda, Va., Sprint Cars
- May 24 USAC Mopar Midget National Championship
O'Reilly Raceway Park, Clermont, Ind., Midgets
- May 24 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- May 24 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- May 24 ASCS Gulf South Region
Gator Motorplex, Willis, Texas, Sprint Cars
- May 24 ASCS Rebel Region
Green Valley Speedway, Glencoe, Ala., Sprint Cars
- May 24 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- May 24 All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- May 24 Northeastern Midget Ass'n
Monadnock Speedway, Winchester, N.H., Midgets
- May 24 International SuperModified Ass'n
Waterford Speedbowl, Waterford, Conn., Modifieds
- May 24 United Racing Company
Bridgeport Speedway, Bridgeport, N.J., Sprint Cars
- May 24 O'Reilly United Sprint Car Series
Riverside Speedway, West Memphis, Ark., Sprint Cars
- May 24-25 ASCS Northwest Region
Grays Harbor Raceway, Elma, Wash., Sprint Cars
- May 24-25 ASCS Rocky Mountain Region
Thunder Mountain Speedway, Olathe, Ore., Sprint Cars
- May 24-26 Speed World Challenge Series
Lime Rock Park, Lakeville, Conn., Sports Cars
- May 25 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 25 IRL IndyCar Series
Indianapolis Motor Speedway, Indianapolis, Ind., Indy Cars
- May 25 Formula One World Championship
Circuit de Monaco, Monte Carlo, Monaco, Formula Cars
- May 25 USAC-CRA Sprint Car Series
Thunderbowl Raceway, Tulare, Calif., Sprint Cars
- May 25 Advance Auto Parts Super DIRTcar Series
Cayuga County Fair Speedway, Weedsport, N.Y., Modifieds
- May 25 ASCS Gulf South Region
Heart of Texas Speedway, Waco, Texas, Sprint Cars
- May 25 ASCS Southwest Region
Thunder Raceway, Show Low, Ariz., Sprint Cars
- May 25 American-Canadian Tour
Thunder Road Int'l Speedbowl, Barre, Vt., Late Models
- May 25 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- May 25 Empire Super Sprints
Utica-Rome Speedway, Vernon, N.Y., Sprint Cars



DANA GARRETT/IRL INDYCAR PHOTO

SOGGY SCOT: Dario Franchitti gets a push toward victory lane after capturing last year's rain-plagued Indianapolis 500.

MARK IT DOWN!

May 25, IRL IndyCar Series Indianapolis 500

Indianapolis Motor Speedway, Indianapolis, Ind., Indy Cars

Sunday marks the 92nd running of the "Greatest Spectacle In Racing," the Indianapolis 500. This year's field of 33 starters features a collection of IndyCar and former Champ Car World Series drivers in the first 500 since the open-wheel reunification. Last year, Dario Franchitti took the rain-shortened event.

- May 26 Advance Auto Parts World of Outlaws
Rolling Wheels Raceway, Elbridge, N.Y., Sprint Cars
- May 26 Grand Am Rolex Series
Lime Rock Park, Lakeville, Conn., Sports Cars
- May 26 Grand Am Koni Challenge
Lime Rock Park, Lakeville, Conn., Sports Cars
- May 26 O'Reilly United Sprint Car Series
Clay Hill Motorsports, Atwood, Tenn., Sprint Cars
- May 27 O'Reilly United Sprint Car Series
Clay Hill Motorsports, Atwood, Tenn., Sprint Cars
- May 29 World of Outlaws Late Model Series
Delaware Int'l Speedway, Delmar, Del., Late Models
- May 29 O'Reilly United Sprint Car Series
Camden Speedway, Camden, Tenn., Sprint Cars
- May 30 NASCAR Craftsman Truck Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- May 30 Advance Auto Parts World of Outlaws
Attica Raceway Park, Attica, Ohio, Sprint Cars
- May 30 USAC Mopar Midget National Championship
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Midget Cars
- May 30 Lucas Oil Late Model Series
Hilltop Speedway, Millersburg, Ohio, Late Models
- May 30 Badger Midget Series
Dodge County Fairgrounds, Beaver Dam, Wis., Midget Cars
- May 30 Golden State Challenge
Ocean Speedway, Watsonville, Calif., Sprint Cars
- May 30 O'Reilly United Sprint Car Series
North Alabama Speedway, Tuscumbia, Ala., Sprint Cars
- May 30-31 ASCS Rocky Mountain Region
Aztec Speedway, Aztec, N.M., Sprint Cars
- May 30-June 1 National Hot Rod Ass'n
Heartland Park Topeka, Topeka, Kan., Dragsters
- May 31 NASCAR Nationwide Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- May 31 Advance Auto Parts World of Outlaws
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- May 31 World of Outlaws Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- May 31 USAC Western Sprint Car Series
All American Speedway, Roseville, Calif., Sprint Cars
- May 31 USAC-CRA Sprint Car Series
Ventura Raceway, Ventura, Calif., Sprint Cars
- May 31 NASCAR Camping World East Series
South Boston Speedway, South Boston, Va., Stock Cars
- May 31 ARCA Lincoln Welders Truck Series
Flat Rock Speedway, Flat Rock, Mich., Stock Cars
- May 31 Hooters Pro Cup Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- May 31 Lucas Oil Late Model Series
Florence Speedway, Union, Ky., Late Models
- May 31 ASCS Sooner Region
I-30 Speedway, Little Rock, Ark., Sprint Cars
- May 31 Badger Midget Series
Charter Raceway, Beaver Dam, Wis., Midget Cars
- May 31 Golden State Challenge
Placerville Speedway, Placerville, Calif., Sprint Cars
- May 31 United Racing Company
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 31 Empire Super Sprints
Fonda Speedway, Fonda, N.Y., Sprint Cars
- May 31 Interstate Racing Ass'n
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars

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



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Mike Curb and the legendary J.C. Agajanian congratulate Walt Kennedy on his victory in the Curb Sprint Car at Ascot Speedway.



Dale Earnhardt with his Curb Records Winston Cup Championship Car



Brady Bacon – 2008 USAC Sprint Car – Kahne/Curb/Agajanian Top 5 2007 USAC Sprint Car Championship



Bill France Sr. celebrating Richard Petty's Historic 200th Victory at Daytona



Kevin Cogan – Gurney Curb Eagle – Indianapolis, 1984



Ronald Reagan, Richard Petty and Mike Curb Celebrate Petty's 200th Victory at Daytona



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



Alex Barron – Beck/Curb/Agajanian Indy Car entered in 2008 Indianapolis 500 2007 – Top 15 Indianapolis 500



John Andretti – First Indianapolis 500

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Ed Pimm – Top 10 Indy 500 Top 10 USAC Gold Crown Championship



Hideshi Matsuda Top 10 Indy 500, 1999



IMSA GTS winner at Watkins Glen, Laguna Seca & Road America



Michael Chandler – Indianapolis 500, 1983 Curb/Agajanian



Brad Coleman – Baker/Curb Nationwide Series 2008



Roger Yasukawa – Curb/Agajanian/Beck 2008 Indianapolis 500



Brad Noffsinger – Curb Records/Gardner Sprint Car CRA 2-time Sprint Car Champion



Ron Bouchard, Curb-owned Valvoline Winston Cup Car Top 10 – Daytona 500, Talladega 500



Tony Bettenhausen Indianapolis 500 – 1985



Tom Sneva – Top 10 CART Indy Car Championship



Curb/Agajanian NASCAR Busch Series Top 5 Daytona



Johnny Sauter Curb/Agajanian Top 10 Daytona Busch Series



IMSA GTU winner at Daytona, Riverside, Miami, Laguna Seca, Pocono & Charlotte



Brad Noffsinger – Top 5 USAC Silver Crown Championship



Ted Prappas – Curb Records Top 10 SCCA Indy Lights Championship Winner of Laguna Seca



Jay Sauter Top 5 Daytona Busch Series



Brad Baker Top 10 Daytona ARCA 2008 Baker/Curb Racing



Tim Grose – NHRA Winternationals Champion



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



Bobby Allison and Mike Curb next to the Moore/Curb Records Winston Cup Car 4 victories including Daytona and Richmond



Billy Boat – Top 10 Indianapolis 500 Top 5 IRL Championship



Joey Saldana – 12 Victories 2007 Runner-up World of Outlaws Championship Winner at Eldora



Johnny Sauter stands next to his 2003 Channellock/Curb Records Busch Car – Winner at Richmond 2003



Mark Martin ASA/Curb Records



Brad Sweet – 2008 USAC Midget Series



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



Kasey Kahne with the Kahne/Curb Records 2006 Sprint Car



Kevin Swindell – Top 10 USAC National Midget Championship Winner at Indianapolis Raceway Park



Johnny Sauter - Curb Records Runner-up at Indianapolis Raceway Park Curb/Agajanian



Richie Hearn – Indianapolis 500 2003



CURB
RECORDS

Coons Delivers At Angell Park

By **BRYAN GAPINSKI**

SUN PRAIRIE, Wis. — Jerry Coons, Jr. scored an easy victory, capturing the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The win was the 16th-career feature victory at the track for the Tucson, Ariz., driver:

**BMARA
MIDGETS**

Coons passed three cars on the opening lap to move into third place. One lap later, Coons took over second. The next lap,

Coons passed Bryon Walters for the lead. Before the completion of the lap, Walters spun while running in second place. Joe Wipperfurth escaped injury after flipping several times on the front stretch on lap six.

On the restart, Coons pulled away from the field unchallenged. Coons increased his lead to a third of a lap, after the caution appeared on the 19th lap, when third-place A.J. Fike slowed on the track. Coons again pulled away from Chad DeSelle on the restart. Series point-leader Mike Hess

passed DeSelle for second position with four laps remaining.

Coons, driving the Ralph Wilke-owned Spike/Mopar No. 5, finished 5.24 seconds ahead of Hess, DeSelle, Brandon Waelti, and Aaron Fiscus.

Hess holds a five-point lead over Fiscus heading into the next series event, a 50-lap feature May 25 at the facility.

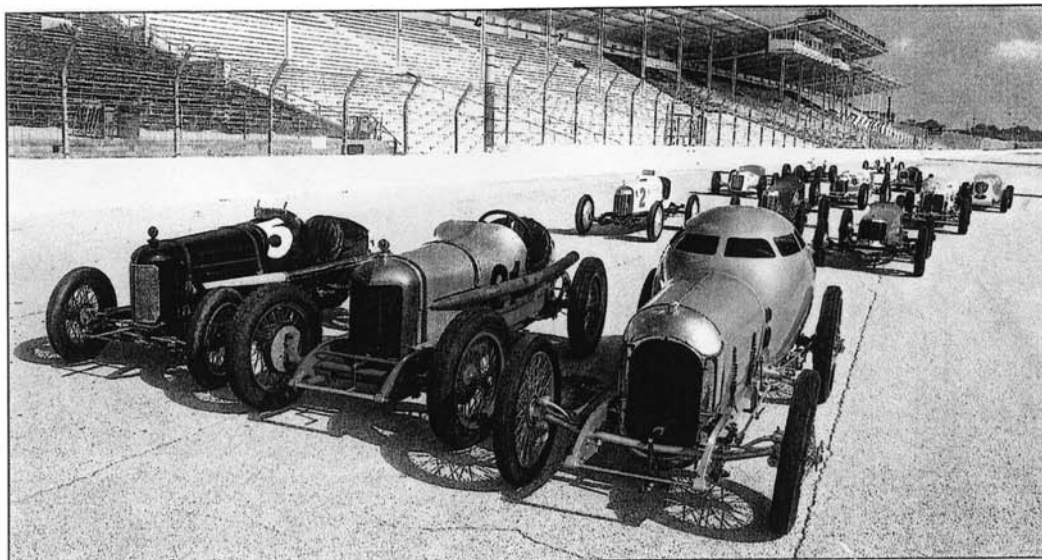
The finish:

Jerry Coons, Jr., Mike Hess, Chad DeSelle, Brandon Waelti, Aaron Fiscus, Davey Ray, Scott Hatton, Michael Pickens, Nick Lundgreen, David Gough, Robbie Bly, Tim Noble, Jake Sloten, David Budres, Dan Mecum, Bryon Walters, A.J. Fike, Bubba Altig, Rob Keelan, Joe Wipperfurth, Rik Forbes.



JEFF ARNS PHOTO

HAPPY PAIR: Legendary car owner Ralph Wilke (left) enjoys victory lane with driver Jerry Coons, Jr. Sunday night at Wisconsin's Angell Park Speedway.



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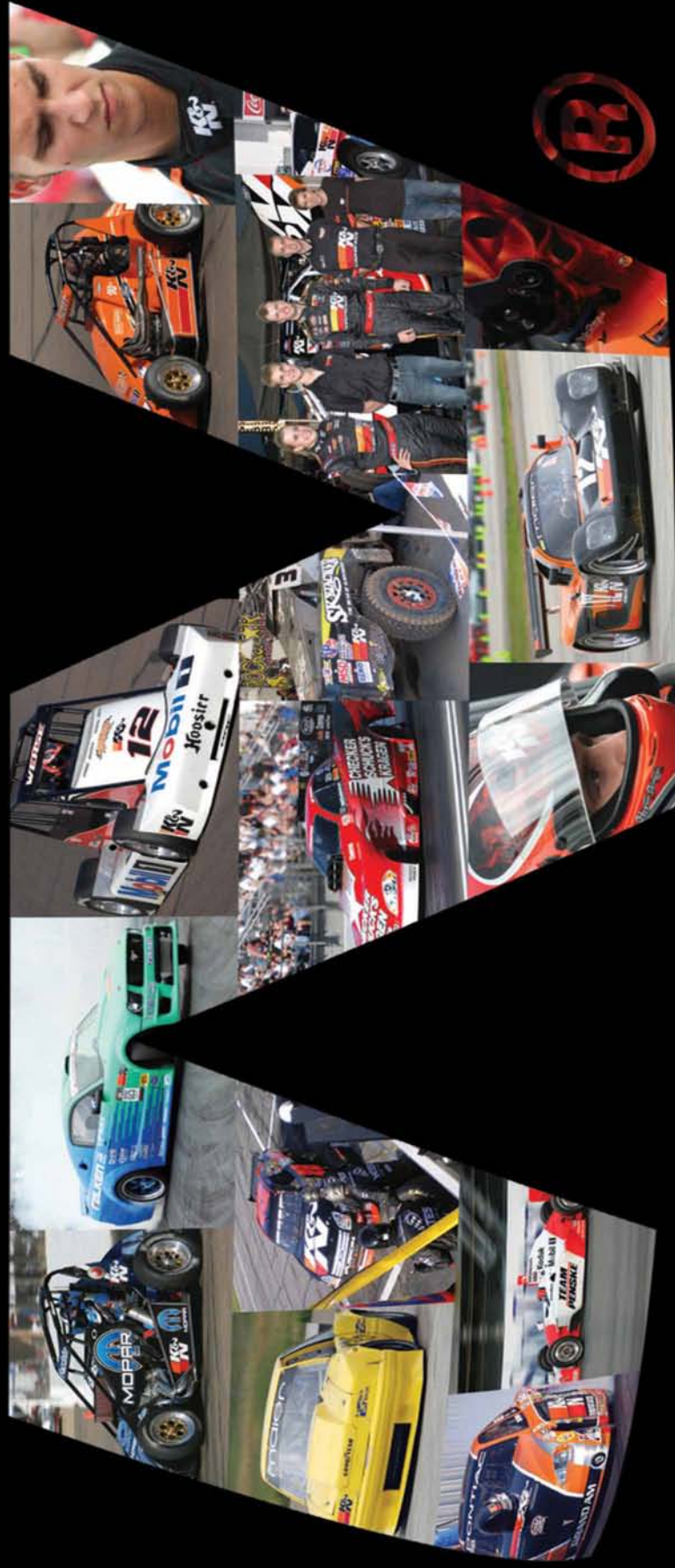
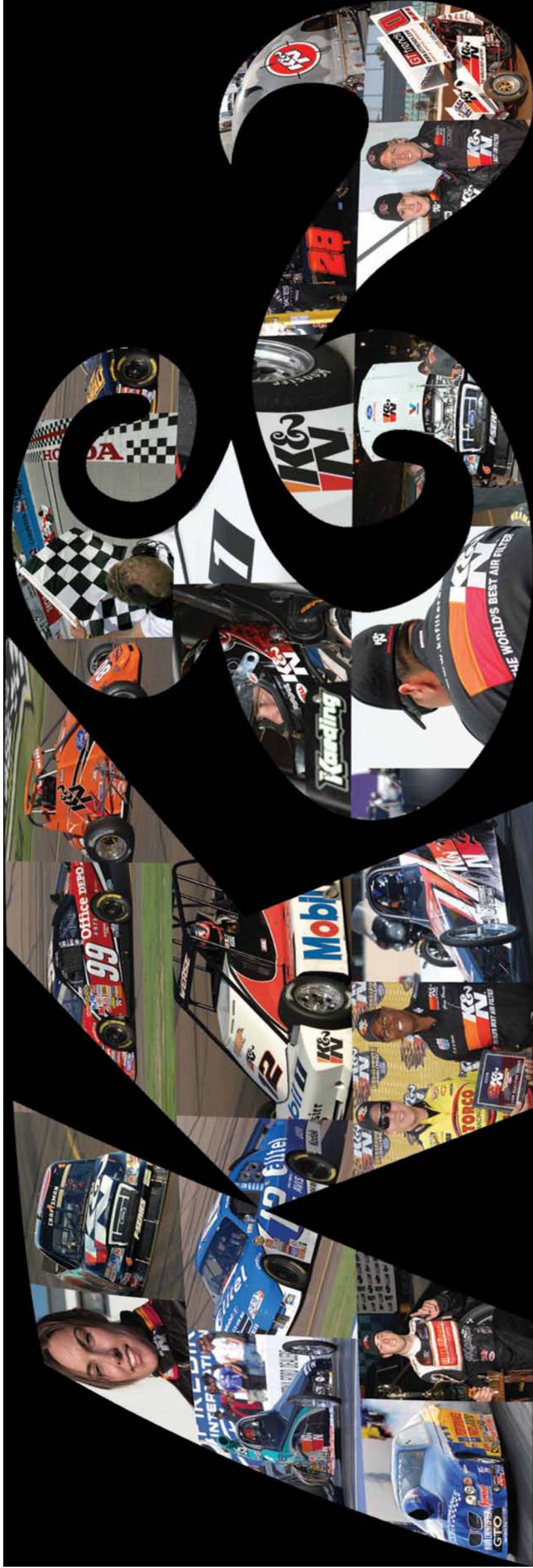
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Aug 7	NSCHoF "Members Only" VIP Reception Second Floor, National Sprint Car Museum
Aug 8	United Trailers NSCHoF Golf Classic Bos Landen Golf Club, Pella
Aug 9	Knoxville Nationals NSCHoF Auction Second Floor, National Sprint Car Museum

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Hess & Shuman Share Midget Moola

Friday

GRAIN VALLEY, Mo. — Mike Hess battled a 26-car field from 13th-starting position to win his first O'Reilly POWRi National Midget feature of 2008 Friday night at Valley Speedway. Series point-leader Brett Anderson took an early lead in the 30-lap race and managed to lead 18 laps before a U-joint broke on lap 19. After Anderson broke,

Hess, who had fielded traffic and moved up to second, drove by on the outside and took the lead uncontested for the final 12 laps.

When the checkered flag waved, Zach Daum took the runner-up position ahead of Greg Lueckert, Joe Boyles and Derek King.

The finish:

Mike Hess, Zach Daum, Greg Lueckert, Joe Boyles, Derek King, Nick Knepper, Russ Harper, Daniel Robinson, Chris Walker, Tyler Robbins, Chad McDaniel, Will Pierce, Tim Siner, Kenny Brown, Bill Allen, Garrett Hood, Cody Brewer, Brett Anderson, Austin Brown, Rich Camfield, Kent Schmidt, Johnny Murdock, Phil Heavelow, Derrick Myers, Dave Camfield, Jr.

Saturday

WHEATFIELD, Mo. — It looked to be a repeat performance for Mike Hess Saturday night, but Casey Shuman managed to edge by and secure his first O'Reilly POWRi Midget Series victory at Lucas Oil Speedway.

Brett Anderson again took an early lead and led laps 2-18 until a broken right-front shock sent him out of contention and Hess maneuvered up to take command of the field in the closing laps. As

Hess tried to drive through lapped traffic on the final lap, Shuman dove underneath Hess to take the checkered flag.

Hess followed in a close second with hard-charging, 14th-starter Chad McDaniel in third. Nick Knepper finished fourth ahead of Austin Brown in fifth.

The finish:

Casey Shuman, Mike Hess, Chad McDaniel, Nick Knepper, Austin Brown, Daniel Robinson, Russ Harper, Tyler Robbins, Rich Camfield, Mike Riley, Dave Camfield, Jr., Zach Daum, Derek King, Scott Christie, Matt Fox, Cody Brewer, Tim Siner, Greg Lueckert, Joe Boyles, Derrick Myers, Garrett Hood, Kenny Brown.



KEN SIMON PHOTO

BOTTOM GROOVER: Casey Shuman (92) drives under Brett Anderson en route to his first POWRi Midget Series victory Saturday night at Lucas Oil Speedway in Wheatland, Mo.



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Stanbrough KISSes Gas City Sprint Foes

GAS CITY, Ind. — Jon Stanbrough kicked off the 2008 King of Indiana Sprint Series with an unforgettable victory at Gas City's I-69 Speedway on Friday.

After leading all but the first three circuits, Stanbrough withstood a determined challenge by Damon Gardner, prevailing when Gardner tangled with a lapped car. Jesse Hockett captured second, trailed by Brett Burdette, Scotty Weir and Casey Shuman.

"It just shows the caliber of my team," Stanbrough said. "We came here and weren't quite right and we went up and looked at the track and went

back and changed some stuff. We went back and looked again and changed it again. They probably changed it three or four times and they made the right decision. We work good together and we communicated really well tonight, and I think that we hit the car setup just right."

Matt Goodnight and Jesse Hockett each led before Stanbrough hustled around Hockett coming off turn four on the third lap. He then quickly built a straightaway lead in the Fox Brothers' DRC.

The finish:

Jon Stanbrough, Jesse Hockett, Brett Burdette, Scotty Weir, Casey Shuman, Thomas Messeraul, Brady Short, Kyle Cummins, Andrew Prather, Shain Matthews, Scott Hampton, Bill Rose, Mark Clark, Kyle Robbins, Matt Goodnight, Adam Byrkkett, Damion Gardner, Jeff Bland, Shane Hollingsworth, Josh Spencer, Daron Clayton, Critter Malone.





56th Annual Hoosier Hundred
Friday - May 23rd, 2008
Indiana State Fairgrounds

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Qualifying @ 6:00pm
56th Annual Hoosier Hundred @ 8:00pm

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CHUCK GONZALEZ PHOTO

IOWA ACES: Jacob Goede (72) fights off the challenges of eventual ASA Late Model Series feature winner Sean Murphy Saturday at Iowa Speedway.

Thrice Is Nice For Murphy

NEWTON, Iowa — ASA Late Model Series Challenge Division point-leader Sean Murphy matched the feat of A S A L A t e Model Series Southern Division driver Jimmy Lang by earning a third-straight victory Saturday at Iowa Speedway. Murphy, a native of Auckland, New Zealand, sur-

vived six lead changes in the 150-lap feature and steered his ASI Limited/Gunbroker.com Chevrolet into victory lane for the third-straight time. In winning his third-straight feature, Murphy joins Lang and 2006 ASALMS Challenge Division Champion Pat Bourdow and rising NASCAR Nationwide Series star Kelly Bires as the only drivers to win as many consecutive ASALMS

features. Early leader Peter Cozzolino finished second ahead of Brian Campbell in third, Jacob Goede in fourth and Kyle Sirizzotti in fifth. The finish: Sean Murphy, Peter Cozzolino, Brian Campbell, Jacob Goede, Kyle Sirizzotti, Jack Smith, Joey King, Darren Robertson, Griffin McGrath, Eddie Hoffman, Brent Downey, Logan Ruffin, Joey Gase, Travis Dassow, Brian Green, Jim Ross, Chris Archer, Jimmy Lang, Kris Stump, Derek Thorn, Chris Sevey, Alec Carl, Brett Moffitt, Brent Seeley, Thor Anderson, Pete Vanderwyst, Jimmy Weller.

Hot Hantz Tops Ft. Wayne Run

FT. WAYNE, Ind. — Scott Hantz is well on his way to picking up his third CRA Super Series championship after winning his second win in as many starts this season at the CRA Super Sunday event at Baer Field Speedway.

Hantz was shuffled back to fourth starting position while Jeff Cannon and Jason Dietsch fought for the point with Dietsch pulling ahead on lap nine. Hantz worked his way through traffic and made an outside pass for the lead out of turn four on lap 20 pulling away to take the checkered with Dietsch settling for second.

Series veteran Jeff Lane took third while Boris Jurkovic and Rick Turner rounded out the top five.

The finish: Scott Hantz, Jason Dietsch, Jeff Lane, Boris Jurkovic, Rick Turner, Mike Kugler, Terry Fisher, Jr., Zach Taylor, John VanDoom, Jeff Cannon, Jack Landis, A.J. Ganino, Jason Shively, J.R. Roehrig, Jeep Pflum, Sean Matthuis, Al Cook, Jr., Adam Purdy, Kenny Tweedy, Dave Finney, Tommy Cook, Nick Baran, Aaron Pierce, Robert Maynor, Donald Karr, Jr., Rich Segvich.

Plains Modified Masters Chase Daniels And Franz

Friday

PARK CITY, Kan. — Brian Bolin led the majority of the race, but Dan Daniels pulled off a late pass for the lead to take the checkered at the 25-lap O'Reilly NCRA modified event Friday at Humboldt Speedway.

Brian Bolin jumped to an early lead from third-starting spot while Brandon Morton and pole-starter Marc Hurd battled for second. After one of two cautions, Bolin pulled away by five car lengths as Daniels challenged Morton for second, taking the spot on lap 10. With 10 laps to go, Daniels caught Bolin and began to pressure him, taking the point on lap 19.

Daniels took the checkered flag, with Bolin eight car lengths behind in second. Seventh-starter Justin Folk finished third, ahead of Brian Franz and Brendon Gemmill.

The finish: Dan Daniels, Brian Bolin, Justin Folk, Brian Franz, Brendon Gemmill, Brian Casey, Mike Jarvis, Marc Hurd, Brian McGowen, Troy Gemmill, Ryan Whitworth, Marlin

Farr, Ryan McAninch, Steve Becker, Daniel Anders, Don Renfro, Shane Gerber, Jesse Folk, Jr., Jimmy Hobbs.

Saturday

ENID, Okla. — Despite taking an early lead, five-time and defending champion Brian Franz had to work to secure his first victory of the season in Saturday's O'Reilly NCRA event at Enid Speedway Park.

Franz took the lead when the green flag waved, quickly building a 10-car-length advantage, while a battle for third resulted in the first caution of the night on lap three.

On the restart, Franz again took off while Troy Gemmill took over second on lap 10.

Gemmill slowly reeled in the leader, but came up a car length short at the finish.

Dan Daniels managed to secure third while Jon Herring settled for fourth and Kip Hughes took fifth.

The finish: Brian Franz, Troy Gemmill, Dan Daniels, Jon Herring, Kip Hughes, Greg Stephens, Brendon Gemmill, Jordan Whitehead, Mike Jarvis, Tyler Propps, Greg Burt, Brian Casey, Brian Powers, Marc Hurd, Don Renfro, Jeremy Massey, Randy Timms, Joe Adams, Mark Smith.

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8	1,700	25	400	250	225
9	1,600	800	400	250	200
10	1,500	750	400	250	200
11	1,400	700	400	250	200
12	1,300	700	400	250	200
13	1,200	700	400	250	200
14	1,200	700	400	250	200
15	1,200	700	400	250	200
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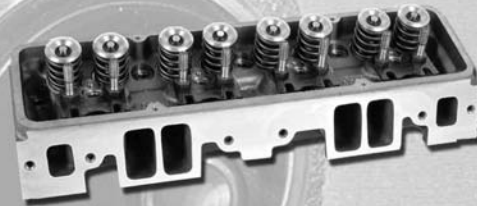
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- SUN June 1 Toledo Speedway - Toledo, OH - NORTH/USPRO DIVISIONS
- SAT June 7 LaCrosse Fairgrounds Speedway - West Salem, WI - NORTH DIVISION
- SAT June 14 Berlin Raceway - Marne, MI - CHALLENGE DIVISION
- SAT June 21 New Smyrna Speedway-Samsula, Florida - SOUTH DIVISION

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JUNE 15	4-5PM	SUNDAY	KNOXVILLE RACEWAY		Outlaws
JUNE 21	4-5PM	SATURDAY	KNOXVILLE RACEWAY		Outlaws
JUNE 28	3-4PM	SATURDAY	DODGE CITY RACEWAY PARK		Outlaws
JULY 6	4-5PM	SUNDAY	DODGE CITY RACEWAY PARK		Outlaws
JULY 13	5-7PM	SUNDAY	LERNERVILLE SPEEDWAY	2 HOUR SPECIAL	Outlaws
JULY 19	4-6PM	SATURDAY	ELDORA SPEEDWAY	2 HOUR SPECIAL	Outlaws
JULY 26	4-5PM	SATURDAY	OHSWEKEN SPEEDWAY		Outlaws
AUG. 2	4-5PM	SATURDAY	OHSWEKEN SPEEDWAY		Outlaws
AUG. 16	4-5PM	SATURDAY	DEER CREEK SPEEDWAY		Outlaws
AUG. 23	4-5PM	SATURDAY	ELDORA SPEEDWAY		Outlaws
AUG. 31	12-1PM	SUNDAY	SHARON SPEEDWAY		Outlaws
SEPT. 7	6-7PM	SUNDAY	TRI-CITY SPEEDWAY		Outlaws
SEPT. 27	8-11PM	SATURDAY	WILLIAMS GROVE SPEEDWAY		Outlaws
NOV. 1	8-11PM	SATURDAY	LOWE'S MOTOR SPEEDWAY	LIVE	Outlaws



News and Results at WORLD OF OUTLAWS.com More LIVE Action at DIRVISION.com

Archer On Target In GT

TOOELE, Utah — Tommy Archer may have changed teams from 2007 to 2008, but the result at Miller Motorsports Park Sunday was just like old times — a victory in the SCCA Pro Racing Speed Worth Challenge GT.

SPEED GT

Brandon Davis and Andy Pilgrim completed the podium.

Archer started his No. 13 Foametix/Woodhouse Performance Dodge Viper from the pole and led from the start. Second-starting Ritch Marziale applied early pressure in his No. 56 All-Cut Concrete Dodge Viper, but succumbed to power steering problems just past the halfway point of the 22-lap, 67.056-mile event.

From there, Archer avoided lapped cars spinning in front of him to keep Davis's No. 10

ACS Sun Microsystems Ford Mustang at bay and score a 1.148-second win, averaging 93.284 mph.

It was the first win for the Woodhouse Performance team.

"It's a small team, and it's nice for Bob [Woodhouse] and his team that has worked

so hard for so many years to get a win for them," Archer said.

The finish:

Tommy Archer, Brandon Davis, Andy Pilgrim, Randy Pobst, Cindi Lux, Jeff Courtney, Dino Crescentini, Jason Daskalos, James Sofronas, Michael McCann, Stu Frederick, Tony Gables, Tim McKenzie, Michael Galati, Jason Foster, Robb Holand, Eric Olberz, Gunter Schaldach, Robert Foster, Phillip Martien, Nick Parker, John Bourassa, Joey Scarallo, Wesley Hoaglund, Ritch Marziale, Mike Davis, Vesko Kozarov, Sonny Whelen, Jeff Altenburg, Eric Curran, Loren Beggs.



MARK WEBER PHOTO

POINT: Tommy Archer maneuvers his Dodge Viper to victory Sunday at Miller Motorsports Park during SCCA Pro Speed GT competition.

Miller Time For Rookie

TOOELE, Utah — Series rookie Jason Saini led every lap en route to his maiden SCCA Pro Racing Speed World Challenge Touring Car Championship win Sunday at

SPEED TOURING

Miller Motorsports Park. Pierre Kleinubing and Kuno Wittmer completed the top three.

Starting from his first-career pole position in the No. 74 MazdaSpeed/Stoptech/Racing Mazda6, Saini made a clean getaway on the standing start and immediately pulled out a gap on Kleinubing. The gap between the two remained fairly consistent between 1.5 and 2.5 seconds throughout the course of the 20-lap, 60.96-mile race.

Saini beat Kleinubing to the checkered flag by 1.402-seconds, averaging 86.366 mph.

"It wasn't easy," Saini said. "It was 50 minutes straight qualifying, every lap. There was no tire management, there was no waiting on it. I just went. I tried to pull a gap early. I knew my car was good early, but based on the whole weekend, I felt like Pierre would be stronger at the end. I knew my only shot was to get out and get a bit of a buffer when my car was good."

Saini became the first rookie winner in SCCA Speed Touring Car competition since John Angelone won the season finale at Mazda Raceway Laguna Seca in 2005.

The finish:

Jason Saini, Pierre Kleinubing, Kuno Wittmer, Peter Cunningham, Charles Espenlaub, Jim Daniels, Seth Thomas, Chip Herr, Dino Crescentini, Patrick Lindsey, Nick Esayian, Charlie Putman, Jason Martinelli, Byron Smith, Brandon Peterson, James Clay, Michael Galati.

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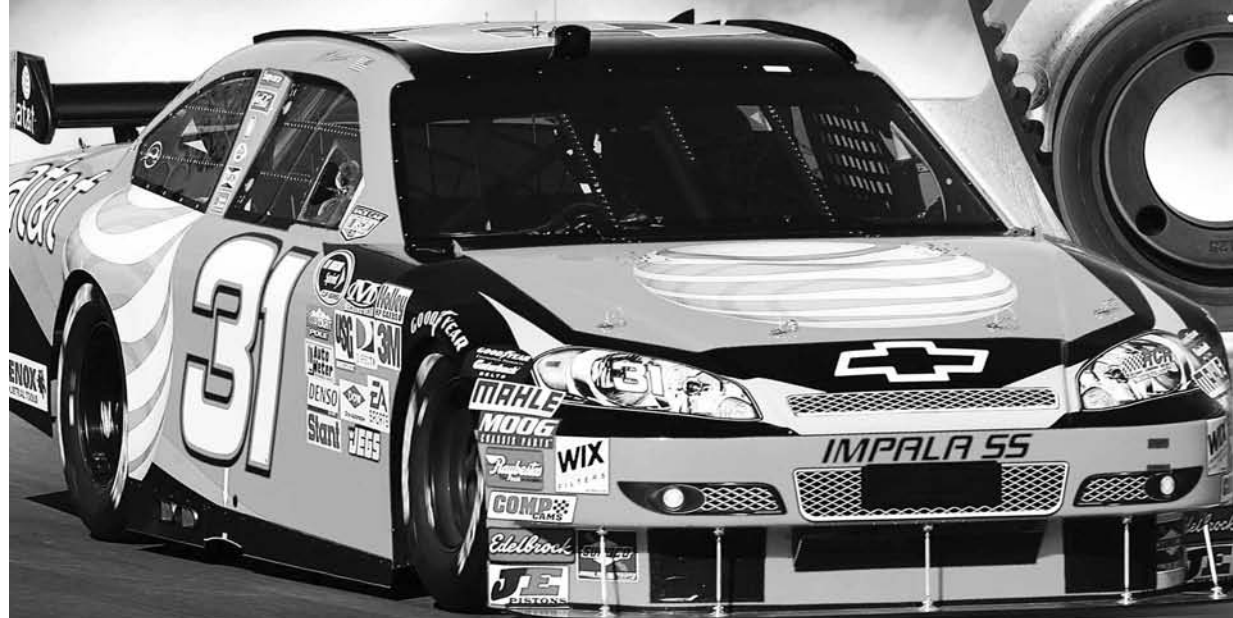
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Jean-Paul Cyr Ends Drought

PLATTSBURGH, N.Y. — American-Canadian Tour late-model stock-car driver Jean-Paul Cyr ended a winless streak that dated back to August 2006 with a thrilling victory in the 34th annual Furniture World of Vermont Spring Green 100 at Airborne Speedway Saturday night.

ACT LM

Cyr started eighth on the 31-car grid and quickly made his way toward the front of the

pack. He benefited from a lap-65 spin involving leaders Donald Theetge and Patrick Laperle to take command and led all but one of the remaining circuits to take the victory.

Randy Potter nosed ahead of Cyr on the outside lane to lead lap 94, but had to settle for second. Laperle made an amazing recovery from the rear of the

field to steal third place.

Glen Luce and point-leader Scott Payea, who started 25th, rounded out the top five.

The finish:

Jean-Paul Cyr, Randy Potter, Patrick Laperle, Glen Luce, Scott Payea, Brent Dragon, Donald Theetge, Ron Henry, Bobby Dragon, Nick Sweet, Leon Heckbert, Phil Scott, Pete Potvin III, Trampas Demers, Jamie Fisher, Ricky Wolf, Jr., Scott Dragon, Steve Fisher, Joe Becker, Daniel Decoste, Tyler Cahoon, Claude Lederc, Jonathan Urlin, Eric Chase, Joey Polewarczyk, Jr., Robbie Crouch, Gary Caron, Stephane Decoste, John Donahue, Ryan Nolin, Mark Hudson.



LEIF TILLOTSON PHOTO

GOING PAST: Jonathan Urlin battles eventual winner Jean-Paul Cyr (32) for the lead during Saturday's American-Canadian Tour late-model event at Airborne Speedway in New York.

Laperle Romps From 15th Spot To Quebec Prize

ST-EUSTACHE, Quebec — American-Canadian Tour (ACT) Late Model driver Patrick Laperle began the defense of his 2007 Série ACT Castrol championship in dominating fashion on Sunday at Autodrome St-Eustache near Montréal by easily charging to win the St-Eustache 100.

Laperle quickly made his way from his 15th starting position to the front of the pack, taking the lead from outside pole-sitter Steven Boissonneault on lap 48. Laperle held onto the lead through the race's fifth and final restart on lap 55, then blitzed the field for his third career Série ACT Castrol victory.

Boissonneault tied a career-best finish in second place. Series rookie Jonathan Urlin benefited from a late-race tangle with Karl Allard to capture third place in his first career Série ACT Castrol start. Allard survived for fourth place, one spot better than Sylvain Lacombe.

The finish: Patrick Laperle, Steven Boissonneault, Jonathan Urlin, Karl Allard, Sylvain Lacombe, Claude Lederc, Jean-Francois Déry, Patrick Hamel, Dany Ouellet, Alexandre Gingras, Eric St-Gelais, Jonathan Desbiers, Stephane Durand, Yvon Bedard, Spencer MacPherson, Bub Hudon, Justin Holton, Normand Laviguer, Stephane Decoste, Claude Lepage, Martin Lacombe, Brandon Watson, Daniel Decoste, Kevin Roberge, Jacques Poulin.

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Slawiak Stars

PUNTA GORDA, Fla. — David Slawiak won the Hard Charger award Saturday night during Checkered Flag Sprint Series action at Charlotte County Motorsports Park. More importantly, he won Saturday night's CFSS feature.

CFSS SPRINTS

Slawiak outlasted Gary Gimmler, who finished second, and Scott Adema in third. Mark Gimmler and Keith Butler rounded out the top five.

The finish: David Slawiak, Gary Gimmler, Scott Adema, Mark Gimmler, Keith Butler, Shane Butler, Dakota Stephens, Bryan Riddle, Shawn Namor, Stephen Sinwald, Darrin Miller, Wendy Mathis, Ryan Partin, Jason Bradford, Jason Gillespie, Ricky Burnett.

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Icke Man Cometh... And Doubles Down

Friday

SAN FELIPE PUEBLO, N.M. — Early cautions kept the field tight for Luke Icke allowing him to take the checkered for the 20-lap High Desert Midget Challenge III RMMRA vs. AMRA Friday night at Hollywood Hills Speedway.

Terry Goodwin took the early lead after the first lap and, after two cautions on laps two and five, managed to stay ahead until the red flag waved on lap 12 for Julee Jamison.

Once the field restarted, Goodwin again pulled ahead with Icke close behind.

On lap 13, Icke made a pass for the point and went on uncontested to take the checkered flag with Tony Rossi taking the runner-up spot. Goodwin finished in third and Jeff Perry and Bob Harr filled the top-five.

The finish:

Luke Icke, Tony Rossi, Terry Goodwin, Jeff Perry, Bob Harr, Greg Schaefer, Chad Corkin, Brent Rees, Jeff Perry, Julee Jamison, Mike Herberling.

Saturday

SAN FELIPE PUEBLO, N.M. — Luke Icke made a weekend

sweep winning the second night of the High Desert Midget Challenge III RMMRA vs. AMRA Saturday night at Hollywood Hills Speedway.

After the final yellow flag flew on lap 13, Icke pulled ahead of leader Keith Rauch and the field. From there, he went to the checkered flag uncontested.

Rauch finished in second with Greg Schaefer, Jeff Perry and Chad Corkin rounding out the top-five finishers.

The finish:

Luke Icke, Keith Rauch, Greg Schaefer, Jeff Perry, Chad Corkin, Todd Plemons, Tony Rossi, Brent Rees, Bob Harr, Julee Jamison, Dave Scroggs, Robert Hanley.

Schultz Tops Rain, Ice & Pat Shu, Too

SOUTH AMHERST, Ohio — Charlie Schultz was able to conquer a 19-car field, a 17th starting spot and a little bit of rain Saturday night to win the MSA

PPG Vibrance Collection Midwest Supermodified Ass'n's 30-lap feature at Lorain County Speedway.

Rain forced the drivers to skip qualifying and jump right into racing, placing Tim Ice and Pat Shullick in the front row when the green flag waved on the three-eighths paved oval. Schultz jumped forward from 17th, gaining six cars in the first two laps before a caution slowed the field.

Ice maintained the point until lap 18 when he spun coming off turn two, yielding the lead to Schultz who gained a ten car-length lead over runner-up Shullick when the checkered flag waved.

The finish:

Charlie Schultz, Pat Shullick, Bob Dawson, Dave Shullick, Jr., Randy Burch, Tim Jedrzejek, Moe Liije, Jon Henes, Tim Ice, Jack Smith, Matt Palmer, Jim Paller, Terry Gibson, Mike Haury, Denny Fisher, Jeff Banyas, Dave Mumaw, Rob Stasick.

Whitney Bests IRA Field In Return To Shawano

SHAWANO, Wis. — The Bumper to Bumper Interstate Racing Ass'n Outlaw Sprint Series made its first visit to Shawano Speedway since 2001, and Travis Whitney claimed the 25-lap event.

Steve Meyer started from the pole as a result of the re-draw, and wasted no time asserting himself as the one to beat, jumping out to an early lead with Donny Goeden challenging Ryan Irwin for the runner-up spot early on.

Meyer continued to lead following a lap-four yellow flag, while Whitney began to challenge Goeden for second. Using the bottom groove, Whitney took second and

begin chasing the leader. Meanwhile, Scotty Neitzel was making a move at the top of the track.

Whitney used a lap-16 restart to take the lead from Meyer; whose engine began smoking. He retired a lap later.

Billy Balog entered the fray during the final five laps, battling with Goeden and Neitzel, while Whitney checked out from the field.

Balog claimed second at the checkered flag, ahead of Neitzel, Goeden and Kurt Davis.

The finish:

Travis Whitney, Billy Balog, Scotty Neitzel, Donny Goeden, Kurt Davis, Brian Kristan, Todd King, Scott Bierterz, Scott Uttech, Billy Hafemann, Jason Johnson, Scott Young, Russel Borland, Joe Symoens, Dave Uttech, Bill Wirth, Charley Osborn, Steve Meyer, Cainen Riemann, Ryan Irwin, John Haeni, Andy Hunt, Mike Reinke, Billy Warren, Kim Mock.

Pierce Dominates Opener

SALEM, Ind. — Aaron Pierce swept opening night of the Hoosier Outlaw Sprint Series, starting out as fastest qualifier and then winning both his heat race and the HOSS feature.

HOSS

Pierce charged from his third-row starting spot and was on the point by lap four of

the feature.

The Hoosier Outlaw Sprint Series opening night of race action was at the high banks of Salem Speedway.

Kevin Feeny, Geoff Kaiser, Ryan Myers and Jerry Caryer rounded out the top five.

The finish:

Aaron Pierce, Kevin Feeny, Geoff Kaiser, Ryan Myers, Jerry Caryer, Ron Koehler, Tom Geren, Greg Wheeler, Sam Davis, Tom Patterson, John Witter, Jim Payne, Jim Dolph.

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Earl Pearson Jr. drove the Bobby Labonte Motorsports/WD Enterprises entry hard during the 2007 season – hard enough to score wins in a total of ten events, including two in the World of Outlaws and five in the Lucas Oil Late Model Dirt Series. Those wins contributed to a third LOLMDS championship in a row!

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Earl Pearson Jr.



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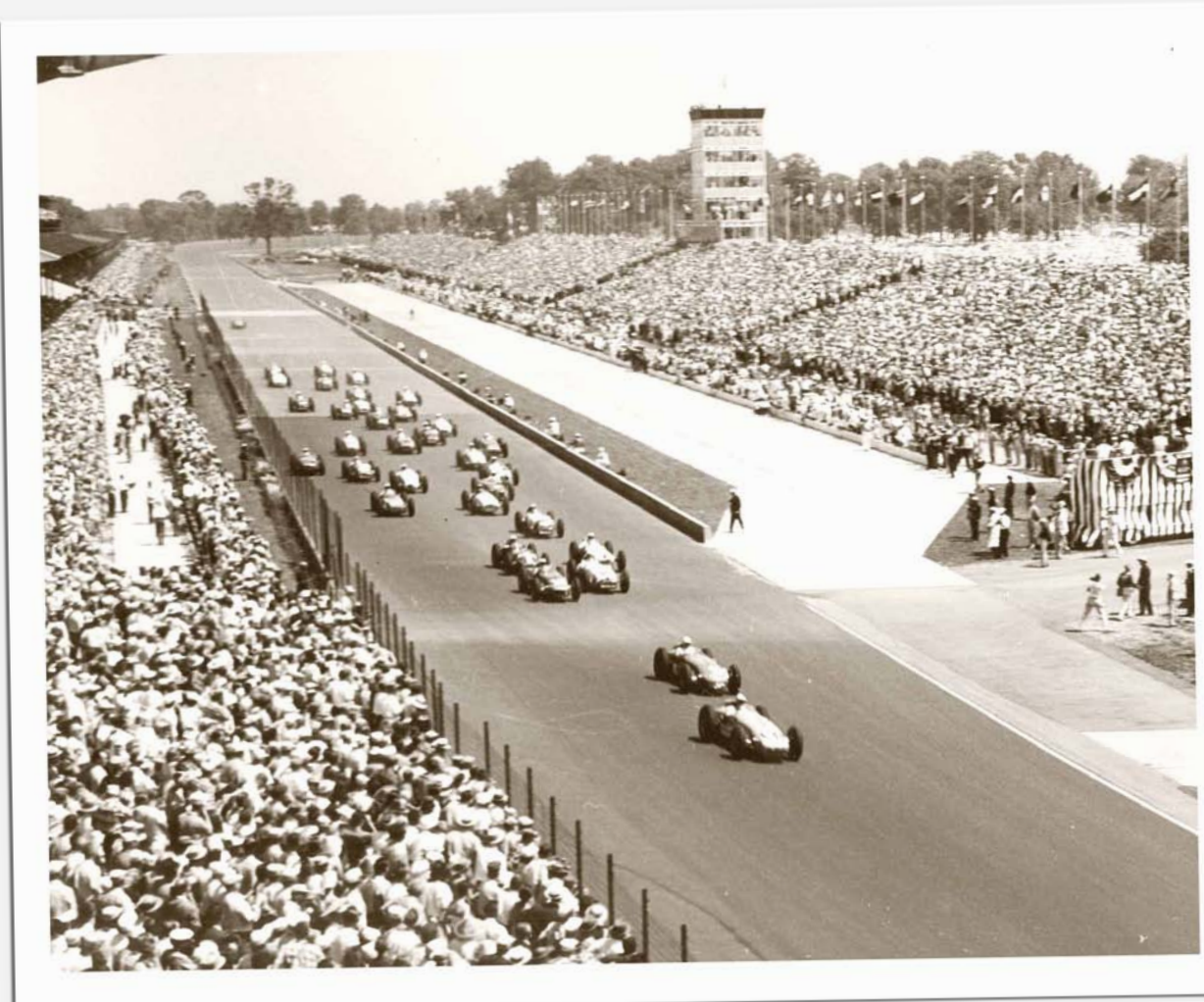


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ONE FOR THE AGES

1958 Indianapolis 500 One Of Most Remembered



FIELD OF 33: The field takes the green flag to start the 1958 Indianapolis 500.

IMS PHOTO



OUT FIRST: Dick Rathmann, Ed Elisian and Jimmy Reece shared the front row for the 1958 Indianapolis 500.

IMS PHOTO

The 1958 Indianapolis 500-mile race was surely one of the more memorable in the long history of the event. Unfortunately, the reason so many people remember that race is because of the dramatic accident on the opening lap, which claimed the life of driver Pat O'Connor.

The circumstances leading up to the flawed start and the bedlam that immediately followed began early in the month as an on-going battle began for the two fastest cars during practice.

Drivers Dick Rathmann and Ed Elisian remained busy as they engaged in a struggle to determine who could set the quickest time. The so-called railbirds witnessed the see-saw battle as the fast time was being swapped with both drivers piloting A.J. Watson-created race cars.

On the first day of qualifications, Elisian established a one-lap record of 146,508 miles per hour on his way to a four-lap average of 145,926. When Rathmann later circled the 2.5-mile speedway, he surpassed Elisian's average time, posting a 145,974 mph clocking. This placed him on the pole with Elisian starting alongside and Jimmy Reece on the outside. Row two consisted of Bob Veith, O'Connor and eventual race winner Jimmy Bryan.

The Elisian assignment to one of the three John Zink-owned entries resulted from the failure of Pat Flaherty, the 1956 Indy 500 winner, to pass his physical, the result of an accident in a 100-miler at the Illinois State Fairgrounds in 1956.

Elisian then joined the team and Reece moved into a new Watson chassis.

A new procedure had been introduced, calling for the cars to leave from the pits before forming the traditional three abreast starting formation.

However, the front row was shoved off prior to the pace car's departure. The confusion had the

trio attempting to catch the remainder of the field. The mix-up extended the pre-race laps an extra circuit. Some drivers must have been stymied, yet the start was no more ragged than others in the years since.

As the leaders approached the third turn on the opening lap, Elisian attempted to overtake Rathmann as he moved low, dropping somewhat below the line. The move failed, as Elisian was carrying too much speed. As a consequence, he hit Rathmann's McNamara Special, causing the cars to veer up to the wall. The impact was of such a force that it virtually cut Rathmann's car in half.

Elisian, who was reported to have made a wager that he would lead the opening lap, said, "I just went in too fast and lost it."

One of the front runners snapped on the binders and made contact, causing other cars to take evasive action as they scattered like leaves in a strong wind. This caused O'Connor's car to strike another car before flipping and burning, killing him in the process.

With these contacts up front and the remainder of the field scattered, some were able to snake through while some took to the infield. The entire turn quickly appeared to be a race car junkyard. One car was missing, as rookie Jerry Unser's car had catapulted off of Paul Goldsmith's car and over the wall.

While the yellow flag was displayed, the red banner was never shown. The massive wreck eliminated eight cars, though one of the drivers — Bob Veith — was able to get back to the frontstretch to complete the opening lap.

For the fans along the front straightaway there was a state of puzzlement and dismay. Where were the cars? Finally, some cars came off the fourth turn with several headed directly to the pits. With the mayhem taking place out of sight, the capacity crowd was left to wonder what had occurred.

Seeing the condition of some of the cars with serious damage, spectators and crews alike came to realize that there had been a serious problem of some sort. Some of the cars, though damaged, were able to continue, only to be later sidelined.

The entire episode was viewed as a double tragedy, with the death of the greatly admired Pat O'Connor, a Hoosier favorite, and the havoc that the incident created.

Beyond the tragic loss of O'Connor, miraculously only one other injury of note occurred. In going out of the park, Jerry Unser had suffered a dislocated shoulder.

Once the track was cleared, the action was torrid, as Bryan, Tony Bettenhausen and Eddie Sachs swapped the lead. Later, George Amick moved up front. With Bryan out front, Johnny Boyd made a move. At 300 miles, Boyd had the lead only to need a pit stop. Regaining the lead, Bryan, the Arizona "Cowboy," a three-time national champion, held on the remainder of the way.

His mount, the Belond-AP Special, thereby scored a repeat victory for the George Salih/Howard Gilbert team. Sam Hanks had driven the same car to victory the previous year.

While Bryan was confronted with several strong challengers, he led 139 laps. Bettenhausen was in front for 24 laps and Amick and Boyd led 18 laps each.

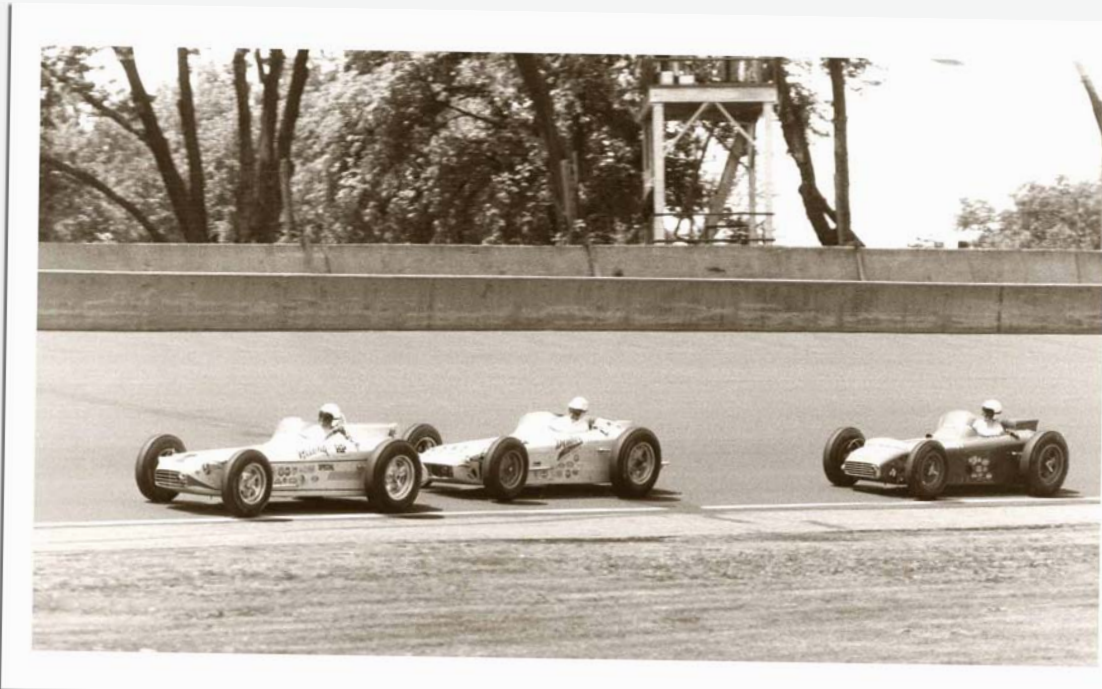
The experimental lay-over car that could not find a buyer prior to the 1957 contest was now back in victory lane.

Despite the first-lap calamity, 13 cars completed the entire 200 laps.

The "roll call" of those in the event indicates that beyond the death of O'Connor, a dozen other starters were to perish in race-related accidents.

The first victim was Reece, killed that September at Trenton, N.J. Three of the later deaths occurred at the Speedway — Tony Bettenhausen, Eddie Sachs and Jerry Unser. Another driver, Billy Garrett, was seriously injured at Milwaukee, to the point of being partially handicapped throughout the rest of his life.

Fifty-one years ago, the Grim Reaper was all too frequently a visitor at tracks across the land. In considering the 1958 race, we can feel considerably more comfortable with the tremendous advances in safety that have appeared in the intervening years.



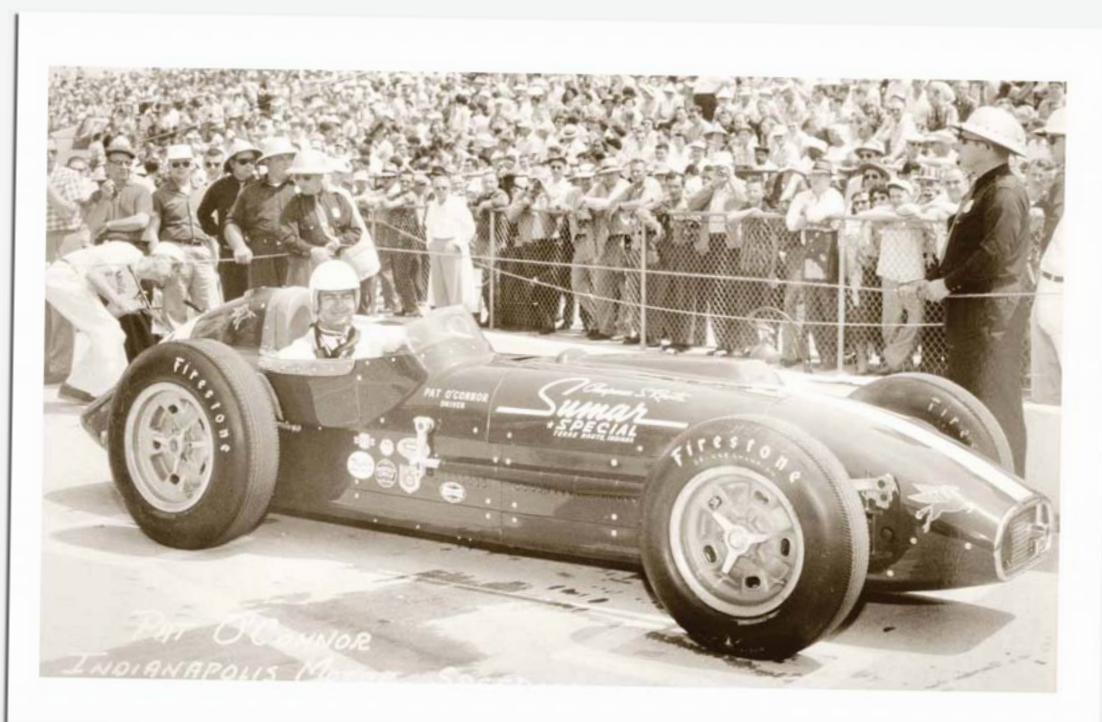
IN LINE: Jimmy Bryan (1), George Amick (99) and Tony Bettenhausen race for position.

IMS PHOTO



FATAL LICK: Jerry Unser's machine goes out of the speedway during the multi-car crash on the first lap that claimed Pat O'Connor.

IMS PHOTO



TRAGEDY: Pat O'Connor died when his car flipped and caught fire on the first lap of the 1958 Indy 500.

IMS PHOTO

NATIONAL

SPEED SPORT NEWS

MEMORIAL DAY SECTION

Briscoe Wants To Make His Own History At Indy

There are constant reminders around Indianapolis Motor Speedway that tell Ryan Briscoe he has a lot to live up to.

If it's not the finish of the 2006 Indianapolis 500, with Sam Hornish, Jr. speeding ahead of Marco Andretti coming down the frontstretch to take the checkered flag being replayed on the video boards around the track, then it is the picture of Gil de Ferran after winning the Indy 500 in 2003.

PAGE MD-5



Your Guide To The 92nd Indianapolis 500

Get the starting lineup for Sunday's running of the "Greatest Spectacle In Racing," along with everything you need to know before the green flag waves at the Brickyard.

PAGES MD-6-7



Oh Brother: Busch Boys Are Like The Allison's

Meet the Allison's, Bobby and Donnie, from the 1960s. Meet the Busches, Kurt and Kyle, from the 1990s. The brothers are telling the same story in different eras. They might as well be related for how similar those stories are.

PAGE MD-10

MAY 21, 2008

TOGETHER AGAIN AT INDY



DAN HELRIGEL/IRL PHOTO

REUNITED

And It Feels So Good

With a unified IndyCar Series, the buzz has returned to the Indianapolis 500. Many fans that stayed away from Indianapolis Motor Speedway following the 1996 split in open-wheel racing have returned.

In reality, this is the first time since the 1978 Indianapolis 500 that the series, the teams and the biggest race of the year have all been under the same umbrella.

Indianapolis Motor Speedway President Tony Hulman died in the

By BRUCE MARTIN
NSSN CORRESPONDENT

fall of 1977 and the following year an airplane crash killed many of USAC's top officials. Team owners led by Dan Gurney, Roger Penske and Pat Patrick took center stage in creating Championship Auto Racing Teams.

From 1979-95, CART teams participated in the Indy 500, but there was an extremely uneasy alliance between the two organizations. They often butted philosophical heads with each other, which led to Hulman's grandson, Tony George, creating the Indy Racing League in 1994.

When it began its first season of competition in 1996, CART teams boycotted, and for the next 12 years, George was vilified as the "man who ruined the Indianapolis 500."

But over time, there were many facets of George's IndyCar Series that finally made sense. And with the Indianapolis 500 as its cornerstone event, the IRL was able to erode the rival series until Champ Car teams realized it was time to join forces.

When unification became official Feb. 22, 2008, it was through some extraordinary efforts by George to make the transition possible for the former Champ Car teams to integrate into the IndyCar Series.

Even some of his harshest critics called George a savior, but the man who leads both Indianapolis Motor Speedway and the IndyCar Series realizes he can never win over all of his critics.

"I'm still vilified," George said. "It just feels nice to be able to look forward. I suppose this won't be the last time that some people still want to look back.

"We've tried and try as we might, sometimes it's not possible to always look forward. That's what we prefer to do. The beauty of unification is we should be looking forward instead of looking back. I don't know what that serves. That's been pretty well hashed

out over the last 10 years."

Many of George's former critics are now beating the drum for the unified IndyCar Series.

"It (unification) was absolutely necessary for both groups," said actor Paul Newman, one of the team owners at Newman/Haas/Lanigan Racing. "It's tragic that it didn't happen sooner, but it's good that it at least happened when it did. I think it's going to be a great boost for both groups.

"It's good to be back at Indianapolis. It brings back a lot of fond memories. We've won eight championships and come in second twice at Indianapolis, but never won the 500. It's wonderful to be running against Roger (Penske) and (Bobby) Rahal and Michael (Andretti) and all those guys. It's comfortable."

Bobby Rahal was once one of the most outspoken critics of the IRL and even served as the head of CART before leaving to take a job with Jaguar's Formula One team in 2000. When Rahal returned, CART had plummeted and Rahal moved his team to the IRL in 2004, with his driver, Buddy Rice, winning the Indy 500 that year.

"Everybody is here now," Rahal said. "Graham Rahal's win in St. Pete was infinitely more important because he beat everybody. People can't say certain guys weren't there.



A lot of people thought Sebastien Bourdais never really had to go up against the really tough guys.

"I disagree with that, but those are the type of comments you got during the split.

"There were more fans here for Rookie Orientation Day than any

Rookie Orientation Day that I've ever seen."

Penske was the first major team to make the full-time jump from CART to IndyCar when he bolted at the end of the 2001 season. Penske's move to IndyCar began a trend. Target Chip Ganassi Racing and Andretti Green Racing made the jump for the 2003

season.

But the seeds to Penske's return actually began in 2000 when he sent team President Tim Cindric to Treadway Racing to help Jason Leffler's Indy 500 effort. After that race, Penske and Cindric set plans in motion to return to Indy the following year, with Helio Castroneves winning



SHAWN PAYNE/IRL INDYCAR PHOTO

UNIFIED: (Above) Will Power awaits his turn on the Speedway. (Left) Dan Wheldon makes a qualifying run at IMS.

LEFT: DAVID E. HEITHAUS PHOTO

the race in 2001 and 2002 and Gil de Ferran driving to victory in 2003.

"Well, we made the decision seven or eight years ago, and our sponsors did, too. That said the Indianapolis 500 is the anchor for open-wheel racing and that we were going to be part of it," Penske said. "Lots of people, myself, Mario (Andretti) and other people were involved over the last number of years trying to bring this thing together.

"I take my hat off to Tony (George), who stuck to his guns. He wanted to have one series, but you didn't want to have a combination of too many people at the top. Fortunately, Gerry Forsythe and Kevin Kalkhoven were able to come to a decision in the best interests of their investments, along with the Speedway, that Tony is the one that they should go with.

"I think it's very positive coming together. A lot of people have been bruised because of the split, and now I'm seeing some momentum. I don't think this is going to be a rocket going off overnight, but I think there are a lot of positive comments."

Penske emphasized that IndyCar has a bigger "bang for the buck" than other forms of racing in the United States. A competitive IndyCar program can be funded more affordably than in NASCAR.

"We don't need a \$20 million budget to go racing open-wheel," Penske said. "That's going to prove successful, and we'll gain some teams and the mix of road races and ovals, I think that's important. That will draw in more people. That's one of the benefits we have with Ryan (Briscoe) with his capability on road races. It will give him an edge on road races where he has to pick up his game on ovals. I think pulling it together is positive."

Rick Mears is the last four-time winner of the Indianapolis 500 and has lived through the USAC, CART and IRL eras at Indy.

"I think it's great," Mears said. "Obviously the more, the merrier; that's the way I've looked at it. And to get everybody back on the same page and be able to get out here and compete, it just raises the bar.

"That's what this sport is all about. It's about competing, for me anyway; the fun part was the competition. So, if you can raise the bar and get the numbers up and the quality of the teams and drivers, it's just going to be that much more competitive. That makes it more fun. So, I think it's just great across the board for everybody."

INDIANA RACE WEEK

MAY 21

USAC NATIONAL SPRINT CAR SERIES
9th Annual "Glen Neibel Classic" Banjo 100
Anderson Speedway - Anderson, IN

MAY 22

USAC NATIONAL SPRINT CAR SERIES
38th First Financial Tony Hulman Classic
Presented by Budweiser
Terre Haute Action Track - Terre Haute, IN

MAY 23

K&N USAC SILVER CROWN SERIES
Presented by Optima Batteries
56th Hoosier Hundred
Indiana State Fairgrounds - Indianapolis, IN

MAY 24

MOPAR USAC NATIONAL MIDGET SERIES
63rd Toyota Challenge "Night Before the 500"
Presented by Fatheadz
O'Reilly Raceway Park at Indianapolis - Clermont, IN

USAC NATIONAL SPRINT CAR SERIES
60th Annual Pay Less Super Markets Little 500
Anderson Speedway - Anderson, IN



THE BATTLE CONTINUES...



When Scott Dixon arrived in the IndyCar Series in 2003, the 22-year-old driver was not only young, but very aggressive — almost too aggressive.

At Twin Ring Motegi in Japan, he was racing furiously with Tony Kanaan when the drivers crashed, with Kanaan suffering a badly fractured arm.

Dixon went on to win one of the tightest IndyCar Series title races in history that season, as five drivers were eligible to win the championship entering the season finale at Texas Motor Speedway.

BY BRUCE MARTIN
NSSN CORRESPONDENT Today, Kanaan believes there are few drivers on the track that he trusts more than Dixon, who at 29 has developed into one of the smoothest, most consistent drivers in the series.

“Scott and I had a big problem in 2003 and I think Scott now understands the mentality with these cars,” Kanaan said. “When you come from road courses and race in Europe although he has been here for quite a bit...We all raced in Europe and over there, there is no mercy. People bang wheels no matter what and don’t say anything. Scott had that kind of mentality.

“After the incident in Motegi with me, I respect him as a champion and I respect him as a driver and because of that, we both learned a lot of respect for each other. Right now he’s the guy I would run side by side with any time at any race track. He gives you enough room, he will respect you. He understands the mentality.”

It’s that calm demeanor and smooth racing style that has made New Zealand’s Dixon IndyCar racing’s best driver during the past 14 months.

His latest accomplishment was winning the pole for the 92nd Indianapolis 500.

“I think starting on the first couple of rows is key to this race. If we can make it a little easier for us at the start of the race, that’s always nice,” Dixon said. “We’ll just see what happens, but we see the big picture for us is still trying to win the 500 on the 25th.”

Dixon admits he’s much different than he was in 2003.

At that time, he was the “reluctant driver” in the IndyCar Series. He had risen through the ranks of the CART/Champ Car Series, winning the Indy Lights title in 2000 with six victories in 12 races for PacWest Racing.

ATTITUDE ADJUSTMENT

Dixon Has Gone From A Brash Rookie To A Wise, Respected Veteran

That earned him a promotion to the CART Series where in 2001 he became the youngest driver at the time to win a major open-wheel race at 20 years, 9 months and 14 days. The record is now 19 years and 93 days set by Graham Rahal earlier this season.

Dixon began the 2002 season for PacWest, but by the time the season ended, he had moved to Target Chip Ganassi Racing, which was about to bolt from CART for the Indy Racing League.

“It was a hard decision,” Dixon admitted. “The only thing that made it an easy decision was coming over with the team that we did. It was tough for me because the Champ Car days and the teams that I was with in Champ Car, we didn’t have a lot of great oval cars. Even though my first win came at Nazareth, that totally came down to a fuel-mileage race. That was definitely something that bothered me when I moved.

“But to be honest, I didn’t have a lot of great choices, not with a team of that stature, so that made it easier to make the move.”

Dixon won at

Homestead-Miami Speedway in his IndyCar debut in 2003 when the series dramatically changed from the “Good Old IRL” of the 1996-2002 seasons to a league that looked more like “CART, only with different series decals.”

“Oh-three (2003) was kind of strange,” Dixon recalled. “It took us off guard coming in and winning the first race for a team first coming to the Indy Racing League, and for myself coming to the IndyCar series, it was definitely something very different.”

He won the IndyCar title by 18 points over Gil de Ferran. Afterward, Dixon criticized the cars in the series, saying they were “(Bleep)” to drive, that it was a matter of “putting the foot down on the accelerator and turning left all the time.”

It wasn’t exactly the type of image that made him popular in the IRL offices at the time.

“You have to choose your words wisely sometimes, but I think I was making the point that they needed to make some changes,” Dixon said. “Now, if you get a good car you are going to do well. They do seem more difficult to

drive now with the tire and the combination than that first year we had here.”

Much has changed with Dixon, including his image and reputation.

“That racing was definitely very different from anything I’ve been in before,” Dixon said of the style in the IndyCar series in 2003. “Champ Car on the oval, you didn’t have side-by-side stuff. Any bit of race track you could get over anybody else was a big advantage, so you had to take it. That taught a lot of bad habits coming to the Indy Racing League because the cars were so different to drive. You could drive side by side. That year I did learn a lot.

“Coming back in 2004 and 2005, I learned the most, respecting others and knowing sometimes you had to give a little to get a little back.”

While he enjoyed his time as a champion following the 2003 season, it didn’t last long. Though Toyota held the edge in 2003, Honda zoomed past its Japanese automotive rival in 2004 with Andretti Green Racing dominating the series and Kanaan winning the title.

Dixon sunk to 10th in points. It was even worse in 2005 when Toyota, which had already made its decision to leave IndyCar racing for NASCAR, pretty much surrendered to Honda without putting up much of a fight. Dixon finished 13th in the standings.

The bad times taught Dixon some valuable lessons.

“I think in 2004 and 2005 I realized how special it was to even get a win in a series like this more so now because of the combination of cars with the engines and chassis,” Dixon admitted. “You do respect a win a lot more and to even run up top.

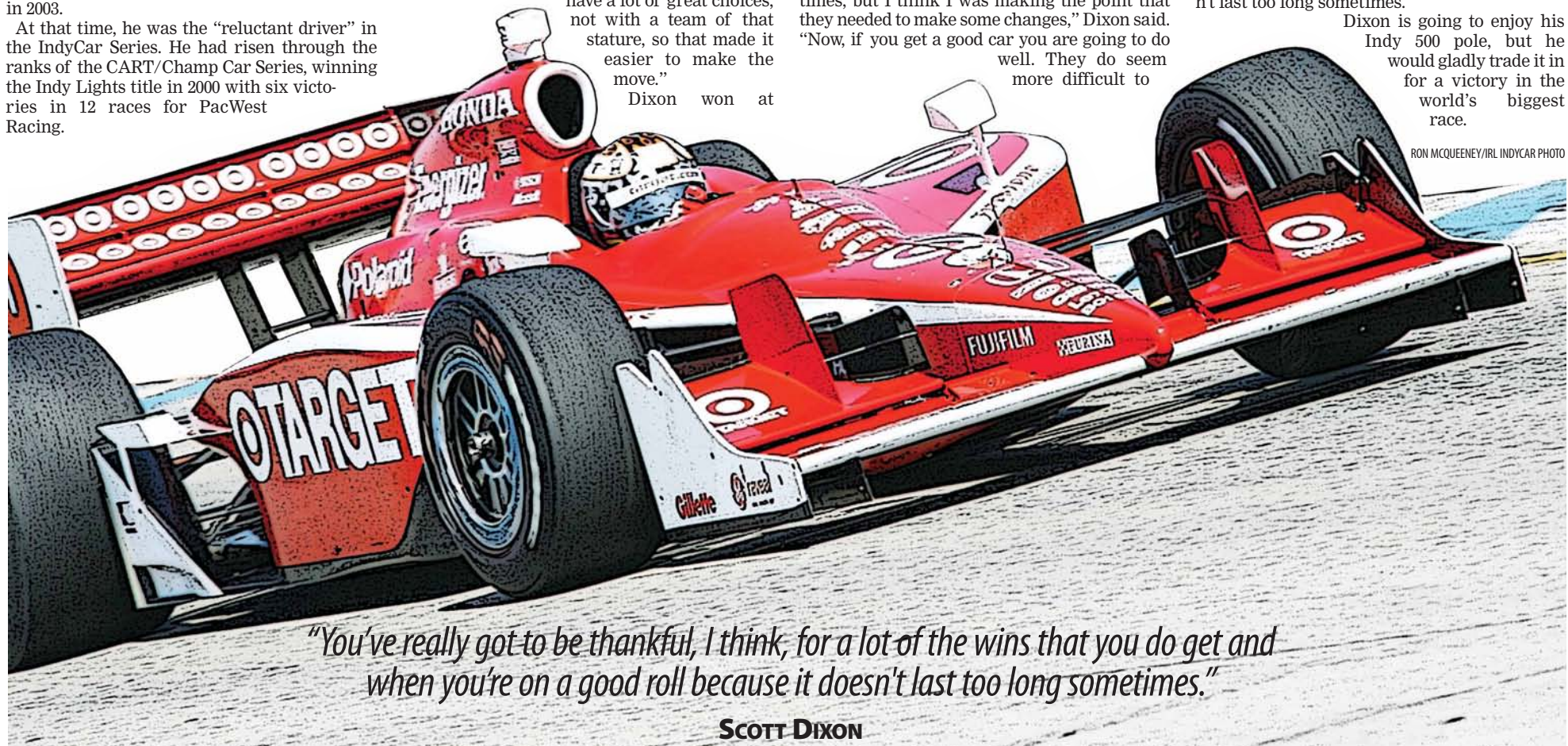
“It was obvious when Dan Wheldon came to the team because he was off a good season and very aggressive and I was building myself back. The point that I changed was definitely ’04 and part of ’05.”

The driver who was once the “reluctant competitor” in the IRL could prove to be one of its most appreciative champions if he is able to add a win in this year’s Indy 500 to his impressive list of career accomplishments.

“I think those years were tough, and you learn a lot from it. You realize the first year coming in ’03, and I could have victories and won a championship, but it seemed a little too easy and you take advantage of that. Those two years really grounded me, and you’ve really got to be thankful, I think, for a lot of the wins that you do get and when you’re on a good roll because it doesn’t last too long sometimes.”

Dixon is going to enjoy his Indy 500 pole, but he would gladly trade it in for a victory in the world’s biggest race.

RON MCQUEENEY/IRL INDYCAR PHOTO



“You’ve really got to be thankful, I think, for a lot of the wins that you do get and when you’re on a good roll because it doesn’t last too long sometimes.”

SCOTT DIXON

OPPORTUNITY KNOCKS

Briscoe Hopes To Add His Name To Penske's Winners List

There are constant reminders around Indianapolis Motor Speedway that tell Ryan Briscoe he has a lot to live up to.

If it's not the finish of the 2006 Indianapolis 500, with Sam Hornish, Jr. speeding ahead of Marco Andretti coming down the frontstretch to take the checkered flag being replayed on the video boards around the track, then it is the picture of Gil de Ferran in victory lane after winning the Indy 500 in 2003.

The common denominator in both victories is the Team Penske car No. 6.

De Ferran had raised it to a high standard during his time with Penske, beginning with the 2000 CART championship and culminating with his victory at Indy three years later.

When Hornish arrived on the team, he drove the famed car to victory in his very first attempt, winning the 2004 season-opening race at Homestead-Miami Speedway in a thrilling wheel-to-wheel battle with teammate Helio Castroneves.

In 2006, Penske helped Hornish fulfill his lifelong dream of winning the Indy 500 and Hornish returned the favor later that season by giving Penske his first championship in the IndyCar Series.

So here is young Ryan Briscoe, arriving at Indianapolis Motor Speedway without an IndyCar victory in his career. After a miserable rookie season at Target Chip Ganassi Racing in 2005, Briscoe was without an IndyCar ride in 2006 before returning last year with Luczo Dragon Racing, a team co-owned by Penske's youngest son, Jay, and entrepreneur Steve Luczo.

Briscoe made the most out of his opportunity, finishing fifth in last year's rain-shortened race. Briscoe would continue to impress in Penske's American Le Mans Series Porsche effort, so when the decision was finally made to move Hornish over to NASCAR, Briscoe got the call.

Now, he has to live up to it.

"It's a great feeling coming into the race with the car that's had so much success here," Briscoe said. "As a driver, it gives me a lot of confidence with that kind of history. My team, the engineers, it's all the same people and Roger calling the race. It's all a big bonus for me as far as a mental standpoint going into it."

More importantly, Briscoe is happy to have a second chance at a big-time ride in IndyCar.

"I certainly appreciate the way things can turn around and you just always got to keep your chin up and going at it," Briscoe said. "Even if you're having a rough day, I think it's the love and the passion of the sport that keeps you going."

"Certainly times like these, when you're with the right people and you've got the right people behind you, it's certainly appreciated so much more. In the end, you know, to have a sustained career and so on, it really comes down to the success, though."

"You've got to go out and make the most of the opportunities when they come around."

It was last May that proved to Penske that Briscoe was capable of returning to a front-run-

ning team in IndyCar racing. He had a near flawless month driving for a program that was essentially a Team Penske satellite effort.

This year, Luczo Dragon Racing has gone out on its own with Tomas Scheckter running three races this season, including the 92nd Indy 500.

But it was Briscoe's professional approach in last year's race that set the stage for his full-time return to the IndyCar cockpit, putting aside such setbacks as his horrifying, fiery crash at Chicagoland Speedway that ended his stay at Target Chip Ganassi Racing in 2005.

"When I think about Ryan joining the team, we knew him as a young driver when he was with Ganassi," Penske said. "I had really forgotten about the accident, I hope he has, too, because if we continue to think about that, he's not going to be as intense as he needs to be. Certainly, circumstances drive situations like that that occur. But with him coming in last year and being able to run at this track, that was a test really for us to say: 'Can you get back in the car? Can you run 500 miles? Can you stay out of trouble?' That was really kind of a report card for Team Penske to say, 'Is this a guy we want to bring on?'"

"Then with his experience on the team and running in the ALMS and the consistency in those long races, we felt that he was the right person to replace Sam because, obviously, Sam left a big hole. You need to have a couple of bullets when you come here, for sure."

With Briscoe as one of those bullets, Penske is hoping the young driver from Sidney, Australia, hits his mark rather than the wall.

Briscoe has had crashes or brushes with the wall in the first three IndyCar races this season. He was able to finish the season's most recent race at Kansas Speedway without incident, finishing seventh.

With a record 14 wins in the Indianapolis 500, victory isn't encouraged, it's expected. And all Briscoe has to do is look to the other side of the team's garage in Gasoline Alley at the Speedway and see the team's epitome of success in Rick Mears, Penske's only four-time Indianapolis 500 winner.

Al Unser won his fourth Indy 500 with Penske, but his first three wins came with Parnelli Jones and later with Jim Hall.

"We've got all these multiple Indy 500 winners and I'm the only one that hasn't yet," Briscoe said. "So it's certainly No. 1 on my priority list to start catching up to these guys and, you know, being a part of the team that has so much success. I couldn't think of a better place to be right now."

"I don't think anything needs to be said, really."

Briscoe is like the new player for the New York Yankees who is expected to produce, despite the challenge to live up to such high standards.

"I see it as being a huge opportunity," Briscoe said.

"It's so competitive. You want to be with the best guys and Penske Racing has always

been the best team to be with.

"It's a challenge, but that is exciting for me. I can't wait for my first win."

This year at Indy, Briscoe has redeemed himself and will start on the outside of the front row after running a four-lap average speed of 226.080 miles per hour on Pole Day.

"I'm grateful of this second chance I've been given," Briscoe

said. "In 2005, it was extremely tough and I was extremely inexperienced, and it was a tough year for the whole team. I think, definitely through the hard times, you've got to keep your chin up and keep pushing and, you know, definitely make the most of the good times when they come around."



RON MCQUEENEY/IRL INDYCAR PHOTO

92ND INDIANAPOLIS 500 STARTING GRID

ROW 1	ROW 2	ROW 3	ROW 4	ROW 5	ROW 6	ROW 7	ROW 8	ROW 9	ROW 10	ROW 11																						
 SCOTT DIXON SPEED: 226.366 mph CAR: No. 9 Target Chip Ganassi Dallara-Honda HOMETOWN: Auckland, New Zealand RECORD AT INDIY: Five starts BEST FINISH: 2nd (2007)	 DAN WHELDON SPEED: 226.110 mph CAR: No. 10 Target Chip Ganassi HOMETOWN: Auckland, New Zealand RECORD AT INDIY: Five starts BEST FINISH: 1st (2005)	 RYAN BRISCOE SPEED: 226.080 mph CAR: No. 6 Team Penske Dallara-Honda HOMETOWN: Australia RECORD AT INDIY: Two starts BEST FINISH: 5th (2007)	 HELIO CASTRONEVES SPEED: 225.733 mph CAR: No. 7 Motorola Penske Dallara-Honda HOMETOWN: Sao Paulo, Brazil RECORD AT INDIY: Seven starts BEST FINISH: 1st (2001, 2002)	 DANICA PATRICK SPEED: 225.197 mph CAR: No. 11 Team 7-Eleven Dallara-Honda HOMETOWN: Roscoe, Ill. RECORD AT INDIY: Three starts BEST FINISH: 4th (2005)	 TONY KANAAN SPEED: 224.794 mph CAR: No. 14 A.J. Foyt Eleven Dallara-Honda HOMETOWN: Salvador de Bahia, Brazil RECORD AT INDIY: Two starts BEST FINISH: 2nd (2004)	 MARCO ANDRETTI SPEED: 224.417 mph CAR: No. 26 Team Penske Dallara-Honda HOMETOWN: Indianapolis, Ind. RECORD AT INDIY: Five starts BEST FINISH: 2nd (2006)	 VITOR MEIRA SPEED: 224.346 mph CAR: No. 4 Delphi National Guard Dallara-Honda HOMETOWN: Brasilia, Brazil RECORD AT INDIY: Five starts BEST FINISH: 2nd (2005)	 HIDEKI MUTOH SPEED: 223.887 mph CAR: No. 27 Formula Dream Dallara-Honda HOMETOWN: Tokyo, Japan RECORD AT INDIY: Making first start	 ED CARPENTER SPEED: 223.835 mph CAR: No. 20 Menards Vision Racing Dallara-Honda HOMETOWN: Indianapolis, Ind. RECORD AT INDIY: Four starts BEST FINISH: 11th (2005, 2006)	 TOMAS SCHECKTER SPEED: 223.496 mph CAR: No. 12 Symantec Luczo Dragon Racing Dallara-Honda HOMETOWN: Cape Town, South Africa RECORD AT INDIY: Six starts BEST FINISH: 4th (2003)	 TOWNSEND BELL SPEED: 222.539 mph CAR: No. 99 Dreyer & Reinbold Racing Dallara-Honda HOMETOWN: San Francisco, Calif. RECORD AT INDIY: One start BEST FINISH: 22nd (2006)	 GRAHAM RAHAL SPEED: 222.531 mph CAR: No. 06 Newman/Haas/Lanigan Dallara-Honda HOMETOWN: New Albany, Ohio RECORD AT INDIY: Making first start	 DARREN MANNING SPEED: 222.430 mph CAR: No. 14 A.J. Foyt Enterprises Dallara-Honda HOMETOWN: North Yorkshire, England RECORD AT INDIY: Three starts BEST FINISH: 20th (2007)	 BRUNO JUNQUEIRA SPEED: 222.330 mph CAR: No. 18 Dale Coyne Racing Dallara-Honda HOMETOWN: Belo Horizonte, Brazil RECORD AT INDIY: Four starts BEST FINISH: Fifth (2001, 2004)	 JUSTIN WILSON SPEED: 222.267 mph CAR: No. 02 Newman/Haas/Lanigan Dallara-Honda HOMETOWN: Sheffield, England RECORD AT INDIY: Making first start	 BUDDY RICE SPEED: 222.101 mph CAR: No. 15 Dreyer & Reinbold Racing Dallara-Honda HOMETOWN: Phoenix, Ariz. RECORD AT INDIY: Seven starts BEST FINISH: 1st (1998)	 DAVEY HAMILTON SPEED: 222.017 mph CAR: No. 22 Vision Racing Dallara-Honda HOMETOWN: Nampa, Idaho RECORD AT INDIY: Making first start	 ALEX LLOYD SPEED: 221.788 mph CAR: No. 16 Rahal Letterman/Chip Ganassi Dallara-Honda HOMETOWN: Manchester, England RECORD AT INDIY: Making first start	 RYAN HUNTER-REAY SPEED: 221.579 mph CAR: No. 17 Rahal Letterman Dallara-Honda HOMETOWN: Boca Raton, Fla. RECORD AT INDIY: Making first start	 JOHN ANDRETTI SPEED: 221.550 mph CAR: No. 24 Roth Racing Dallara-Honda HOMETOWN: Indianapolis, Ind. RECORD AT INDIY: Eight starts BEST FINISH: Fifth (1991)	 SARAH FISHER SPEED: 221.246 mph CAR: No. 67 Sarah Fisher Racing Dallara-Honda HOMETOWN: Commercial Point, Ohio RECORD AT INDIY: Six starts BEST FINISH: 18th (2007)	 WILL POWER SPEED: 221.136 mph CAR: No. 8 KV Racing Technology Dallara-Honda HOMETOWN: Toowoomba, Australia RECORD AT INDIY: Making first start	 JEFF SIMMONS SPEED: 221.103 mph CAR: No. 41 A.J. Foyt Enterprises Dallara-Honda HOMETOWN: Hartford, Conn. RECORD AT INDIY: Three starts BEST FINISH: 11th (2007)	 ORIOL SERVIA SPEED: 220.767 mph CAR: No. 5 KV Racing Technology Dallara-Honda HOMETOWN: Pals, Spain RECORD AT INDIY: Making first start	 E.J. VISO SPEED: 220.356 mph CAR: No. 33 HVM Racing Dallara-Honda HOMETOWN: Caracas, Venezuela RECORD AT INDIY: Making first start	 MILKA DUNO SPEED: 220.305 mph CAR: No. 23 Dreyer & Reinbold Racing Dallara-Honda HOMETOWN: Caracas, Venezuela RECORD AT INDIY: One start BEST FINISH: 31st (2007)	 MARIO MORAES SPEED: 219.716 mph CAR: No. 19 Dale Coyne Racing Dallara-Honda HOMETOWN: Sao Paulo, Brazil RECORD AT INDIY: Making first start	 ENRIQUE BERNOLDI SPEED: 219.422 mph CAR: No. 36 Conquest Racing Dallara-Honda HOMETOWN: Curitiba, Brazil RECORD AT INDIY: Making first start	 JAIME CAMARA SPEED: 219.345 mph CAR: No. 34 Conquest Racing Dallara-Honda HOMETOWN: Goiania, Brazil RECORD AT INDIY: Making first start	 A.J. FOYT IV SPEED: 219.184 mph CAR: No. 2 Vision Racing Dallara-Honda HOMETOWN: Hockley, Texas RECORD AT INDIY: Four starts BEST FINISH: 14th (2007)	 BUDDY LAZIER SPEED: 219.015 mph CAR: No. 91 Hemelgam Johnson Dallara-Honda HOMETOWN: Dallas, Texas RECORD AT INDIY: Three starts BEST FINISH: 1st (1996)	 MARTY ROTH SPEED: 218.965 mph CAR: No. 25 Roth Racing Dallara-Honda HOMETOWN: Toronto, Ontario RECORD AT INDIY: Three starts BEST FINISH: 24th (2004)



STEVE SNODDY/IRL INDYCAR PHOTO

NO VICTORIES

IndyCar Series point-leader Helio Castroneves, a two-time Indianapolis 500 winner, is still looking for his first victory in 2008.

SCORING PYLON

The famed scoring pylon at Indianapolis Motor Speedway was built in 1959. It was replaced by the current pylon in 1994. The pylon is 90 feet, four inches high, but measures 97 feet to the top of the wind sock, which is used to observe wind speeds and directions. The scoring pylon includes 6,496 light bulbs.

HOME GROWN

Eight graduates of the Firestone Indy Lights are entered in this year's Indianapolis 500.

ROOKIES, BUT NOT NEW TO IMS

Indianapolis 500 rookies Enrique Bernoldi and Justin Wilson (above) have both competed in the U.S. Grand Prix at Indianapolis Motor Speedway. Bernoldi finished 13th in 2001 and Wilson was eighth in 2003.



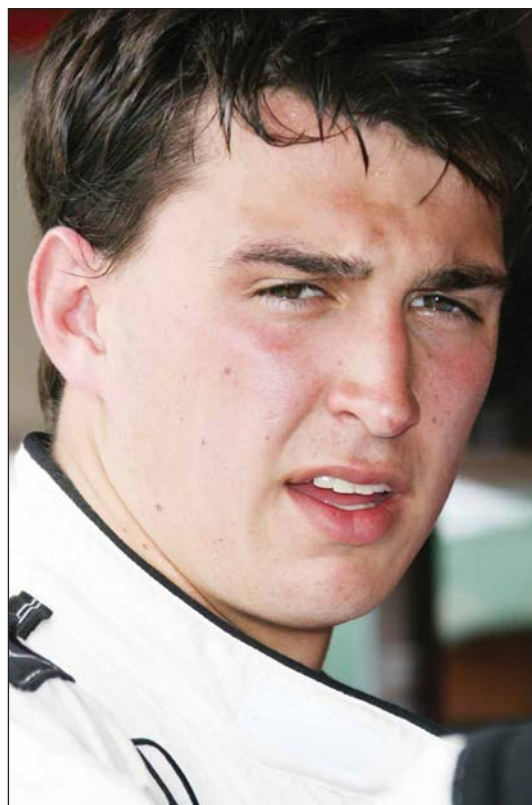
IMS PHOTO

LADIES

For the second-consecutive year, three female drivers — Danica Patrick, Sarah Fisher and Milka Duno — are entered at Indianapolis.

DAN HELBIGEL/IRL INDYCAR PHOTO

HER YEAR?: Danica Patrick, who became the first woman to win an IndyCar race with her victory in Motegi, Japan, in April, could add the prestige of being the first woman to win the Indianapolis 500 to her record this May.



GENERATION NEXT

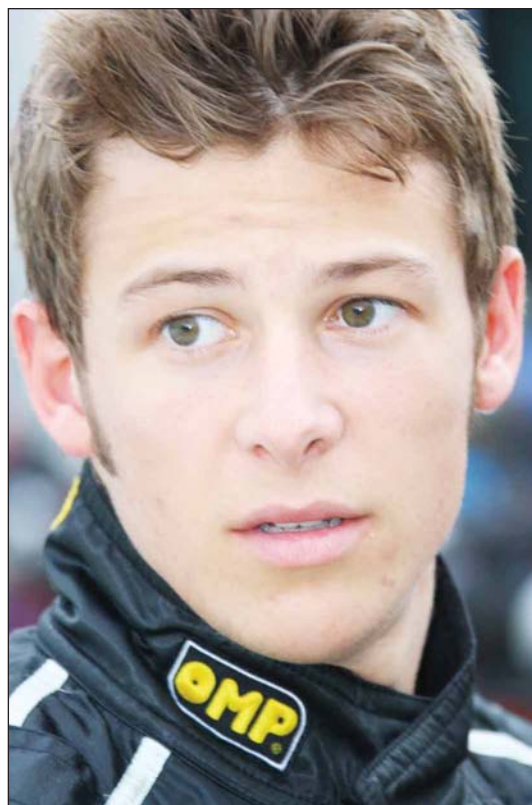
Three names synonymous with the Indianapolis 500 will be well represented. Marco Andretti is the grandson of 1969 winner Mario Andretti and the son of Michael Andretti. A.J. Foyt IV is the grandson of four-time Indianapolis 500 winner A.J. Foyt, who owns two cars entered in the race. Finally, 19-year-old rookie Graham Rahal is the son of 1986 winner Bobby Rahal.

(RIGHT) RON MCQUEENEY/IRL INDYCAR PHOTO
(LEFT) CHRIS JONES/IRL INDYCAR PHOTO

FAMILY TRADITION: The two youngest winners in IndyCar history, Graham Rahal (left) and Marco Andretti (right) are following in their fathers' footsteps.

NATIVE LANDS

Forty-eight American drivers from 20 states have accounted for 72 Indianapolis 500 victories. While 18 foreign-born drivers from nine countries have accumulated 21 Indianapolis triumphs.



A VARIETY

A different driver has won the Indianapolis 500 each of the last four years.

PACER

Two-time Indianapolis 500 winner Emerson Fittipaldi will drive the Chevrolet Corvette pace car prior to the start of the race.

STILL TRYING

Scott Dixon and Tony Kanaan have been two of the biggest IndyCar Series winners in recent years. Both have won the series championship, but neither has his picture on the Borg-Warner Trophy.

DANA GARRETT/IRL INDYCAR PHOTO

ELUSIVE TITLE: In six Indianapolis 500 starts, Tony Kanaan's best finish is a second in 2004.



ROOKIE CLASS

Thirteen rookies were entered in the Indianapolis 500. That is the most since 1997 when the class included Kenny Brack and Greg Ray. Eight Indianapolis 500 rookies have won the Indianapolis 500. The most recent rookie winner was Helio Castroneves in 2001.

BY THE NUMBERS

80

Number of IndyCar starts Vitor Meira has gone without a victory

18

Number of pole starters to win the Indy 500, the most winners of any starting position

32

The age of the most (nine) Indianapolis 500 winners when they won the race

250,000

Number of permanent seats at Indianapolis Motor Speedway

550

Gallons of ketchup consumed at Indianapolis Motor Speedway during the month of May

WINNER'S WREATH

Long used in Grand Prix racing, the winner's wreath at Indianapolis appears to have debuted in 1960, when a wreath featuring several exotic-looking, dark-yellow and brown flowers was placed on the shoulders of Jim Rathmann. A garland of white and red carnations of the type normally associated with horse racing was placed around the shoulders of A. J. Foyt in 1961, and in 1962, Rodger Ward wore a wreath not too dissimilar from those seen today.

Underwritten by BorgWarner Corporation, the wreaths were the creation of William J. "Bill" Cronin, a longtime Indianapolis florist, who was at one time a floral consultant for the parades of the Rose Bowl, Cotton Bowl and the 500 Festival. He died in 1989. For most of the last 30 years, the wreath has featured 33 ivory-colored Cymbidium orchids with burgundy tips, plus 33 miniature checkered flags, intertwined with red, white and blue ribbons.

IMS PHOTO

ADORNED: Helio Castroneves celebrates his win in the 2001 Indianapolis 500.



Jim Nabors Can't Wait To Get

BACK HOME AGAIN

By JOHN CLAYTON
STAFF WRITER

Two voices echo above all the engine noise, across the expanse of Indianapolis Motor Speedway and into Indianapolis 500 lore: The thunderclap bass of retired track announcer Tom Carnegie and the baby-pacifying baritone of entertainer Jim Nabors.

Both have long been traditions during the month of May — Carnegie's calls and Nabors's song — the same as a cold drink of milk for the champion after Louis Meyers's swig of butter-milk for winning the 1936 Indy 500.

But for Nabors, who gained fame in the early 1960s as the affable bumpkin Gomer Pyle on "The Andy Griffith Show" and a spinoff, "Gomer Pyle, USMC," it was a tradition interrupted last year due to health concerns. Just before he was to leave his home on Hawaii's big island of Oahu, Nabors suffered a heart episode, and doctors would not allow him to fly.

It was one of only a handful of times that Nabors has missed the race's opening ceremonies since former Indianapolis Motor Speedway owner Tony Hulman asked Nabors to sing "the song" before the race in 1972.

"I was sitting there on the start-finish line — it was before they had the suites and all that," Nabors said. "Mr. Hulman came over to say hello and he recognized me from my shows in Tahoe, and he said, 'Hey, would you like to sing the song?'"

"I thought he meant 'The Star Spangled Banner,' so I went over and asked the Purdue band conductor what key they did it in, and he said they only had one key. I said, no, 'The Star Spangled Banner' has two, but he told me I wasn't singing that."

The song Hulman was referring to was and is "Back Home Again In Indiana," a jazz standard composed in 1917 by Ballard MacDonald and James Hanley that became an Indy 500 staple beginning in 1946. It is not Indiana's official state song, but since Nabors's first rendition of it — with the lyrics written on his hand — that day, Nabors's singing of it has grown into a unique Hoosier and Indy 500 love affair.

Nabors, who moved to Hawaii around the same time he started his one-song, one-key Indy 500 career, was born June 12, 1930, in Alabama, about 20 miles from where Talladega Superspeedway now stands. But for at least one

day, Nabors is a Hoosier, born and bred, adopted by a throng of basketball-loving, car-racing Midwesterners.

"I feel like I am an Indianan now. I feel like they truly adopted me," said Nabors, who moved to Southern California and then Hawaii because the climates help him deal with severe asthma. "If I didn't live in Hawaii, I'd probably live there."

If Nabors needed proof of the affection Hoosiers and the Indianapolis 500 organizers have for his annual performance, he need look no farther than last year. Instead of replacing Nabors with, say, Sandi Patty, a Grammy award-winning Christian artist from nearby Anderson, or rocker and Seymour native John Mellencamp, the Hoosiers filling up Indianapolis Motor Speedway for the 91st running of the Indy 500 sang for Nabors.

He was touched. "They all sang to me. It was pretty impressive," he said. "That's got to be a record of some sort."

Nabors said missing last year's race was upsetting and he is excited about returning to his familiar pre-race role among his adopted fellow-Hoosiers, singing their state song.

"I'm looking forward to it more than I probably have any other year," he said. "Missing last year really upset me."

Nabors, now semi-retired as an entertainer and owner of a large macadamia nut farm in Hawaii, is looking forward to a long list of Indy 500 memories. Among his favorite is one of the latest.

"When Danica Patrick, in her first year racing there, was leading for 28 laps, I looked across in the stands and every woman in the stands was standing up beating on their husbands," he said. "I thought that was funny."

Over the years, Nabors, who recorded 46 albums and acted in more than 300 films and television episodes, said he has met and gotten to know many of the Indy 500 champions who have competed, but he doesn't like to pull for one over the other. Instead, he quietly surveys the field and usually makes a pick for the winner on Carb Day. Then, he keeps it to himself.

"I like them all — I don't want to make anybody mad," he said. "I just pray for a safe race."

"Back Home Again In Indiana"

Verse One

I have always been a wand'rer
Over land and sea
Yet a moonbeam on the water
Casts a spell o'er me
A vision fair I see
Again I seem to be

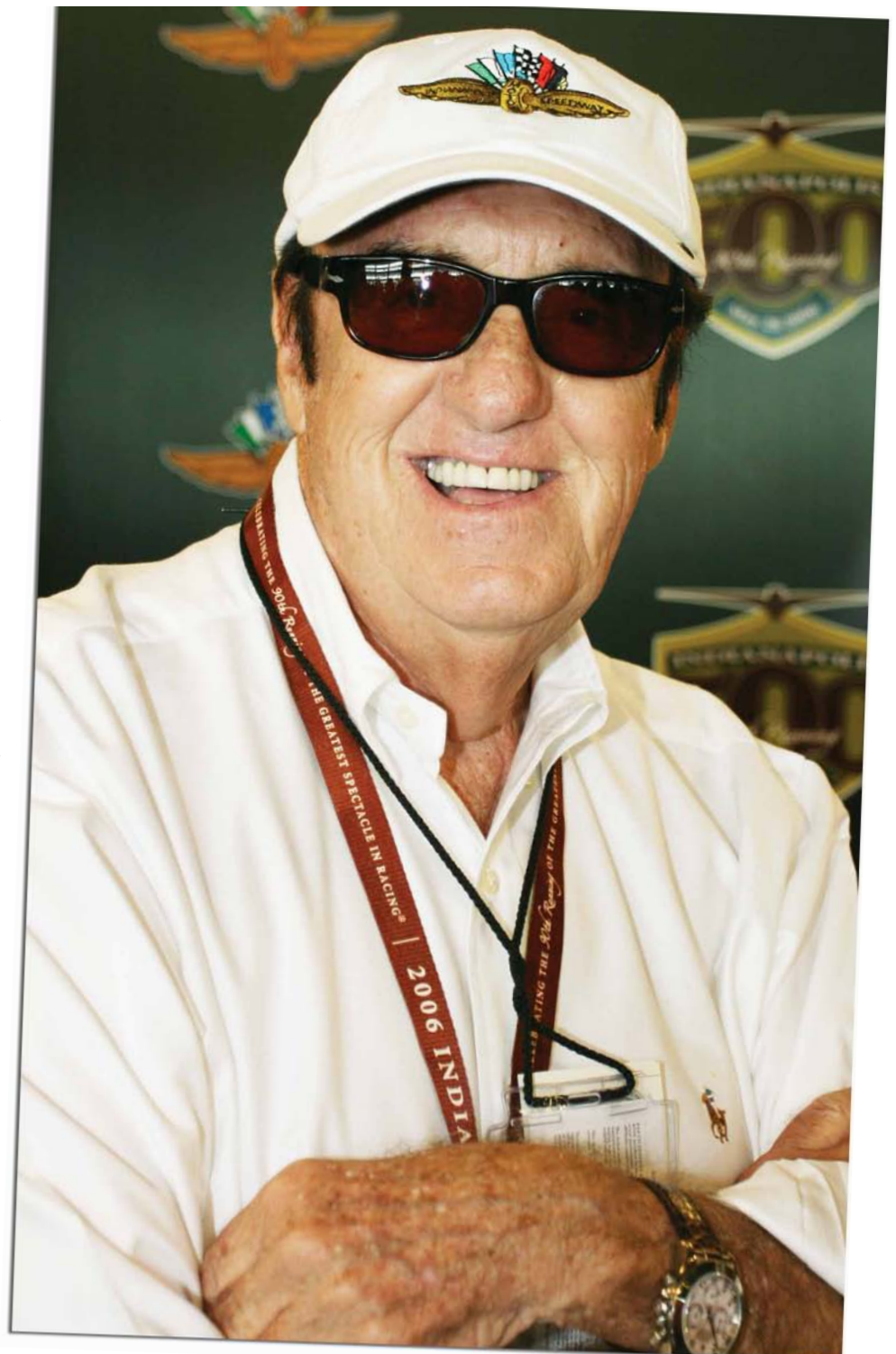
Chorus

Back home again in Indiana,
And it seems that I can see
The gleaming candlelight, still shining bright,
Through the sycamores for me.
The new-mown hay sends all its fragrance
From the fields I used to roam.
When I dream about the moonlight on the
Wabash,
Then I long for my Indiana home.

Verse Two

Fancy paints on mem'ry's canvas
Scenes that we hold dear
We recall them in days after
Clearly they appear
And often times I see
A scene that's dear to me

— Composed by Ballard MacDonald and James Hanley, 1917.



DAVE EDELSTEIN/IMS PHOTO

RESUMING HIS ROLE: Jim Nabors, who began singing "Back Home Again In Indiana" on race day in 1972, will return to his traditional role at this year's Indianapolis 500.

The beginning of that race will be back to normal this year when Nabors once again takes the stage and sings one song for a crowd of some 400,000 people.

"When I'm singing, I don't think of that," he said of the electricity and anticipation generat-

ed by the crowd in the moments prior to the race. "My biggest jolt is when Mary (Hulman) says, 'start your engines,' and there's that crack when they all start.

"You can't help but be excited. I tell everybody they should experience it one time."

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BROTHERS IN ARMS

Busch Brothers Are This Generation's Version Of The Allisons

Fade back in time to the mid-1960s, when America was strong, gas was 30 cents a gallon and most Americans had never heard of — let alone owned — a computer.

A couple of hard-driving Florida boys came roaring through the South to challenge the established names of the day in stock-car racing. They were brothers, sticking together in all things and winning races wherever they went.

Fast forward to the late 1990s, when a couple of brash young men from the desert Southwest did the same thing, winning races on sheer talent and setting the somewhat staid world of NASCAR on its collective ear.

Meet the Allisons, Bobby and Donnie, from the 1960s. Meet the Busches, Kurt and Kyle, from the 1990s. The brothers are telling the same story in different eras. They might as well be related for how similar those stories are.

"I think it's a pretty great comparison," said Tom Roberts, long-time public relations impresario who worked with Bobby Allison with Miller Brewing back in the day and now does it for Kurt Busch.

"Think about Bobby and Donnie... Red Farmer, too, of course, all growing up in South Florida," Roberts said. "They raced late models from the beginning on, learned the cars from the ground up, made their names on the short tracks, honed their skills and relocated to Alabama to continue their now-legendary careers. Bobby, the older brother, went to Hueytown first, and Donnie followed."

As for the Busch brothers, it's more of the same, Roberts said.

"Kurt and Kyle...it was pretty much the same situation decades later," Roberts said. "Their

dad, Tom, was a racer and made sure they learned everything possible about their race cars. They grew up in Vegas, started racing dwarf cars and Legends, and moved up to stocks, late models and super late models. Kurt won the Southwest Tour title before getting the shot at Roush.

"Kurt relocated to North Carolina first, then Kyle, to continue what are destined to be legendary careers in the sport."

Another thing that the two sets of brothers share is a propensity for speaking their minds.

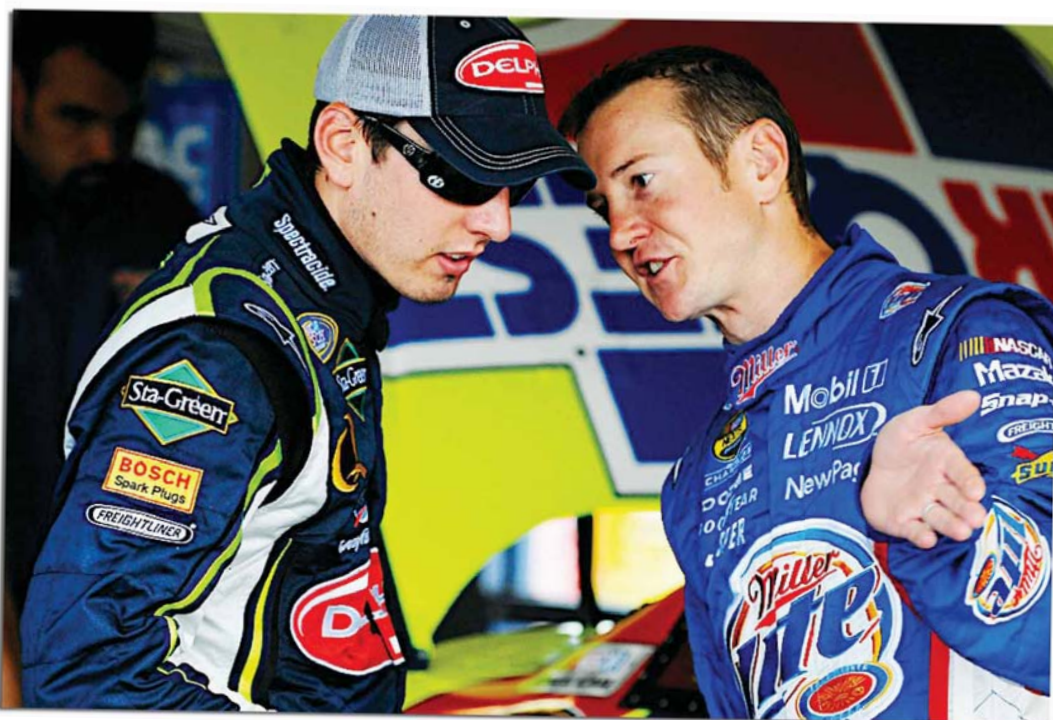
Bobby Allison was never one to let a stinging retort get in the way of a good race, and he could dish it out, too. He and his brother also watched each other's back, as evidenced by the 1979 Daytona 500 last-lap brawl with Cale Yarborough.

"I always tell people that was the day that Cale Yarborough's face hit my fist," B. Allison cracks on occasion.

It was also the day that NASCAR drew the attention of a snowed-in Eastern Seaboard, as a blizzard had socked in most of the country and more people than normal were watching the race.

A couple of weeks ago in Richmond, Kyle Busch nearly had to call the Marines to rescue him from angry Dale Earnhardt, Jr. fans after being involved in an on-track incident that was somewhat similar to the one between Donnie Allison and Yarborough at Daytona some 29 years before.

"If I wanted to take him out, I probably would



AUTOSTOCK PHOTO

BUSCHWHACKED: Kyle Busch (left) gets some advice from older brother Kurt last season at Daytona Int'l Speedway. Kurt, the 2004 Sprint Cup Champion, has 17 victories, while Kyle has seven.

have done it on the last lap where I still could have won the race," Busch said. "It was the product of good, hard racing. I hate that it happened, but we just didn't give each other enough room."

Roberts, in addition to working with Bobby Allison and Kurt Busch, also worked with Allison's son Davey in the ARCA series, and he was quite familiar with the entire "Alabama Gang," as they were known.

"Bobby and Donnie grew up always speaking their minds, regardless of whether it was the other competitors, the media or racing officials," Roberts recalled. "It's definitely the same deal with the Busch brothers."

Buz McKim, historian for the NASCAR Hall of Fame, agrees.

"I'd say the Allisons, like the Busches of today, were the most competitive brothers on the circuit in their day," McKim said. "They were fiercely competitive, in fact, and definitely stood their ground when challenged. They were not afraid to speak out to the authorities if they thought their view was correct."

McKim pointed out that there are differences between the two sets of brothers that had nothing to do with the way they drove race cars.

Both Bobby and Donnie Allison are veterans of the Indianapolis 500, having raced for prominent Indy Car owners Roger Penske (Bobby) and A.J. Foyt (Donnie).

Another difference is in the respect factor. Both Allisons had the respect of their fellow competitors, while the Busches have not yet achieved that.

Of course, the Allisons are both retired, and

both Busch brothers are still active, so the chapters are not yet complete.

When you examine the career records for the Allisons and the Busch brothers, it becomes almost a mirror image. The older brothers (Bobby and Kurt) each won one series title, Bobby's in 1983 and Kurt's in 2004. The younger brothers were fast and often hit stages where each was uncatchable, though neither displayed the consistency that their elder siblings did.

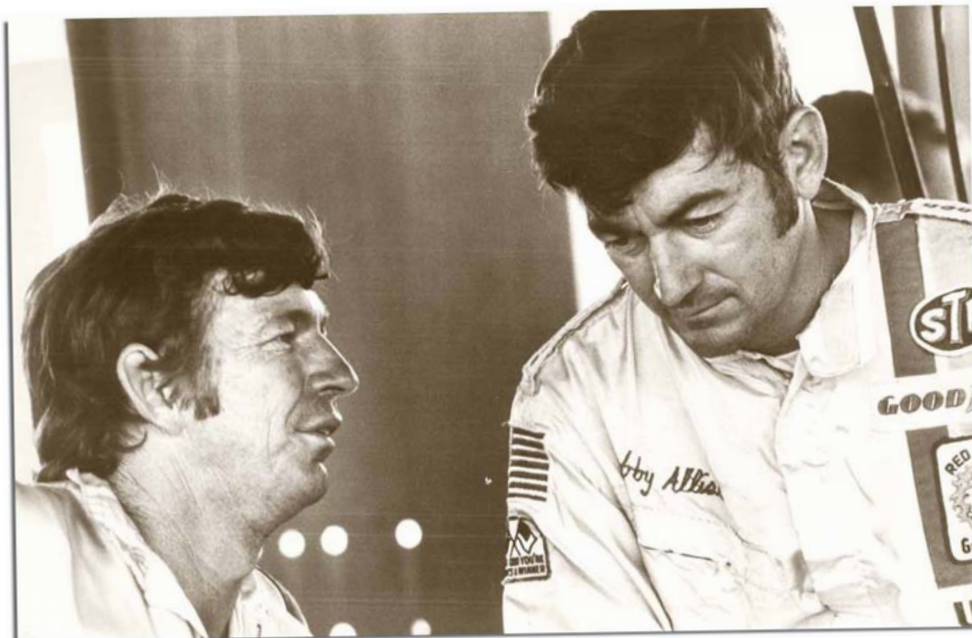
Bobby Allison competed in NASCAR from 1961-1988, making 718 career starts and winning 84 (official) or 85 (Bobby's number) races. Donnie, three years younger than Bobby, made his NASCAR debut in 1966, made 242 starts and earned 10 victories.

Here's an incredible stat for Bobby Allison: in 718 starts, he finished in the top 10 446 times. That's 62.1 percent, for those scoring at home.

Kurt Busch, born in 1978, made his NASCAR debut in 2000 with seven starts for Roush Fenway Racing and has piled up 267 career starts (through Darlington this year). In those, he's won 17 times, added 57 top-five and 106 top-10 finishes.

Kyle Busch, currently the hottest thing on four wheels, has 125 starts since 2004, was Raybestos Rookie of the Year in 2005 and has seven victories, 37 top-five and 59 top-10 finishes.

As the Busch brothers' careers play out over the next several years, the similarities will likely be expanded upon. Someday, someone will write a story like this comparing Kurt and Kyle Busch to the next-big-thing brother combo in NASCAR.



NSSM ARCHIVES PHOTO

THE ORIGINALS: Donnie (left) and Bobby Allison broke onto the NASCAR scene in the 1960s and have a combined 94 victories.

MEMORIAL DAY MADNESS

THE ROCK

Connecticut's famed Lime Rock Park road course will continue its long Memorial Day tradition, with the Grand Am Rolex Series GT cars headlining a Memorial Day Monday racing program. Qualifying and support events will be held Saturday and, as tradition holds, Sunday will be a quiet day at the historic 1.54-mile circuit.

LIFE'S A DRAG

The NHRA POWERade Drag Racing Series gets Memorial Day weekend off, but the IHRA contingent will convene for its third event of the season Friday through Sunday at Michigan's Milan Dragway.

SHOW ME THE MONEY

Late-model racing's two major traveling circuits are off, and the best in the business will descend on Missouri's West Plains Motor Speedway for the 16th annual Show-Me 100 dirt-late-model event. The event offers \$42,000 to win and \$4,200 to start Saturday's 100-lap feature. Last year, Wendell Wallace won the event for the second-consecutive year and the third time overall.

MODIFIED MASTERS

The NASCAR Whelen Modified Series, as has become tradition, will make its annual Memorial Day weekend Friday kick off at Stafford (Conn.) Motor Speedway.

HHP/HAROLD HINSON PHOTO



TRAVELING OUTLAWS

The Advance Auto Parts World of Outlaws Sprint Car Series covers more ground than any other domestic racing series. The traveling tour will put on some serious miles during the Memorial Day weekend. A three-race weekend opens Friday at The Dirt Track @ Lowe's Motor Speedway. The series then heads six hours up the road to Virginia Motor Speedway for its first visit to the Sawyer family's immaculate half-mile dirt track the following night. The Holiday weekend winds up Monday (May 26) at New York's Rolling Wheels Raceway Park.



PHIL CAVALI PHOTO



AUTOSTOCK PHOTO

EMOTIONAL VICTORY: Casey Mears (right) gets a hug from teammate Jimmie Johnson after winning last year's Coca-Cola 600.

THE DEFENDER

Casey Mears is the defending winner of the Coca-Cola 600 NASCAR Sprint Cup Series race at Lowe's Motor Speedway. Mears won the race on fuel mileage and it is his only victory in the series. Next year (2009) will be the 60th running of the 600.

RESPECT FOR THE MILITARY

While the majority of race tracks across America will take a few minutes during the Memorial Day weekend to honor U.S. Military veterans and fallen heroes as well as those currently serving in the Armed Forces, Lowe's Motor Speedway takes it a step further.

Lowe's Motor Speedway's Salute the Troops Pre-Race Spectacular prior to the Coca-Cola 600 on Sunday will include the presentation of 1,500 soldiers along with an assault demonstration in which 82nd Airborne troops will be inserted into "enemy territory" via two UH-60 helicopters. While the troops take control on the ground, two OH-58 Delta Reconnaissance helicopters and a pair of AH-64 Long Bow Apache helicopters will provide air support.

The presentation of troops along the track's frontstretch will include soldiers from Fort Bragg representing the XVIII Airborne Corps, the 82nd Airborne Division, the United States Airborne Army Special Operations Command and the North Carolina National Guard.

LID LIFTER

The International SuperModified Ass'n supermodifieds will finally kick off the 2008 season, visiting Waterford (Conn.) Speedbowl on Saturday night. It is the first of 17 events for the series.

REGIONAL SPRINT CAR MADNESS

The American Sprint Car Series will sanction 12 360-winged sprint car events in eight different regions during the Memorial Day weekend. Races will be held in seven states. An updated

schedule can be found at www.ascsracing.com.

SPEEDWEEK

The O'Reilly United Sprint Car Series uses Memorial Day weekend to kick off its annual Speedweek, which will feature eight races in as many nights. It all starts Saturday at Riverside Speedway in West Memphis, Ark. The series continues Sunday at Greenville (Miss.) Speedway and Memorial Day Monday at Clay Hill Motorsports Park in Atwood, Tenn. For the remainder of the USCS Speedweek slate, log on to www.uscsracing.com.

THE TRADITION REMAINS

When people think of Memorial Day racing, most think of open-wheel racing and the Indianapolis 500. With 92 years of tradition, the 500 has spawned a variety of highly successful stand-alone racing events in the central Indiana region. Interestingly, the three most prominent are all sanctioned by the United States Auto Club.

The 60th Little 500 sprint-car race will be held Saturday night at Anderson (Ind.) Speedway. The event features the USAC National Sprint Car Series in the sport's only 500-lap race on a quarter-mile oval. Eric Gordon has won the event eight times.

The Mopar USAC National Midget Championship will contest the 63rd annual Night Before the 500 midget event Saturday night at O'Reilly Raceway Park at Indianapolis.

Finally, the USAC K&N Silver Crown Series will make its annual visit to the one-mile dirt oval at the Indiana State Fairgrounds in Indianapolis for Friday night's 56th Hoosier Hundred.

Out West, the USAC-CRA Sprint Car Series will hold back-to-back events Friday and Saturday at Perris (Calif.) Auto Speedway and Thunderbowl Raceway in Tulare, Calif.

DAVID SINK PHOTO

EIGHTH WONDER: Eric Gordon celebrates his eighth victory in the Little 500 last year at Anderson (Ind.) Speedway.



Tony George

and the University of Nebraska

Setting the Pace for the Future

The SAFER® Barrier
has changed the
world of racing...



*...since the Indianapolis
Motor Speedway
installed the 1st version
in 2002!*

*Drivers, Teams and the Fans
Say "Thank You!!"*

This "thank you" brought to you by the Motor Sports Team of

John Bearce

RACE REWIND

NASCAR SPRINT CUP

Sprint All-Star Race, Saturday, May 17
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kasey Kahne

SECOND



Greg Biffle

THIRD



Matt Kenseth

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	24	9	Kasey Kahne	Budweiser Dodge	100	\$1,012,975	Running
2	5	16	Greg Biffle	Dish Network Ford	100	455,950	Running
3	14	17	Matt Kenseth	DeWalt Nano Ford	100	137,975	Running
4	21	48	Jimmie Johnson	Lowe's/Kobalt Tools Chevrolet	100	97,950	Running
5	12	20	Tony Stewart	Home Depot Toyota	100	92,950	Running
6	8	12	Ryan Newman	Alltel Dodge	100	87,950	Running
7	23	77	Sam Hornish, Jr.	Mobil 1 Dodge	100	82,800	Running
8	11	88	Dale Earnhardt, Jr.	National Guard Citizen Chevrolet	100	101,800	Running
9	13	8	Mark Martin	U.S. Army Chevrolet	100	80,800	Running
10	19	99	Carl Edwards	Office Depot Ford	100	154,800	Running
11	16	29	Kevin Harvick	Shell/Pennzoil Platinum Chevrolet	100	78,775	Running
12	10	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	100	77,775	Running
13	17	5	Casey Mears	Kellogg's/Carquest Chevrolet	100	76,775	Running
14	15	42	Juan Pablo Montoya	Wrigley's Juicy Fruit Dodge	100	76,275	Running
15	2	24	Jeff Gordon	DuPont Chevrolet	100	85,675	Running
16	4	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	100	75,400	Running
17	22	84	A.J. Allmendinger	Red Bull Toyota	100	75,300	Running
18	9	07	Clint Bowyer	Jack Daniel's Chevrolet	100	75,200	Running
19	6	26	Jamie McMurray	Crown Royal Ford	100	75,100	Running
20	7	31	Jeff Burton	AT&T Mobility Chevrolet	100	75,000	Running
21	18	44	Dale Jarrett	UPS Toyota	100	74,900	Running
22	3	2	Kurt Busch	Miller Lite Dodge	100	79,800	Running
23	20	11	Denny Hamlin	FedEx Freight Toyota	84	74,700	Engine
24	1	18	Kyle Busch	M&M's Toyota	50	\$199,601	Engine

RACE STATISTICS

Race time: 1 hour, 8 minutes, 38 seconds
Average speed: 131.132 miles per hour
Victory margin: 1.327 seconds
Caution flags: None
Lead changes: Seven among seven drivers

Lap leaders: Kyle Busch 1-38; Carl Edwards 39-50; Dale Earnhardt, Jr. 51-64; Greg Biffle 65-75; Denny Hamlin 76-77; Jimmie Johnson 78; Hamlin 79-83; Kasey Kahne 84-100.

FANS: Kahne Cruises To All-Star Score

CONTINUED FROM PAGE 3

Matt Kenseth had one of his best races of the season and finished third, but echoed the sentiments of most of the competitors on this night.

"It is so hard to pass out there in dirty air with these race cars," Kenseth said. "To finish third is great. It wasn't a third-place finish that helped us a lot in the points, but for us it was almost like a test and it was a good morale booster for the team.

"We haven't run that well this year and tonight I thought we were back in form. Overall, we had a pretty good car, a car that could be a contender, and I haven't been that way for a while."

Jimmie Johnson, who also elected not to take tires on the final pit stop, brought his Hendrick Motorsports Chevrolet home fourth, while Tony Stewart, who clearly had the fastest car during the last segment, steered his Joe Gibbs Racing Toyota to a fifth-place finish.

Starting from the pole, Kyle Busch led all 25 laps of the first segment, which was run without a yellow flag. Biffle, Kurt Busch, Ryan Newman and Dale Earnhardt, Jr. filled the top five.

Kyle Busch paced the first eight laps of the second segment, but lost a cylinder in his Joe Gibbs Racing Toyota and lost the lead to Carl Edwards on the ninth lap. Edwards led the remaining distance in the 25-lap stint, with Earnhardt, Kenseth, Newman, Biffle and Kyle Busch following.

During the half-time break, Busch's team determined the engine problem was terminal and his night was finished.

After Earnhardt led the first 13 laps of segment three, Biffle blasted into the lead and won the segment driving away. Earnhardt, Kenseth, Newman and Mark Martin completed the top five.

Traditionally, a crash-plagued slugfest, the 2008 Sprint All-Star Race was run without a single yellow flag outside of those at the end of the segments.

Upon taking the checkered flag, Kahne keyed his radio and said simply, "This is for the fans."

Beats the heck out of a Budweiser on the couch.

TRB Crew Up To Challenge

CHARLOTTE, N.C. — The No. 83 Red Bull Toyota pit crew of Brian Vickers entered Thursday's NASCAR Sprint Pit Crew Challenge at Time-Warner Cable Arena as the 24th — and final — eligible team, but left on top after dominating the competition and the record book.

The team posted the quickest time in each of the five rounds and edged the No. 11 FedEx Toyota crew of Denny Hamlin in a photo finish in the finals to take the title. The No. 83 team changed four tires, filled the car with fuel and pushed it 40 yards to the finish line in 22.902 seconds, besting the No. 11 crew by 0.109 second.

Each of the five times put up by the No. 83 crew was under 23 seconds, with its top time of 22.572 seconds coming in the second round. The previous record was 23.35 seconds, set last year by the champion No. 12 Alltel Dodge team in the quarterfinals.

"I can't say enough about this team," said pit crew coach Greg Miller. "Words can't describe this group, the effort they put in day-in and day-out. It's all about them."

The team was one of three in the event that had not secured a position in Saturday night's NASCAR Sprint All-Star Race. Each of the 21 teams in the All-Star Race competed in the Pit Crew Challenge, with the three final positions going to the top available teams based on owner's points.

The team includes several former collegiate athletes, a trend that has become commonplace in the sport. Catch can man Mike Metcalf played football at Appalachian State University, while front tire changer Brian Haaland and jackman Shaun Peet are former minor-league hockey



JOHN HARRELSON/GETTY IMAGES PHOTO

NO BULL: The No. 83 Red Bull crew pushes their Toyota Camry toward the finish line in Thursday's NASCAR Sprint Pit Crew Challenge.

players. The other members of the championship crew are gas man Doug Newell, front-tire carrier Aaron Shields, rear-tire changer Danny Kincaid and rear-tire changer Jake Brzozowski.

"As the athleticism ramps up on pit road, you're starting to see a lot of ex-NFLers and a lot of ex-college athletes get into this thing," said Peet, who doubles as the crew's recruiting coordinator. "They're going to get bigger, stronger and faster."

Two new records were also set in the individual skills competition.

No. 24 Dupont Chevrolet gas man

Caleb Hurd and catch-can man Jamie Frady combined to fill the car with 18 gallons of fuel in 10.031 seconds, shattering the previous record of 14.20 seconds. Eric Wilson, jackman of the No. 9 Budweiser Dodge, finished with a time of 5.431 seconds, topping last year's record of 5.94 seconds.

Other skills competition winners were No. 17 DeWalt Ford rear-tire changer Dave Smith and carrier Jason Binger, and No. 18 M&M's Toyota front-tire changer Nick O'Dell and carrier Brad Donaghy. O'Dell also won last year's individual competition while with the No. 9 crew.

Wallbanger Hornish Rallies To Top 10

By MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — Three-time Indy Racing League champion Sam Hornish, Jr. took a big step forward in his stock-car racing career Saturday night at Lowe's Motor Speedway.

Hornish finished second in the Sprint Showdown and transferred into the Sprint All-Star Race. He hit the wall early in the race and lost two laps changing a flat tire, but thanks to a Lucky Dog at the end of the first two segments, battled his way back to finish seventh. He was the first rookie to finish in the top 10 in the All-Star Race since Kasey Kahne in 2004.

"I thought we had a car capable of running in the top 10 here," Hornish said. "Once we got out there running I think we had one that was capable of winning."

Hornish passed nine cars in the final segment.

"I think we would have probably passed about 15 in the first segment if we hadn't got up there and got into the wall, and then we would have been able to take our time from then out," Hornish said. "The big thing was that we knew we had a really good car, it's



AUTOSTOCK PHOTO

OPEN-WHEEL ALL-STARS: A.J. Allmendinger (84) and Sam Hornish, Jr. raced their way into Saturday's Sprint All-Star Race.

just how do we get back on the lead lap. In all the All-Star races that I've ever seen, there's been about 12 cars running at the end because everybody else was wrecked. This year there were no yellows other than the mandatory ones. It was a strange deal, but we got back on the lead lap."

Hornish said he is just trying to improve one race at a time.

"We keep trying to advance all the time, and we think we're heading in the right direction and we just need to get the monkey off our back and get a little bit more luck," the 2006 Indy 500 winner said.

NASCAR SPRINT CUP RACE REWIND



HHP/ERIK PEREL PHOTO

NOT TONIGHT: Kyle Busch's crew pushes the No. 18 behind the wall during Saturday night's Sprint All-Star Race at Lowe's Motor Speedway.

Engines Fall Flat For JGR Teams

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — **Joe Gibbs** Racing had serious engine problems with their Toyotas during the All-Star Race weekend. **Tony Stewart** lost an engine in practice and **Kyle Busch** and **Denny Hamlin** each lost engines during the race.

The team was trying an experimental engine combination.

"This is definitely experimental 'All-Star-only' racing," Hamlin reported. "We came here with our guns loaded and unfortunately our gun went off a little bit before the end of the race. It just wasn't enough. We knew this engine wasn't going to go 500 miles. It was built for us a few more laps past 100 and it didn't make it."

■ It was the second-consecutive year that the All-Star Race winner flew to Iowa the next morning to compete in the NASCAR Camping World Series event at the seven-eighths-mile Iowa Speedway. **Kevin Harvick** made the trip in 2007, and **Kasey Kahne** left for Iowa at 6 a.m. Sunday morning after his \$1 million night at Lowe's Motor Speedway.

■ **Jeff Gordon** has had his share of hot streaks and slumps during his career. He understands where Kyle Busch is right now.

"Because I've been on both sides of it, I probably understand it as well as anybody, and it's a great feeling when the momentum is on your side, the cars are working, everything is just coming together at the right time when it's like that. We preached to ourselves a lot through the '98 season and some of the great years that we've had over the years, it's about yourself.

"It's about you not allowing yourself to mess it up, and I believe the

same thing is really the case for the guys on the 18 team. I think right now, and I said earlier when I was in here, if Kyle can manage his aggressiveness — because sometimes it does get the best of him — if he can manage that, I don't think anybody can touch him right now, with as strong as that team is and as aggressive and as talented as Kyle is, and so it's really themselves that they have to worry about and think about, and that's a good problem to have."

■ **Greg Biffle** won the inaugural Pennzoil Platinum Burnout competition, which featured five drivers performing burnouts in cars supplied by the **Richard Petty** Driving Experience.

Biffle earned \$10,000 for charity, which went to the **Greg Biffle** Foundation. Not surprisingly, the fans loudly showed their support for the smoky, noisy, over-the-top display.

"They want to see the smoke and excitement, and I think they saw that," Biffle said.

■ **Kyle Busch** continued his hot streak during qualifying for the Sprint All-Star Race. As the last car out, Busch earned the pole in a three-lap run, which included a mandatory pit stop by his **Joe Gibbs** Racing No. 18 crew.

"I'm surprised. I thought I got busted speeding there. If it wasn't (speeding), it was that close — very close," Busch said. "Man, I can't thank these guys enough at **Joe Gibbs** Racing. **Steve Addington** (crew chief) and all these guys that work on this do such an awesome job for me. That thing is humming this weekend."

Elliott Sadler won the pole for the NASCAR Sprint Showdown for drivers not qualified for the Sprint All-Star Race.

■ **Casey Mears**, whose father, **Roger**, raced in the Indy 500 and uncle, **Rick**, won the race four times, continues to

be interested in one day competing in the Greatest Spectacle in Racing.

"I would love to run the Indy 500, always will. The one thing, over the years, it has gotten diluted," Mears said. "It was diluted a little bit in my eyes just like it was in everybody's eyes and it is very exciting to see those two series get back together. To see a full field, and to see how many cars are there for the month of May is very exciting. It definitely makes it a lot more appealing. I think that if it was possible to make it happen time wise, I would love to go back and run the 500 and then run the 600 as well."

■ As a team owner, **Dale Earnhardt, Jr.** admits, he sometimes has to take control of his drivers.

"The problem I run into with **Brad Keselowski** is that he watches and sees how I act and thinks that's how he can act," Earnhardt said. "But I've earned the ability or the right to be a little bit of jerk every once in a while, and he thinks he can come in right off the bat and be one. And so I have to tell him, man, you can't be like that, you know, you got to earn it."

"People ain't going to like you just coming in, seven months into the deal, and you're complaining all the time. You've got to suck it up for a little while. It's no fun. But after about four or five years, you can start kind of being more demanding and calling your shots a whole lot more and saying 'no' a whole lot more often."

■ Two-time Sprint Cup champion **Terry Labonte** will return to the series this summer, making yet another comeback from retirement. He will compete in five events for **Petty Enterprises** as a teammate to his brother, **Bobby**. **Terry** and **Chad McCumbee** are sharing the No. 45 Dodge in the seven races **Kyle Petty** will miss for his daughter's wedding and his television commitment with TNT.

'New' Car Makes For Mediocre All-Star Race

CONCORD, N.C.

Clean air. Bah humbug. I'll take dirty air every day. At least in terms of stock-car racing.

After Saturday night's Sprint All-Star Race provided 100 laps of mostly follow-the-leader racing, which saw a different driver win each of the four 25-lap segments, including surprise race winner **Kasey Kahne**, who could do no better than fifth in the Sprint Showdown — eh consolation race — but was voted into the All-Star Race by the ever-popular fan vote, the main topic of discussion was clean air.

Wasn't that one of the things this new (Car of Tomorrow) was created for, to improve the racing and change the reliance on air-flow for on-track success?

Well, don't ask me. I'm confused and undecided on how I really feel about the new car, but what I do know is that

Saturday's race produced two distinct results. One I liked a lot and one bored me into editing stories for this week's *NSSN* instead of watching the race.

There were no accidents, and the usual All-Star crashfest, producing millions of dollars worth of damaged race cars, never happened. However, neither did a great deal of competitive racing.

Why? Well, if you ask the drivers, it was the difference in the way the cars handle when running out front or when running in traffic — clean air versus dirty air. And all that led to a race where pit strategy made the difference.

Matt Kenseth finished third on Saturday night and explained why clean air is more important than ever.

"When you get behind somebody, and this car is bigger than the other one, and when you're behind somebody, there's a bigger hole in the air and the car is more aero deficient than the other car was, we can't work on the bodies."

FROM THE DESK



MIKE KERCHNER

Kenseth said, "The old cars, we could come here and test and move quarterpanels around and move fenders around and change noses and you could find an aero balance that you'd like, that maybe you could make work in traffic. But these cars we can't mess with. We can't touch the bodies, so we're not going to fix an aerodynamic push situation with this car because we're not allowed to work on it, unless there's some kind of rules change."

So how do you make a pass under those conditions?

"It's difficult to pass cars. It's difficult to run behind cars. It seems like they don't work as well."

KASEY KAHNE

"You're just going to have to get a run at a guy," said second-place finisher **Greg Biffle**.

"You're going to have to take his line away somehow, either way up at the top, get on the outside of him, or get up into the corner high, dime it down to

try to get a run at him is kind of how you have to pass a guy.

"There will be passing, just not a lot, I guess."

Kasey Kahne drove from the back of the field to win Saturday night, but acknowledged passing is difficult.

"As far as the CoT car, the tires, the tracks, it's difficult. It's difficult to pass cars," he said. "It's difficult to run behind cars. It seems like they don't work as well. But when your car does work, you can get some speed and you can still pass. I figured that out tonight."

"But as far as getting that right setup, it takes a lot."

So, while I love the way the new car looks on the race track, I'm just not convinced that we'll ever see side-by-side, door-to-door racing again.

Kenseth thinks the car is going to get better and that it's "not as terrible as everybody makes it," and "it's probably not as great as everybody makes it."

Which makes it sound like there will be a lot more mediocre races to come.

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

Sprint Cup Race

Coca-Cola 600,
5 p.m. Sunday, Fox

Start/finish Pit road

Web site:
lowesmotorspeedway.com

Tickets:
800-455-FANS
Address:

P.O. Box 600, Concord, NC 28026

Steering Technology Gets Award

INDIANAPOLIS — Bishop Steering Technology's variable ratio rack-and-pinion steering, new to the 92nd Indianapolis 500, received the 42nd annual BorgWarner Louis Schwitzer Award on Friday at Indianapolis Motor Speedway.

The variable ratio rack-and-pinion steering technology developed by Bishop offers a number of driver performance benefits, including reduced fatigue through improved ease in steering, more efficient pit entry and exit, and improved maneuverability for hazard avoidance.

Engineers Andrew Heathershaw, Soungjin Wou and Nick Belonogoff of Bishop Steering Technology and Andrea Toso from Dallara Automobili were honored for their work in the development and implementation of this technology for the IndyCar Series. Bishop's North

American facility is based in Indianapolis, while vehicle-dynamics work on the system was performed in Sydney, Australia.

"This is another great tool to tune the cars," Wou said. "It's very exciting."

The award, presented to engineers by engineers, honors early racing pioneer Louis Schwitzer and acknowledges individuals with the courage and passion to explore and develop new concepts in racing technology. BorgWarner sponsors this prestigious \$10,000 award, which is presented by the Indiana Section of the Society of Automotive Engineers.

SAE Int'l also supports the Louis Schwitzer Award by providing a \$2,000 scholarship to the engineering school of the winner's choice, which this year is Purdue University in West Lafayette, Ind.



JOHN GRAY/IRL INDYCAR PHOTO

FLAMMABLE: Phil Giebler suffered pulmonary contusions after this hard crash into the first-turn wall Saturday.

QUALIFYING: Three Crashes Mar Qualifying Session

CONTINUED FROM PAGE 2

"We wanted to try a few things and it felt good. This is a long month, but I feel like I've been ready to race from the first day here. We have a good, solid car and we are ready to go."

While Bell was the fastest, Marty Roth was the slowest driver with a four-lap average. Roth was bumped on Sunday, but worked his way back into the field and ended the day on the bubble, the slowest qualifier in the field.

Graham Rahal was the second-fastest driver with a four-lap average of 222.531 mph.

"It's nice to get in," Rahal said. "Obviously, I feel bad about my comments last week. This team is certainly known for its preparation and we showed it today. We've had a good car so far. Even Friday when we were doing the long runs with high downforce, we were really good."

"This is only the first step, though. We're among the fastest today, but still have a long way to go."

The day was also fraught with danger for several of the drivers, including last year's rookie of the year, Phil Giebler, who had a hard

crash into the first-turn wall at 4:20 p.m. He backed his Panoz chassis hard into the wall with a loud explosion that could be heard in the Gasoline Alley garages.

Giebler has pulmonary contusions (bruised lungs) after his crash, according to Dr. Mike Olinger, the senior medical director of the Indy Racing League. He was released from Methodist Hospital in Indianapolis on Sunday.

Mario Dominguez and Max Papis both crashed their cars during Saturday morning's practice session. Another driver involved in a crash was Hideki Mutoh of Japan, who crashed in the second turn at 3:58 p.m.

Saturday's qualifiers included an impressive performance by Sarah Fisher, who formed her own team with her husband, Andy O'Gara, and was promised sponsorship from several companies who have yet to make payment.

Mortgaging her personal finances, Fisher was able to qualify for the inside of the eighth row at 221.246 mph and is safely in the field for her seventh Indy 500.

"It's not as fast as we wanted it to go, but we'll take it," Fisher said. "We'll take a good, solid entrant and just keep working on our car. It was very gusty out there. That's what happened on my second lap; otherwise, we would have had a higher finish, but it is what it is."

Hornish Makes Return To Indy

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — **Sam Hornish** made an appearance for Indianapolis 500 practice on Thursday, but it was Sam the father, not Sam the 2006 Indianapolis 500 winner.

The elder Hornish arrived in Gasoline Alley late in the day and headed straight to the Team Penske garage, where **Sam Hornish, Jr.** achieved his greatest race victory two years ago.

After winning three IndyCar Series titles and the Indy 500, young Hornish switched to **Roger Penske's** NASCAR Sprint Cup team at the end of last season.

As for a return to Indy, "Big Sam" Hornish enjoyed the stress-free situation.

"All I can say is this is the most relaxed I've been here for eight years," said Hornish, who will miss his first Indianapolis 500 since 1968 because he will be at Lowe's Motor Speedway in Concord, N.C. "I might be able to come on race day if Roger Penske lets me fly back to Charlotte on his plane."

■ **Dan Wheldon**, the 2005 Indianapolis 500 winner from Emberton, England, appeared at a media conference with fellow Target **Chip Ganassi** Racing teammate **Scott Dixon** of Auckland, New Zealand, on Thursday morning.

Afterwards, he implored the media to convince IndyCar Series President of Competition **Brian Barnhart** to put some flexibility into future Indy 500 practice schedules.

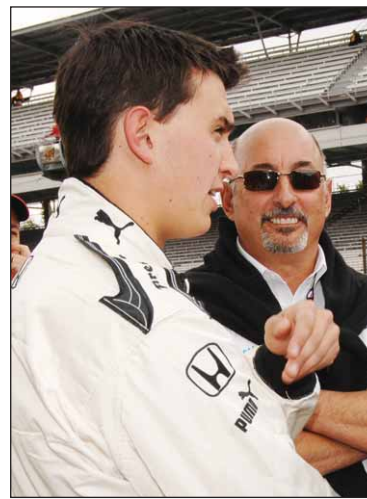
With two-and-a-half days of practice lost to rain last week, Barnhart went ahead and gave the teams May 12 and 13 off this week. The weather for both off days was sunny and warmer.

So when the teams returned to the track May 14, heavy rain and track-drying gave the teams just 30 minutes of green-flag practice.

It was supposed to rain on Thursday, but somehow, a full day of practice took place.

"Because of the weather this year, I think all of you should push Brian Barnhart on opening the track on the days it is off, Monday and Tuesday," Wheldon said. "We (the drivers) vote you should keep the track open."

■ **Ernesto Viso** is one of the new drivers to the IndyCar Series this year, but



GINIVY HEITHAUS PHOTO

FAMILY MEN: Graham and Bobby Rahal talk on pit road during qualifying Saturday.

has already stood out to many of the veterans for his erratic driving style.

"The craziest by far is Ernesto Viso," Wheldon said. "Dude, he looks nuts. You can tell he hasn't hit the wall yet. When he hits the wall, you will know because he will pull out slowly from the car in front and move back nicely. You can tell he hasn't hit yet. You can tell the guys that haven't hit hard."

"In 2003, I came out of the box swinging. Then you hit the wall and you just start to calm down a little bit. Then you start to hit the wall a bit more, and then you really start to calm down because you realize it's not a nice feeling."

■ It was "Crash Friday" at the Indianapolis Motor Speedway with three drivers hitting the wall, including front-row starter **Ryan Briscoe**.

Luckily for the driver from Sydney, Australia, it was his backup car that he slammed hard into the outside wall in the first turn with about two hours left in Friday's six-hour practice.

"It felt big. I hope it looked big," Briscoe said of the crash.

■ **Danny Sullivan**, the 1985 Indianapolis 500 winner, returned to the Speedway Saturday.

"It's always good to be here," Sullivan said. "The Old Timer's Club honored Penske Racing. I went to the dinner downtown last night, and I just came in to see some people and say hello. It's been a while since I've

been here. It's just kind of good to be back and hang out.

"I think it's great that they're back together, but I don't think it will be an overnight fix. It will take time, and hopefully the sponsors will come back in. Obviously, the racing's competitive, but it's just going to take time. They've been apart for 12 years. I think the way the field looks and the group of drivers, and the teams and the competitiveness of it, I think you're going to have a good race Memorial Day weekend. When they do that, it will draw a lot of people to it, as well."

■ At the beginning of May, **Larry Curry** was released from his role as team manager at Vision Racing. He was hired as chief engineer at Roth Racing a few days later.

On Sunday, Curry was in tears after both of Roth's cars made the race with owner/driver **Marty Roth** joining **John Andretti** in the Indy 500 lineup.

"Well you know, this place is so special...Let's just say I have been through a lot this month," Curry said. "I'm happy that Marty got into the race. It's just been a tough month. I'm so happy for Roth Racing that John Andretti and Marty are both in the greatest race in the world."

"I've always told everybody in all the years I have been here, the race is really easy compared to (qualifying)."

■ After missing the Indianapolis 500 when **Mario Dominguez** crashed as the 6 p.m. gun sounded, Pacific Coast Motorsports may be in jeopardy of competing in any more races this season. The team announced it would run the entire schedule beginning at Indy.

"It's disappointing," said owner **Tyler Tadevic**. "It's our first event in the IndyCar Series, and we just went ahead and picked the Indy 500 as our first event. It's the biggest show on earth, and we didn't get to make it this year."

"But it's just another race just like all the other races we do, and we'll be in Milwaukee, and we'll represent Mexico City and Mario's still our guy. What doesn't kill us makes us stronger. Mario is OK. The car's OK. We'll be all right. We'll be back in Milwaukee. We've had this car all of three weeks. To get here and make rookie orientation, then get out there and be the last car; we were qualified if we could finish those last laps. That's how it goes."

Injured Crew Member Released From Hospital

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Chuck Buckman, the Indy 500 chief mechanic who was injured when Danica Patrick's IndyCar hit him in pit lane during a May 9 practice session, was released from Methodist Hospital in Indianapolis May 13.

Buckman suffered a traumatic subarachnoid hemorrhage and a skull fracture, but has recovered to the point where he can continue convalescence at home. Buckman is the chief mechanic for Mario Moraes at Dale Coyne Racing.

"The only problem I am having right now is a case of vertigo when I sit or stand up," Buckman said. "Besides that, my right arm is bruised all over. I have a fracture in my skull, my face is scraped and I have to wear a neck brace for a month."

"Other than that, I feel fine and want to get back to work."

Patrick was pulling her car into her pit area when Buckman walked in front of her car. The contact sent Buckman flying about four feet into the air before landing on his face and head, which rendered him unconscious.

He was later revived and sent to the

Intensive Care Unit of the hospital before he was moved to a private room May 11.

"All I remember at this point was walking down pit lane to get my jacket, and I stopped off to talk with someone from Marco Andretti's crew, then everything after that is blank," Buckman said. "I was just at the wrong place at the wrong time."

"It was not Danica's fault and I do not hold her to blame for what happened. In my 35 years in auto racing, this is the first time anything this bad has happened to me. I'm just thankful that I'm still alive."



DAVID E. HEITHAUS PHOTO

LAPPING IN: Marco Andretti (26) leads Ryan Briscoe during practice at Indianapolis Motor Speedway.

Urgency Name Of Testing Game

By **MIKE O'LEARY**
NSSN CORRESPONDENT

INDIANAPOLIS — Monday and Tuesday of the second week of practice for the 2008 Indianapolis 500 were quiet while the Speedway observed a scheduled two-day break.

May 14

With a light but stubborn rain falling around the grounds, the opening of practice was delayed until shortly before 5 p.m. Jeff Simmons was among the cars making it onto the track, but four minutes later the red flag was waving for a heavy mist at the north end of the oval. Roger Yasukawa got onto the track when it reopened, a half-hour before rain stopped the day's activities.

John Andretti, hired by Marty Roth to wheel the second car in his stable, turned the fastest lap of the non-qualified racers, lapping the Speedway at 221.386 miles per hour. Buddy Rice, Enrique Bernoldi, Townsend Bell and Bruno Junqueira were also in the 220 mph range. But the top speeds were still claimed by Scott Dixon, Dan Wheldon and Marco Andretti, each exceeding 222.8 mph.

May 15

Underscoring the urgency teams felt

to work on qualifying or race day setups, within 10 minutes after the track's opening at noon, 26 cars had already completed 183 laps. With temperatures in the 60s under cloudy skies, the oval was very busy. Shortly before 3 p.m., the Speedway noted that nearly 1,700 laps had been run.

The Penske team focused on trying different setup options and found themselves at the top of the day's speed chart. Ryan Briscoe was quickest at 223.7, followed by Helio Castroneves's 223.2 mph lap.

Rookie Will Power moved the Aussie Vineyard/Team Australia Dallara to the top of the unqualified ranks with a solid 222.6 circuit, with Marco Andretti, Junqueira, Rice and E. J. Viso topping 222.

As some teams were figuring out what they wanted to do, others were learning what not to do.

"We had the same balance problem all day today that we had yesterday, no matter what we seemed to throw at it," explained Marco Andretti. "We have to hit the books tonight and work as a team to see what we can do to make the car handle better."

May 16

A critical, but tricky day for those looking for one of the 22 spots still available on the starting grid, Friday

proved eventful. Further proving to be one of the favorites to capture all the marbles, pole-sitter Dixon was at the top of the chart, lapping at 223.7. Castroneves and Briscoe were close behind as two unqualified rookies, Power and Graham Rahal, moved into the top five with laps in the 223 mph neighborhood.

Three incidents involving a veteran and two rookies punctuated the busy afternoon. The least serious was when Rahal scraped the first-turn SAFER barrier in the Hole-In-The Wall Camps Dallara just before 5:30 and continued to his pits.

Just 11 minutes into the day's session, Viso hit the turn three wall with his unqualified PDVSA Dallara.

Outside front row starter Briscoe lost the rear end of his backup Penske Dallara, pounding the turn one SAFER barrier.

"I had a big moment in turn one," Wilson reported after running 62 laps. "I think it was more luck than judgment that the back came back in line. I basically crashed, but didn't hit anything. So, we put the car away."

The busiest day of the month saw 2,164 laps completed, bringing the total to 9,071, even with the limited track time. Of the 36 cars on the track, 10 were already qualified, and 26 were looking at the 22 open slots.

together his best speeds of the day in that car, with a four-lap average of 219.015 mph, which bumped Dominguez.

Yasukawa made a third and final attempt, but his speed of 218.476 mph was not fast enough to knock out Roth, who was now on the bubble.

That left it up to Dominguez, who began his attempt with two minutes left before the starter's pistol was fired to conclude qualifications for 2008. After running a first lap of 219.780 mph, Dominguez appeared to be on his way to bumping himself back into the race.

But as he entered the first turn on his second lap, the car broke loose and

did a half-spin almost simultaneously with the firing of the gun to close the track. The car slammed into the SAFER Barrier in turn one and Dominguez's hopes ended in a crumpled mess.

"I feel terrible for me, for my sponsors and for the team," Dominguez said. "The only thing that makes me feel good is that we tried until the end. We tried as hard as we could. And that's the only thing that makes me feel good."

"At the end, we just trimmed the car out, and the car didn't take that downforce and I lost it. I feel terrible I could not qualify for this race."

Lazier gave credit to his team, calling the race track "wicked" because

Sponsorship Woes Have Fisher Stressed

INDIANAPOLIS

Just a little more than a month ago, Sarah Fisher was living her dream as she unveiled her own IndyCar team.

The team was a true Mom-and-Pop operation involving Fisher, her husband, Andy O'Gara, and her father-in-law, longtime IndyCar mechanic Johnny O'Gara.

The team purchased all the necessary equipment, including a Dallara race car and a Honda engine to make this her best Indy 500 yet with sponsorship promised by an energy drink, ResQ, which had promised her the proper funding necessary to make the race.

Fisher estimated it costs close to \$1 million to make her IndyCar effort happen, so when the sponsor failed to send in the money, it put Fisher and her family in a personal financial problem.

"Yeah, dudes, I'm broke," Fisher said with a laugh after qualifying (22nd) for her seventh Indianapolis 500 on Saturday with a four-lap average of 221.246 miles per hour.

"A lot of stress and a lot of hours went into this," Fisher said. "I qualified my car today, and it is my car. I have a feeling of pride being able to do that. As far as taking out aggression on sponsorship contracts that didn't come to fruition, a lot of boxing has come into play for that."

It's been quite a struggle for Fisher and her family just to get to this point, every day expecting a check to arrive or money to be transferred into her account only to discover it hasn't happened.

"My husband and I haven't filed for divorce yet," Fisher said. "Not that we will. It's just been stressful on both of us because we've put all of our efforts and energies into this project. We've had our moments and that is more stressful than anything."

"When a sponsor says they are going to do something and they don't in a husband-and-wife effort, that puts a strain on your relationship. But we're through it and today was a very proud day for both Andy and I."

the windy and cool conditions made for poor grip on the track surface.

"They ripped it off and counter-balanced it in five minutes," Lazier said. "It was a hairy run."

Lazier's team didn't even take to the race track until last Friday, the latest of any team at Indy this year.

"If it wasn't for all the right moves and staying very calm, it was those guys that made all the right decisions," Lazier said.

But it also took a lot of inner-will and drive from Lazier.

"I had to reach deep," Lazier said. "Emotions run deep here. I've raced here for a long time. I know what it is like to miss races here and I feel bad for those teams that fell short, I really

LAST WORD



Fisher continues to look at the numbers on the books and said the team is still in the red.

"It is what it is. I love racing, and I don't care," Fisher said. "I've been at Ground Zero before, and I've had to start all over, and I'm not afraid to do it again. No, I haven't gotten a straight answer from them, and I don't think we ever will. The only answer I've gotten from them is that it's still coming. I can't talk about what I'm doing legally, but it's going to get intense."

"Right now, I'm focused 110 percent on this effort during the month of May, and we will focus on what we are going to do later. Regardless of them coming through, we are qualified."

Fisher has been able to put together a small collection of associate sponsors that have helped fund her team and has had fans come up to her in the garage area and give her cash and checks to help her make the race.

A little here and a little there really helps Fisher and her team.

"We came in with a splash for the media and were able to support it on track," Fisher said. "We've stuck to the basics. We've been able to get above \$5,000 from fans. Every time somebody gives me something, I hand it off to either my dad or Johnny O (O'Gara) and say, 'here is more petty cash.' Now we can afford water this week."

"It's amazing that people do that. A couple people have walked up and written checks for, like, \$1,000 and said this is out of their personal savings account, they love what I do, and they want to help. It makes me pretty emotional that I have a fan base that would want to do that."

Fisher has done a good job of not throwing up her hands and saying, "Forget it."

"It's a good thing you guys don't go home with me at night," Fisher said. "It's stressful, and I try to do a really good job because as an owner, you are a leader, and I've got all these guys working for me, and if I'm broken down emotionally then they are going to be. If I say, 'why me?' then they are going to have a bad attitude."

"As a leader, I have to keep as big a focus as I can. Without my family, I wouldn't be able to do this."

do. But this is such a special race and it is so important to be in. If you have a smoking fast car, you get all emotional because you get everything out of your race car and get into the top three.

"Well, the emotions are the same when you get everything out of your car on a given day and it's just enough to make the Indy 500. It was a very emotional run, a very serious run and a very on-the-edge run."

As the last driver to qualify into the Indy 500, Lazier and his team were presented a check for \$50,000.

More importantly, Bump Day was back at the Indy 500 after some lean years where it was a struggle simply to fill the field with 33 cars.

another attempt, but was too slow. So, as Lazier sat in his race car while his team frantically made changes to the setup of the car to make another qualification attempt, 2005 Indy 500 winner Dan Wheldon came down and gave some advice to Lazier.

At 5:47 p.m., Lazier headed onto the race track to begin his run. He put

LAZIER: Dominguez's Crash At The Gun Ends Bump Day

CONTINUED FROM PAGE 2

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 8 of 24: O'Reilly NHRA Thunder Valley Nationals, May 16-18
Bristol Dragway, Bristol, Tenn.

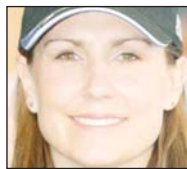
FINAL RESULTS

TOP FUEL



Tony Schumacher

FUNNY CAR



Melanie Troxel

PRO STOCK



Dave Connolly

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
1	Tony Schumacher	4.514	325.45	def.	16	Allan Bradshaw	4.551*	327.59
8	J.R. Todd	4.589	321.04	def.	9	Rod Fuller	4.635	280.95
4	Antron Brown	4.901	321.12	def.	13	Morgan Lucas	7.892	101.17
5	Hillary Will	4.555	320.43	def.	12	Cory McClenathan	4.638	329.34
10	Larry Dixon	4.621	316.23	def.	7	Doug Herbert	4.679	296.05
15	Troy Buff	4.666	313.58	def.	2	Dave Grubnic	4.873	314.83
3	Doug Kalitta	4.710	308.64	def.	14	Todd Paton	BROKE	BROKE
6	Brandon Bernstein	4.545	326.71	def.	11	Bob Vandergriff	4.740	330.23

SECOND ROUND

1	Tony Schumacher	4.511	321.42	def.	8	J.R. Todd	4.550	330.80
5	Hillary Will	4.541	319.14	def.	4	Antron Brown	4.560	328.14
10	Larry Dixon	4.631	300.73	def.	15	Troy Buff	4.681	305.15
6	Brandon Bernstein	4.545	326.71	def.	3	Doug Kalitta	4.810	280.19

SEMIFINAL

1	Tony Schumacher	4.501	329.50	def.	5	Hillary Will	10.925	78.27
10	Larry Dixon	4.555	317.05	def.	6	Brandon Bernstein	4.600	322.88

FINAL

1	Tony Schumacher	4.555	306.81	def.	10	Larry Dixon	4.958	253.37
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Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
1	Mike Neff	4.828	319.98	def.	16	Tony Bartone	13.215	69.40
9	Ron Capps	4.827	316.52	def.	8	Bob Tasca III	4.923	313.88
4	Tim Wilkerson	4.823	311.77	def.	13	Gary Densham	5.685	183.87
5	Robert Hight	4.773	314.31	def.	12	Del Worsham	4.790	327.43
2	Jim Head	4.834	319.29	def.	15	Jerry Toliver	6.482	128.57
10	Cruz Pedregon	4.898	316.82	def.	7	John Force	9.004	84.24
3	Ashley Force	4.791	316.23	def.	14	Gary Scelzi	4.857*	318.54
11	Melanie Troxel	4.816	319.29	def.	6	Tony Pedregon	4.827	319.90

SECOND ROUND

1	Mike Neff	4.828	319.98	def.	9	Ron Capps	4.873	315.27
5	Robert Hight	4.773	314.31	def.	4	Tim Wilkerson	4.884	296.70
2	Jim Head	4.851	321.12	def.	10	Cruz Pedregon	7.017	128.07
11	Melanie Troxel	4.820	321.73	def.	3	Ashley Force	4.863	314.90

SEMIFINAL

1	Mike Neff	4.814	289.12	def.	5	Robert Hight	4.884	259.36
11	Melanie Troxel	5.639	254.04	def.	2	Jim Head	29.548	36.25

FINAL

11	Melanie Troxel	5.066	310.27	def.	1	Mike Neff	6.741	146.21
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Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
16	Mike Edwards	6.792	203.68	def.	1	Warren Johnson	6.760	205.57
8	Greg Stanfield	6.764	203.34	def.	9	Jason Line	6.788*	203.65
13	John Nobile	6.815	203.55	def.	4	Allen Johnson	7.036	201.52
5	V Gaines	6.792	203.19	def.	12	Max Naylor	BROKE*	BROKE
15	Johnny Gray	6.811	203.00	def.	2	Kurt Johnson	6.813	204.79
7	Ron Krisher	6.781	203.92	def.	10	Todd Hoerner	6.781	203.43
3	Greg Anderson	6.777	203.34	def.	14	Jim Yates	6.858	200.83
6	Dave Connolly	6.775	203.92	def.	11	Tom Hammonds	6.795	202.18

SECOND ROUND

8	Greg Stanfield	6.757	203.31	def.	16	Mike Edwards	6.831	203.49
5	V Gaines	6.757	203.31	def.	13	John Nobile	BROKE	BROKE
7	Ron Krisher	6.740	204.20	def.	15	Johnny Gray	6.804*	203.31
6	Dave Connolly	6.769	204.01	def.	3	Greg Anderson	6.670*	203.83

SEMIFINAL

8	Greg Stanfield	6.752	203.68	def.	5	V Gaines	6.749	203.09
6	Dave Connolly	6.756	203.49	def.	7	Ron Krisher	6.729	204.98

FINAL

6	Dave Connolly	6.731	204.70	def.	8	Greg Stanfield	6.717	204.42
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*—Denotes red light



ON A MISSION: Tony Schumacher, pictured here at Ponoma, claimed his third victory of the season Sunday.

Troxel 1st In Funny Car

BRISTOL, Tenn. — Melanie Troxel became the first woman in NHRA history to win in both Top Fuel and Funny Car when she raced to the Funny Car victory Sunday at the O'Reilly NHRA Thunder Valley Nationals.

Tony Schumacher and Dave Connolly also won in their respective categories at Bristol Dragway in the NHRA POWERade Drag Racing Series event.

Troxel, who earned five Top Fuel victories prior to switching to Funny Car this season, joined her husband Tommy Johnson, Jr. as one of 14 drivers in NHRA history to earn victories in both nitro categories when she powered her ProCare Rx Dodge Charger to a 5.066 at 310.27 to defeat rookie Mike Neff in the final round. She is the second female to win in Funny Car in NHRA history, following Ashley Force's gender-breaking victory last month in Atlanta.

"You know I haven't even given that any thought," said Troxel, referring to being one of 14 drivers to get a win in both of NHRA's nitro classes. "We were so focused on going out there and getting some round wins and getting a win. That's kind of like icing on the cake."

Tim Wilkerson remained in the points lead in Funny Car, 23 points ahead of Force, who lost to Troxel in the second round in the first all-female Funny Car elimination round in NHRA history.

Defending POWERade Series world champion Schumacher raced his U.S. Army dragster to his third win of the season in three-consecutive final round appearances. Schumacher's run of 4.555 at 306.81 against runner-up Larry Dixon's U.S. Smokeless dragster gave him his second win at Bristol Dragway.

"Through the conditions we had all weekend, this was the perfect condition to race in," said Schumacher. "When you race someone that's up ahead in the points, it's just a huge points spread. That was just a huge round."

Schumacher strengthened his point lead over second-place Antron Brown



NHRA PHOTO

FUELED FEMALE: With her victory over Mike Neff Sunday, Melanie Troxel became the first woman to win in both Top Fuel and Funny Car.

by 131 points. Brown lost in the second round to Hillary Will.

In Pro Stock, Dave Connolly defeated Greg Stanfield in his second-consecutive final-round appearance, driving his Charter Communications Chevy Cobalt to a 6.731 win at 204.70 mph.

"It makes you appreciate everything that much more," said Connolly, who missed the first five races of the season. "We got pretty

lucky last weekend to go to the final round, and then to come out here and I'm taking cones out here in qualifying, and I would've never thought we would've made it to the winners circle, but we did."

Former world champion Greg Anderson's second-round win was enough to push him to the top of the standings, two points ahead of teammate Jason Line.

Connolly Notches No. 150 For Chevrolet

BRISTOL, Tenn. — Dave Connolly and his Victor Cagnazzi-owned Charter Communications Chevy Cobalt delivered Chevy's 150th NHRA Pro Stock victory at the O'Reilly Thunder Valley Nationals at Bristol Dragway.

Sideline with sudden, unexpected sponsorship trouble at the start of the season, Connolly missed the first five events. Since returning at Atlanta three events ago, he has advanced to two final rounds and won once. But making the victory sweeter was sharing the winner's circle with his father: Dad, Ray, gave the Connolly family the daily double with his victory in the Super Gas class in his '63 Corvette.

"I don't know what it is, but every

time we get a rain delay or a rainout, we seem to get a win," Connolly joked, "so for the next 17 races, or whatever we have left, I hope it rains every weekend."

"I didn't even realize this was Chevy's 150th Pro Stock win. That's pretty incredible. All the great folks at Chevrolet, they've been behind me since I started my career and I can't thank them enough. They always have top-notch vehicles. We came out here this season with a brand new Chevy Cobalt and the third race out with it we're in the winner's circle, so I'm pretty appreciative that we got this milestone win for Chevy."

"This season has definitely been up and down," Connolly said. "I just have to thank (sponsors) Charter and

LifeLock because we wouldn't even be out here racing. We'd still be sitting on the sidelines. It makes you appreciate everything that much more. We got pretty lucky last race to go to the finals, and then to come out here where I was taking out cones [hitting timing cones and erasing any elapsed times] and stuff in Friday qualifying, I would have never thought we would make it to the winner's circle, but we did."

"It was rough sitting on the sidelines to start the season. I stayed busy doing some Sportsman racing, but Pro Stock is what I love. I'm just glad to be back and we're making up ground fast. A win and runner-up this soon is giving us a better chance of making the Countdown."



NHRA PHOTO

TO THE FRONT: Warren Johnson claimed No. 1 qualifier in Pro Stock at Bristol Dragway, one week after missing the show at Gateway Int'l Raceway in Madison, Ill.

Neff Burned By Bristol Final

BRISTOL, Tenn. — **Mike Neff** put his **John Force** Racing-owned Old Spice Ford Mustang in the final for the second-consecutive time. Although he had to settle for a runner-up finish again, the rookie gained four positions in the standings, moving from 11th to seventh.

But the normally soft-spoken, smiling Neff was, in his words, “pissed” at the situation and the miscommunication at the starting line in the harried final round against **Melanie Troxel**.

As he pulled the car up to stage, Neff’s team was unable to lift his Mustang’s body. Crew chief **John Medlen**, down on the asphalt with his hand reaching under the chassis as Neff was seconds away from launching,

NHRA NOTES

was unable to make critical engine adjustments to his BOSS 500 Ford motor. In the middle of his pass, Neff’s Mustang erupted in flames, and Troxel drove past him for her first victory in the Funny Car class to go with her five Top Fuel trophies.

“I’m saying, ‘Let’s go! Let’s go!’ [Starter] **Rick Stewart** is in front of us, motioning to go, but when we couldn’t get the body up, Medlen couldn’t get in there and arm all the switches — which I didn’t know he armed those things. I’m just saying, ‘Go! Let’s go!’ So naturally, none of the system worked and that is why it backfired,” said an exasperated Neff.

“I am happy for Melanie, but for something like that to keep us from having a good drag race is too bad,” Neff said. “Congratulations to Melanie, and for Old Spice and Ford that is what makes it so frustrating. We have been running so good we should have been able to make a good run right there. It just didn’t go that way.”

Troxel said she wasn’t bothered when Neff’s car experienced starting-line difficulties. “You just try to keep your cool when he was having

problems,” she said. “The only thing that crossed my mind at the time was that I don’t want to win that way. I didn’t want them to shut him off. I was glad we were both able to get up there and run.”

■ When Funny Car top qualifier and eventual runner-up Mike Neff defeated **Tony Bartone** in the opening round of eliminations, he gave crew chief John Medlen his 500th career round-win. The event began with the track elapsed-time record still belonging to John Medlen’s son, **Eric**, who died last March from injuries suffered in a testing crash.

But **Robert Hight**, Neff’s John Force Racing teammate, posted an event-low elapsed time of 4.746 seconds in the first round against **Del Worsham** to mark his first round-win at Bristol Dragway. That e.t. was a track record, erasing Medlen’s. Hight said he had mixed emotions about lowering Medlen’s record. “He was my buddy,” Hight said.

In the second round, Hight defeated Funny Car point-leader **Tim Wilkerson**. He said that was a memorable moment, never mind losing in the next round to teammate Neff after a nearly 90-minute rain delay. “To get Tim Wilkerson stopped makes this a big day for us,” Hight said.

■ **Ashley Force** won her first-round match-up with **Gary Scelzi**, as he red-lit and was disqualified.

In the quarterfinals, Force lined up for the first time against Melanie Troxel and lost in the first Funny Car elimination round between female drivers. Force put the round in perspective from her pit following her loss.

“I’m just relieved to get that done with,” she said. “We really just want to win our rounds, regardless of who is in the other lane. We come out here to win. We didn’t come here to just beat girls or we are in the wrong sport. We came here to beat whoever is in the lane next to us. It is exciting

for the fans, but I am sure there will be plenty of more times we’ll race each other this season, I hope. It wasn’t our time this time and hopefully it will be next time.”

■ Team leader John Force was the lone JFR Ford Mustang not to advance to the second round. After sitting on the starting line for over two hours during multiple rain delays he dropped a first round match-up to his nemesis **Cruz Pedregon** when his Castrol GTX High Mileage Ford Mustang had a clutch malfunction causing the defending event champion to lose traction almost immediately.

■ Reigning Pro Stock champion **Jeg Coughlin’s** qualifying streak ended at 70 races Saturday, as he missed the field by just three-thousandths of a second. The last time he failed to qualify was in May 2004 at Heartland Park Topeka.

“This is the brutal part of NHRA drag racing,” Coughlin said. “You’re only as good as your last pass.”

The misstep cost him two places in the standings. He’s fourth as the POWERade Drag Racing Series heads to Topeka in two weeks. Meanwhile, Pro Stock colleague **Tom Hammonds**, the former NBA All-Star, snapped a five-race, non-qualifying streak, but was a first-round victim of eventual winner **Dave Connolly**.

■ Statistician **Lewis Bloom** found an intriguing nugget regarding **Warren Johnson’s** No. 1 qualifying position in the Pro Stock order. Johnson missed the cut at the previous race, at Madison, Ill. — a race his son and teammate, **Kurt**, won. The previous driver to DNQ, then rebound as top qualifier was fellow Pro Stocker **Greg Stanfield**, Sunday’s Bristol runner-up. He wasn’t quick enough for the November 2002 NHRA Finals, but came back to Pomona the next February to open the 2003 season as the Winternationals’ No. 1 Pro Stock driver.

A Little Marketing Could Take NHRA To A New Level

SEATTLE

We sat there in the yard in Brownsburg, Ind., on the Fourth of July last year, enjoying the cookout with family and friends. Somebody brought up the name Jeff Gordon, and people nearly choked on their baked beans and potato salad.

No one had to summon the police, but the conversation certainly became animated in a hurry. Some loved Jeff Gordon. The Dale Earnhardt, Jr. loyalists chimed in, and it got even spicier when Tony Stewart’s name came up. Those were the best fireworks of the day.

It came from clever marketing. The Brownsburg Barbecue Battle leaped to mind Saturday when the ESPN broadcast of the National Hot Rod Ass’n’s Thunder Valley Nationals from Bristol, Tenn., focused on funding and just how expensive it is to field a nitro Funny Car or Top Fuel dragster team.

The most elemental truth of motorsports is that racers can go racing with sponsorship money, and sponsorship money comes when an individual or company sees value in the operation because of television exposure, an extensive fan base and branding opportunities/marketing appeal.

Even drag-racing icon John Force said his multimillion-dollar business has only a few pillars.

“In 30 years of racing,” he said, “I’ve found only five strong players: Castrol, Ford, AAA of Southern California, Brand Source and Old Spice.”

Of course, he’s referring to his own sponsors, for companies such as Winston/R.J. Reynolds, Coca-Cola, General Motors, Budweiser, Lucas Oil, O’Reilly Auto Parts, Valvoline, U.S. Tobacco, FRAM, Oakley, Miller Brewing, Snap-on Tools, Matco Tools and McDonald’s have invested millions of dollars in the NHRA. So has no less powerful an entity as the U.S. Army.

Just the same, Force — an abundantly blessed team owner — said, “It’s hard to find a sponsor who will get in this sport.”

Now, why is that?

One reason might be a classic can’t-

THE STRAIGHTLINE



SUSAN WADE

see-the-forest-for-the-trees case. The NHRA needs to trade on the extreme nature of the sport.

X Games (originally Extreme Games) organizers amped up the “wow” factor, convincing the public to swoon over trendy sports such as skateboarding, skysurfing, street luge and bungee jumping. The first edition of the extravaganza — excuse us...the “x-travaganza” — drew an estimated 198,000 spectators and, more importantly, seven prime sponsors: Advil, AT&T, Chevy Trucks, Nike, Miller Lite Ice, Mountain Dew and Taco Bell.

Sell NHRA for its exotic nature, for its ultra-edgy, no-margin-for-error, put-up-or-shut-up, eye-blink passes. Give a nitro-laced spin to the advertising policy of “Don’t sell the steak; sell the sizzle.” Sell the smell. Sell the gauzy smoke. Sell the ear-blasting, ground-pounding launch of a Top Fuel dragster. Sell the power. Sell the speed.

Nitro-powered dragsters and Funny Cars get 750 horsepower from just one of the engine’s eight cylinders — the entire output of a NASCAR engine. Tell people that. Tell them that a dragster launches at nearly five Gs and stops with a reverse force of more than seven Gs. Tell them that nitro-class drivers compute their fuel in gallons per mile — 16-20 gallons per quarter-mile pass — and that these cars blast the length of more than four football fields in less than five seconds. Tell people stuff like that, for crying out loud. And don’t preach to the choir — expand your audience.

The late Wally Parks established the NHRA to corral street-racing rebels. It has become a business, to be sure, but it still has a car-club feel. The cars are the stars.

But let’s face it — no one is going to bounce a hot-dog bun off someone’s head at the family picnic in a debate about the merits of a HEMI engine or the aerodynamic advantages of a Chevy Impala over a Ford Mustang or a Dodge Charger. You’ll have more than the grill sizzling if you make household names of the pro drivers.

UP NEXT

O’Reilly NHRA Summer Nationals, May 30-June 1, Heartland Park Topeka, Topeka, Kan.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

1. Tony Schumacher	726
2. Antron Brown	450
3. Larry Dixon	561

1. Tim Wilkerson	552
2. Ashley Force	529
3. Cruz Pedregon	477

1. Greg Anderson	561
2. Jason Line	559
3. Kurt Johnson	545

RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 6 of 25: N.C. Education Lottery 200, Friday, May 16
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	18	88	Matt Crafton	Menards Chevrolet	138	\$61,800	Running
2	7	8	Chad McCumbee	Malcolmsen Construction Chevrolet	138	35,675	Running
3	29	10	Brendan Gaughan	International MAXFORCE Diesel	138	25,870	Running
4	5	99	Erik Darnell	Northern Tool + Equipment Ford	138	19,235	Running
5	15	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	138	16,085	Running
6	25	60	Terry Cook	Wylers.com Toyota	138	13,010	Running
7	28	18	Dennis Setzer	Tahoe Smokeless Dodge	138	12,510	Running
8	1	51	Kyle Busch	Miccosukee/NOS Toyota	138	13,760	Running
9	8	46	Landon Cassill	GoDaddy.com Chevrolet	138	12,285	Running
10	4	5	Mike Skinner	Toyota Banner Sales Event Toyota	138	13,635	Running
11	14	23	Johnny Benson	Exide Batteries Toyota	138	11,760	Running
12	21	30	Todd Bodine	Lumber Liquidators Toyota	138	11,585	Running
13	22	52	Ken Schrader	Federated Auto Parts Toyota	138	9,210	Running
14	3	2	Jack Sprague	American Commercial Chevrolet	138	11,360	Running
15	6	6	Colin Braun	Con-way Freight Ford	138	13,210	Running
16	9	7	Andy Lally	TRG/Adobe Road Winery Chevrolet	138	11,560	Running
17	19	11	David Starr	Pit Corporate Training Toyota	137	11,110	Running
18	12	09	Travis Kvapil	Zaxby's Ford	137	8,810	Running
19	27	21	Jon Wood	Air Force Ford	137	11,010	Running
20	10	13	Shelby Howard	ThorSport Racing Chevrolet	137	11,660	Running
21	20	40	Chad Chaffin	Curtis Key Plumbing Chevrolet	137	8,640	Running
22	23	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	137	10,835	Running
23	2	33	Ron Hornaday, Jr.	Camping World Chevrolet	137	10,560	Running
24	11	15	Marc Mitchell	Hypre Ergon Toyota	136	8,535	Running
25	16	17	Timothy Peters	Hayes Iron & Metal/Tahoe Dodge	136	8,485	Running
26	33	08	Jason White	GunBroker.com Dodge	136	9,460	Running
27	30	20	Scott Lagasse, Jr.	Nicholson Group Real Estate Ford	136	8,435	Running
28	17	4	Stacy Compton	Crown Dodge of Fayetteville Dodge	135	8,410	Running
29	36	54	Brian Sockwell	Sculley Boatbuilders Chevrolet	134	8,360	Running
30	24	91	J.C. Stout	Hart's Insurance Agency Chevrolet	124	8,335	Running
31	26	07	John Mickel	Dudman Group Chevrolet	113	8,310	Accident
32	32	9	Justin Marks	Cross Toyota	113	8,285	Accident
33	13	22	Scott Speed	Red Bull Toyota	107	8,260	Transmission
34	34	71	Donny Lia	Nationrides.com Chevrolet	9	8,235	Accident
35	35	16	Brian Scott	Albertsons Chevrolet	8	8,210	Accident
36	31	74	Derrick Cope	Un-sponsored Dodge	4	8,198	Vibration

RACE STATISTICS

Race time: 1 hour, 51 minutes, 24 seconds
Average speed: 111.490 miles per hour
Victory margin: .184 second
Caution flags: Seven for 33 laps
Lead changes: 14 among 11 drivers
Lap leaders: Kyle Busch 1-21; Chad McCumbee 22;

Chad Chaffin 23; Ted Musgrave 24-28; Busch 29-77; Colin Braun 78-80; Dennis Setzer 81; Terry Cook 82-83; Busch 84-99; Ron Hornaday, Jr. 100; Todd Bodine 101-104; Erik Darnell 105-127; Matt Crafton 128; Bodine 129; Crafton 130-138.

TALK OF TIME TRIALS

Kyle Busch earned his second-career NASCAR Craftsman Truck Series pole Friday night, posting a fast lap of 179.045 miles per hour in the Billy Ballew Motorsports No. 51 Miccosukee/NOS Energy Drink Toyota. Ron Hornaday, Jr. started second in the No. 33 Camping World Chevrolet.



AUTOSTOCK PHOTO

STANDINGS



Top 10

1. Ron Hornaday, Jr.	874	6. Chad McCumbee	808
2. Rick Crawford	869	7. Kyle Busch	797
3. Todd Bodine	836	8. Johnny Benson	796
4. Matt Crafton	829	9. Erik Darnell	771
5. Dennis Setzer	817	10. Terry Cook	760

Cloud Lifts For Crafton

BY SHEENA BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Matt Crafton had the winning number in Friday night's NASCAR Craftsman Truck Series North Carolina Education Lottery 200 at Lowe's Motor Speedway.

An unlikely turn of events and a chaotic final 30 laps put Crafton's No. 88 Menards/McGuire-Nicholas Chevrolet in position to hold off a hard-charging Chad McCumbee in a green-white-checked finish to score the victory, his first in 178 starts in the series.

"Perseverance pays off and we never gave up and we've got a really good crew," Crafton said. "We've got great owners, Duke and Rhonda Thorson, and everyone did awesome. Crew chief (Bud Haeefe) was awesome and everyone was behind me and I believed in them, and that's what it's all about in this deal. Just never give up and put yourself in the right position each and every week and you're gonna get a win.

"I've won in a lot of series, everything I've ever raced in. It's been a black cloud following me for a long time," Crafton said of getting his first win in the truck series. "Finally the black cloud has moved along and maybe we can get a few more this year."

Like so many times this season, Kyle Busch appeared unbeatable in Billy Ballew Motorsports' No. 51 Miccosukee Resorts/NOS Energy Drink Toyota, leading all but 14 of the first 100 laps. But the race's complexion changed when the leaders pitted during a lap-100 caution flag.

After restarting fifth, Busch tried to make his way around Ron Hornaday, Jr. and back to the front. But as the



AUTOSTOCK PHOTO

LOWE'S LUCK: Matt Crafton celebrates his first-career NASCAR Craftsman Truck Series victory Friday at Lowe's Motor Speedway.

two raced side by side, Hornaday's No. 33 Camping World Chevrolet got loose and made contact with Busch, sending both trucks spinning in turn four and collecting Jack Sprague, Colin Braun and Scott Speed in the process. Busch pitted with heavy right-side damage, but battled back to finish eighth.

Erik Darnell paced the field for the next 23 laps with Johnny Benson hot on his bumper. But when Darnell spun the tires on his No. 99 Northern Tool + Equipment Ford on a lap-127 restart, Benson made his move—and was black flagged for jumping the restart. That handed the lead to Crafton with nine laps to go.

Crafton, who had made his way into the top 10 after starting 18th, battled Todd Bodine before a collision between Bodine and Hornaday with five laps to go took Bodine out of contention and set up a green-white-checked finish with McCumbee second.

From there, Crafton had only to hold

his line to make it to victory lane.

"I always remember that a guy was telling me, Dan Press, was telling me to flip the mirror up when you are leading the race at the end of the race and look out the front of the windshield," Crafton said. "He said as soon as you start looking backwards that you are already halfway beat, so I never looked back and looked out that front windshield and drove my tail off. And I knew I wasn't going to lift, I can promise you that. That green-white-checked, when (the race) went green (the pedal) never came off the floor and going into two it was going to be checkers or wreckers and we finally got it."

McCumbee held on for second, his career-best finish and his fourth top-10 finish of the season. Brendan Gaughan, Darnell and Rick Crawford completed the top five.

Hornaday, who finished 23rd, holds a five-point lead over Crawford in the standings.

Hornaday Says Bodine Tried To Kill Him

BY SHEENA BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Friday night went from bad to worse for series point-leader Ron Hornaday, Jr.

Hornaday gave up the lead to pit under a lap-100 caution and restarted fourth. But as he and Kyle Busch raced side by side, Hornaday's Kevin Harvick, Inc.-owned No. 33 Camping World Chevrolet got loose, sending both he and Busch spinning in turn four and setting off a five-truck crash. Busch's truck sustained the worst damage and Hornaday soldiered on.

Less than 30 laps later, Hornaday had regained second place and set his sights on Todd Bodine. Hornaday cleared Bodine's No. 30 Lumber Liquidators Toyota coming out of turn four. Bodine, though, jammed his nose under Hornaday's rear going through the frontstretch, sending Hornaday spinning through the infield grass.

Once Hornaday righted his truck, he caught up to Bodine behind the pace

car, ramming the No. 33 into Bodine's truck before pitting. Hornaday limped home 23rd, two laps down to race winner Matt Crafton.

"He just flat tried to kill me. You don't spin somebody out on the straightaway," Hornaday said of Bodine. "If I'd done something wrong or ran into him, I'd deserve it. But you don't do it at 170 miles per hour and try to turn somebody sideways just because you got upset because you've got used tires on.

"We were pretty good friends. We were just getting to like each other, but I don't know what's going to happen now. I really don't. Life is too short to have an idiot like that."

Bodine, who was penalized for aggressive driving, finished 12th.

"The sad thing is I was honestly trying to help Ron," Bodine said. "I was trying to push him up the mat and the last shot I gave him at the start-finish line turned him sideways and turned him in the infield. I didn't try to wreck him. I was trying to help the guy."

"We were good friends. I hope we still are friends. I don't blame him for being mad at me, but I was trying

to help. I wasn't trying to wreck him."

■ Matt Crafton's victory in Friday's North Carolina Education Lottery 200 ended the longest winless streak in the NASCAR Craftsman Truck Series. The previous record was held by Bryan Reffner, who went 111 races before reaching victory lane.

■ Kyle Busch scored his second-career pole for Friday's truck race. Busch lapped the 1.5-mile Lowe's Motor Speedway in 30.160 seconds (179.045 mph) in Billy Ballew Motorsports' No. 51 Miccosukee Resorts/NOS Energy Drink Toyota. The pole was Busch's second pole in the series and the first of the season. It was also Toyota's 50th pole in 106 NASCAR Craftsman Truck Series events.

Less than three hours later, Busch picked up the pole for Saturday's Sprint All-Star Race with a combined three-lap and pit-stop time of 121.956 seconds. It was Busch's third top-10 start in three All-Star Race appearances.

Allmendinger: I Feel Like I Won The Daytona 500

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — A.J. Allmendinger overcame an early shunt with Elliott Sadler and won Saturday night's Sprint Showdown at Lowe's Motor Speedway.

Allmendinger and runner-up Sam Hornish, Jr., whose furious late-race challenge came up .154 second short of victory, both transferred into the NASCAR Sprint All-Star Race.

Allmendinger was battling Sadler for a spot in the top five on the sixth lap of the 1.5-mile superspeedway when his Toyota drifted up the track and contacted the Dodge driven by Sadler.

Sadler crashed, with Allmendinger continuing.

"It was my fault," Allmendinger said. "I slid up into him. I didn't mean to do it...There's no defense. I messed up. I will apologize to him, and I know that right now that doesn't mean anything, but I will talk to him. I don't want to be known as racing like that."

Allmendinger finished the first segment third behind teammate Brian Vickers and David Ragan. Vickers pitted during the lap-20 break, and Allmendinger got the jump on the restart and led all 20 laps of the second segment, surviving Hornish's fast finish.

"I feel like I won the Daytona

500. Nobody understands how much this means to me after what we went through as a team," Allmendinger said. "This win means the world to me. I have to thank Sam. He raced me clean, knowing we were both in the big show."

Hornish gave Penske Racing

three cars in the All-Star race.

"We're real happy to make it to the (All-Star race)," Hornish said. "One mistake by me put us back in the pack and we still made it through."

David Ragan finished third, with Vickers and Kasey Kahne rounding out the top five.

Kahne won the fan voting and was the final driver added to the All-Star Race starting lineup.

"I'd love to race my way into the race, but it's cool that the fans voted us in," Kahne said.

The finish:

Showing driver, car, laps completed and money won: 1.

A.J. Allmendinger, Red Bull Toyota, 40, \$57,575; 2. Sam Hornish, Jr., Mobil 1 Dodge, 40, \$47,575; 3. David Ragan, AAA Ford, 40, \$43,300; 4. Brian Vickers, Red Bull Toyota, 40, \$41,200; 5. Kasey Kahne, Budweiser Dodge, 40, \$40,200; 6. David Reutimann, Aaron's Toyota, 40, \$38,200; 7. David Gilliland, freecredit.com Ford, 40, \$37,200; 8. Travis Kvapil, Yates Racing Ford, 40, \$36,600; 9. J.J. Yeley, DLP Toyota, 40, \$36,100; 10. Dave Blaney, Caterpillar Toyota, 40, \$35,850; 11. Robby Gordon, Jim Beam Dodge, 40, \$35,575; 12. Reed Sorenson, Target Dodge, 40, \$35,325; 13. Chad McCumbee, Marathon Dodge, 40, \$35,075; 14. Scott Riggs, State Water Heaters Chevrolet, 40, \$34,975; 15. Kyle Petty, Coca Cola

Dodge, 40, \$34,875; 16. Paul Menard, Menards Chevrolet, 40, \$34,775; 17. Joe Nemecek, Furniture Row Chevrolet, 40, \$34,675; 18. Jeff Green, Un-sponsored Chevrolet, 40, \$34,575; 19. Bill Elliott, Air Force Ford, 40, \$34,475; 20. Michael Waltrip, NAPA Toyota, 40, \$34,375; 21. Regan Smith, Principal Financial Chevrolet, 40, \$34,250; 22. Carl Long, Romeo Guest Dodge, 40, \$34,125; 23. Tony Raines, getfubar.com Dodge, 29, \$34,025; 24. Johnny Sauter, Haas Automation Chevrolet, 27, \$33,925; 25. Stanton Barrett, NOS Energy Drink Chevrolet, 14, \$33,825; 26. Elliott Sadler, Stanley Dodge, 6, \$33,725; 27. Patrick Carpentier, Charter Dodge, 2, \$33,625.

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RUSTY JARRETT/GETTY IMAGES PHOTO

LAST CHANCE HERO: A.J. Allmendinger celebrates his victory in Saturday's Sprint Showdown at Lowe's Motor Speedway.



Photo by: Terry Thomson



Photo by: Terry Thomson



Photo by: Terry Thomson

RACER'S EXPO
RACE FASTER, SMARTER, SAFER

RACE REWIND

Races 8 and 9: May 13 and May 15

FINAL RESULTS

WINNER



Jason Meyers

WINNER



Steve Kinser

May 13

May 13, Lernerville Speedway, Sarver, Pa.

Qualifications: 1. Joey Saldana, Kahne 9, 12.813; 2. Ed Lynch, Jr., Lynch 2L, 12.828; 3. Jason Meyers, Stockbridge 14, 12.832; 4. Greg Hodnett, Cline 22, 12.845; 5. Jac Haudenschild, Camahan r19, 12.846; 6. Sam Hafertepe, Jr., Hafertepe 15h, 12.860; 7. Mike Lutz, Lutz 8, 12.862; 8. Daryn Pittman, Titan 21, 12.943; 9. Chad Kemenah, Hard Eight 8k, 12.972; 10. Terry McCarl, McCarl 24, 12.985; 11. Lance Dewease, Catocin 30 13.017; 12. Kerry Madsen, Ver Meer 55, 13.025; 13. Brandon Wimmer, Ferkel 0, 13.061; 14. Dale Blaney, Fisher 2b, 13.063; 15. Brian Ellenberger, Ellenberger 20e, 13.070; 16. Fred Rahmer, Clemens 51, 13.084; 17. Shane Stewart, Roth 83, 13.093; 18. Steve Kinser, Kinser 11, 13.098; 19. Bob Felmlee, Felmlee 6f, 13.104; 20. Jason Johnson, Kahne 19e, 13.107; 21. Craig Dollansky, Woodward 2, 13.107; 22. Tim Shaffer, Parsons 6, 13.109; 23. Donny Schatz, Stewart 15, 13.125; 24. Chad Bloude, Bloude 5b, 13.148; 25. Paul McMahan, Busch 13, 13.190; 26. Greg Wilson, Warmimont w20, 13.191; 27. Lucas Wolfe, Allebach 5w, 13.201; 28. Tony Bruce, Jr., Bruce 18, 13.208; 29. Jason Sides, Sides 7s, 13.217; 30. Rod George, George 4g, 13.226; 31. Carl Bowser, Bowser 10, 13.245; 32. Stevie Smith, Smith 19, 13.290; 33. Matthew Reed, Reed 92v, 13.344; 34. Chad Layton, Postupack 25, 13.353; 35. Craig Kinser, Stewart 20, 13.447; 36. Kevin Schaeffer, Schaeffer 9s, 13.506; 37. Charlie Holben, Holben 15m, 13.508; 38. Randy Hannagan, Hannagan 1x, 13.527; 39. Chad Hillier, Hillier 5c, 13.559; 40. Dan Shetler, Shetler 98, 13.677; 41. Brent Matus, Matus 33, 14.195; 42. Bill Kiley, Kiley 4k, 14.282; 43. Sheila Rankin, Rankin 6r, 15.431; 44. Gary Rankin, Rankin 16, no time.

First Heat (8 laps): Kemenah, Haudenschild, Wimmer, Saldana, McMahan, Dollansky, Reed, Holben, Sides, Matus, Stewart.

Second Heat (8 laps): McCarl, Blaney, Lynch, S. Kinser, Wilson, Shaffer, Hafertepe, Hannagan, Layton, George, Kiley.

Third Heat (8 laps): Dewease, Meyers, Schatz, Ellenberger, Felmlee, Lutz, Wolfe, Hillier, Bowser, K. Kinser.

Fourth Heat (8 laps): Madsen, Pittman, Hodnett, Rahmer, Bloude, Smith, Johnson, Bruce, Schaeffer, G. Rankin, Shetler.

Crane Cams Dash (6 laps): Haudenschild, Blaney, Meyers, McCarl, Kemenah, Madsen, Pittman, Saldana, Lynch, Dewease.

C Main (8 laps): 1. Hannagan; 2. Hillier; 3. Holben, \$125; 4. Shetler, \$125; 5. Matus, \$125; 6. G. Rankin, \$100; 7. Kiley, \$100; 8. K. Kinser, \$100; 9. Schaeffer, \$100; 10. S. Rankin, \$100.

B Main (12 laps): 1. Hafertepe; 2. Dollansky; 3. Lutz; 4. Johnson; 5. Shaffer, \$200; 6. Wolfe, \$180; 7. Sides, \$175; 8. Bruce, \$160; 9. George, \$150; 10. Layton, \$150; 11. Hannagan, \$150; 12. Reed, \$150; 13. Hillier, \$150; 14. Bowser, \$150; 15. Stewart, \$150; 16. Smith, \$150.

Feature (35 laps): 1. Meyers, \$10,000; 2. McCarl, \$5,500; 3. Kemenah, \$3,200; 4. Blaney, \$2,800; 5. Dollansky, \$2,500; 6. Saldana, \$2,300; 7. Schatz, \$2,200; 8. Madsen, \$2,100; 9. Hafertepe, \$2,050; 10. Pittman, \$2,000; 11. Dewease, \$1,500; 12. Haudenschild, \$1,200; 13. S. Kinser, \$1,100; 14. Wimmer, \$1,050; 15. Hodnett, \$1,000; 16. Rahmer, \$900; 17. Ellenberger, \$800; 18. Felmlee, \$800; 19. Shaffer, \$0; 20. McMahan, \$800; 21. Wilson, \$800; 22. Matus, \$0; 23. Johnson, \$800; 24. Bowser, \$0; 25. Bloude, \$800; 26. K. Kinser, \$0; 27. Lutz, \$800; 28. Lynch, \$800.

Rained Out

The Advance Auto Parts World of Outlaws were rained out Friday and Saturday at Williams Grove and again on Sunday at Orange County Fair Speedway in New York.

STANDINGS

FIRST



Jason Meyers

SECOND



Craig Dollansky

THIRD



Donny Schatz

Top 10

1. Jason Meyers	1,301	6. Jac Haudenschild	1,152
2. Craig Dollansky	1,296	7. Kerry Madsen	1,152
3. Donny Schatz	1,294	8. Chad Kemenah	1,139
4. Joey Saldana	1,262	9. Terry McCarl	1,136
5. Steve Kinser	1,185	10. Daryn Pittman	1,072

Meyers Tough At Lernerville

SARVER, Pa. — Jason Meyers led the final 18 laps of the Commonwealth Clash to earn his series-leading fourth Advance Auto Parts World of Outlaws Sprint Car Series triumph May 13 at Lernerville Speedway.

"It's certainly more than we can ask for right now," Meyers said. "These guys are doing a great job and everything is running well. We just have to keep it up. It's going to be a long year and a long summer and we have to keep up what we are doing now. I'm just happy to see it all paying off for this team that works very hard every day. It means a lot to me and everyone involved in this team."

Meyers lined up third for the 35-lap contest and actually fell back to fifth in the early going, before tracking down Chad Kemenah and Jac Haudenschild. On the 12th lap, he took second from early leader Dale Blaney. He took the lead from Terry McCarl on the 18th lap exiting the fourth turn, as McCarl slipped up the banking.

Late in the race, Haudenschild dove low in the first turn to take the lead, but Meyers again used a strong run off the fourth turn as Haudenschild slipped up the track to remain in the lead and was officially scored the leader at the line.

"You just had to lay it in there and just kind of hold on to it," explained Meyers, the driver of the GLR Investments KPC, of the fourth turn which provided a challenge to the drivers. "The bottom was kind of slick and we were a little tight on



HEIN BROTHERS PHOTO

PASSING PLAY: Jason Meyers (14) holds off a charge by Jac Haudenschild to grab his fourth series win May 13 at Lernerville Speedway.

top, but we were definitely fast up there. We just had to get up in there and hang on to it."

Meyers used his eighth top-10 finish of the season to take a one-point lead in the standings over Craig Dollansky.

"That is really exciting," said the native of Clovis, Calif. "We have had a great start to the year, as have Craig Dollansky and Donny Schatz. To be able to call home to Chris (Luck) and Guy (Stockbridge) and everyone involved and tell them we were able to take the point lead is real exciting. I'm looking forward to, hopefully, holding on to it."

McCarl took the lead from Blaney on lap nine and set the pace until Meyers made his winning pass. Second-place is McCarl's best finish of the season.

"It felt good," said McCarl. "My car has won here before so that put a little pressure on me to win. We haven't done too good here the past few years, so it was great to have a strong run. Dyno Dave (Lawrence) joined me here tonight. I am pretty excited. We have a great crew right now."

Kemenah collected his best finish of the season in third, with Blaney and Dollansky rounding out the top five.

Kinser Stops The Posse At Williams Grove

MECHANICSBURG, Pa. — It's not very often that Steve Kinser doesn't win his first World of Outlaws feature until mid-May, but with a season full of rain outs, the 20-time series champion finally picked up his first triumph of the year Thursday night at Williams Grove Speedway.

Kinser earned \$8,000 for winning the first night of a scheduled two-night stand at the legendary half-mile oval.

"It is always special to win here, especially with how this season has started," said Kinser after his 38th victory at the Grove. "I always enjoy winning here. The competition is as tough here, as it is anywhere."

Kinser took the lead on the 12th lap, but there was a red-flag period before the full lap was completed. By way of Advance Auto Parts World of Outlaws series rules, the running order reverts to the last completed lap, which kept Craig Keel, who started on the pole and led from the outset, in the lead.

Then, after Kinser took the white flag while leading, there was another stop, and by way of series rules, two-consecutive green flag laps have to be completed to end a race, thus adding one more obstacle for him, as he had to fend off the field on one final restart.

"It was a little frustrating, espe-

cially trying to win your first race of the year," said Kinser. "The track was pretty much the same all around, whether you were running the middle, bottom or top if you car was running right. I choked the car low and may have been better off running up top, but we got to the checkered flag first and that's the main thing."

The race took three starts to get going, and Craig Keel charged to the lead on all three of them. Kinser took second from Lucas Wolfe on lap 11 and began tracking Keel.

"I was sort of taking my time," Kinser said. "I was feeling pretty good and ran him down pretty hard. I felt like I was getting faster as the race went on. I was pretty sure I could handle the guys in front of me, I just didn't know what the guys behind me were doing."

After starting 17th, Donny Schatz methodically worked his way to the front aboard the Armor All J&J for Tony Stewart Racing.

"That's what we had to do," said the two-time defending series champion. "We started back there and just kept plugging away. The race track was really good. I wish we would have had a 30-lapper. It is what it is, and it's over. We probably didn't go far enough with the race car, and we can go and get better. We're happy to be in the position



HEIN BROTHERS PHOTO

FINALLY: Steve Kinser collected his first victory in 2008 Thursday at Williams Grove Speedway.

that we are in." After replacing an engine following hot laps, Joey Saldana worked his way to a third-place finish. Doug Esh and Wolfe rounded out the top five.



DENNIS MATTISH PHOTO

SPEEDY TEEN: Tanner Swanson (17) battles Nick Rescino, Jr. (11) for the lead Sunday at Altamont Motorsports Park.

Fast Tanner Swanson Tops Altamont Park

TRACY, Calif. — USAC Western Sprint Car Series point-leader Tanner Swanson topped Saturday afternoon's event at Altamont Motorsports Park.

WESTERN SPRINTS

Swanson was the fast qualifier and took the lead from Nick Rescino, Jr. on lap 13, pulling away on the third-mile

asphalt oval. Swanson led the remainder of the 50-lap event for the victory.

Greg Anderson finished second, while Eric Humphries, Rescino and JoJo Helberg rounded out the top five.

The finish:

Tanner Swanson, Greg Anderson, Eric Humphries, Nick Rescino, Jr., JoJo Helberg, Johnny Rodriguez, Brian Geiszler, Snake Livernash, Shauna Hogg, Porter Smith, Tony Hunt, Joe Hauck, Nick Green, Brian McClish, Tim Skoglund, Chase Scott, John Sarale.

Josett Cruises To Victory

VENTURA, Calif. — Robby Josett earned his first USAC Western Midget Car Series triumph Saturday night at Ventura Raceway.

WESTERN MIDGETS

Josett led all 30 laps of the fifth-mile Oceanside dirt track to claim the victory over

veteran Ventura competitor Cory Kruseman, who finished second.

Josh Ford, Henry Clarke and Ernie Bartley III rounded out the top five.

The finish:

Robby Josett, Cory Kruseman, Josh Ford, Henry Clarke, Ernie Bartley III, Justin Grant, Garrett Hansen, Nic Faas, Rick Hendrix, Chris Rahe, Joey Fabozzi, Shannon McQueen, Nathan Smith, Bruce Douglass, Chris Ganson, C.J. Sarna, Scott Pierovich, Randi Pankratz.

Phillips Shows Way To \$3G Score

ADRIAN, Mo. — Terry Phillips captured the \$3,000 win in the O'Reilly MLRA Jack Vaughn Memorial Saturday night at Adrian Speedway.

Phillips won his heat and started on the pole, leading all 40 laps, but had to withstand repeated challenges from John Anderson and Denny

MLRA

Woodworth to take the win. Woodworth got within striking distance once the two got into lapped traffic with Anderson glued right to Woodworth's bumper. Phillips would clear the lap traffic to build a small but not comfortable lead until the

first caution flew around lap 24.

Jeremy Payne, starting mid-field in the lineup, took advantage of a few more cautions late in the race to join the Woodworth-Anderson battle.

A caution with four laps to go saw Phillips check out on the field for the win, while Anderson took over second from Woodworth. Woodworth held off Payne for the third position, Payne settled for fourth with Jerry Warner rounding out the top five.

The finish:

Terry Phillips, John Anderson, Denny Woodworth, Jeremy Payne, Jerry Warner, Brent Kreke, David Turner, Eric Anderson, P.J. Haskins, David Barker, Aaron Seabaugh, Ken Essary, Alan Vaughn, Brantlee Gotschall, Scott Daly, Bill Koons, Trace Westling, Ben Schaller, Chris Hawkins, Larry Clawson, Dale Dickinson, Greg Choate.

Toyota Enters Hoosier Hundred

Japanese Manufacturer Throwing Hat Into Ring For Silver Crown Event

By **BOB GATES**

INDIANAPOLIS — Toyota, which has displayed its dominance in every form of racing it has chosen to step into, takes on another motorsport challenge this weekend with an entry in the famed Hoosier Hundred, which is contested with USAC's Silver Crown cars.

Darryl Guiducci's 6R Racing team, with Brian Tyler driving, will debut the engine, originally designed and built for the NASCAR truck series.

SILVER CROWN

"We're excited, but we'll understand it better after Friday. We'll either be heroes or zeroes."

DARRYL GUIDUCCI
6R RACING

"There are 250-300 of the engines available after NASCAR told them they couldn't use them," comments Guiducci. "6R has always been out there on the cutting edge. We've never been afraid to try something different and got one. We saw this as an opportunity to get a jump on the competition. Toyota has been very helpful, and we believe that they

will provide more support in the future than we can get from Chevrolet.

"Jeff Claxton has built the engines for us, Tim Engler the injectors, and Mag Tech has done the electrical. Our crew chief Bernie Hallisky has put hours in getting the engine into the car. We've seen some great numbers on the dyno, even though we're turning at only 7,800 rpm. It could be wound up to 9,000. We're excited, but we'll understand it better after Friday. We'll either be heroes or zeroes."

With Toyota's track record, hero is probably the most apt description. If not Friday, then soon. Toyota could very well unseat Chevy's three-decade dominance in the historic Silver Crown arena.

McClelland Denies Wright Three Straight

Friday

BOYD, Texas — Defending American Bank of Oklahoma ASCS Sooner Region champion Brian McClelland captured his first victory of the season by wiring the field in Friday

ASCS SOONER

night's 25-lap feature at Boyd Raceway. After a convincing heat victory, McClelland drew the pole and led every lap at the quarter-mile oval aboard the Wesmar-powered Maxwell Oil/Eaton Industrial Coatings No. 87 Triple-X.

"This was my kind of race track. I love it when they slick up like this," McClelland said. "I was smiling when I saw it start to blow a little dust."

In the process of collecting his fourth-career ASCS Sooner Region feature win, McClelland denied Gary Taylor a third-consecutive victory. But Taylor charged from 16th to finish second.

Kolt Walker, Trey Robb and Sean McClelland filled the top five.

The finish:

Brian McClelland, Gary Taylor, Kolt Walker, Trey Robb, Sean McClelland, Aaron Reutzel, Sherman Davis, Kevin Ramey, Skip Wilson, Joe Wood, Jr., Michael Brown, Matt Covington, J.P. Bailey, Eric Baldaccini, Koby Barksdale, Michael Lang, George White, Justin Melton, Johnny Miller, Landon Brown.

Saturday

KENNEDALE, Texas — Washington native Gary Taylor snared his third American Bank of Oklahoma ASCS Sooner Region triumph of the season

Saturday night at Cowntown.

Leading from the outset, Taylor survived some dicey moments in lapped traffic over the final rounds of the quarter-mile oval. It was his third victory in the last four races.

"That got a little sketchy there at the end. I had two or three lapped cars either trying to spin or wreck right in front of me," the former ASCS Rocky Mountain Region champion explained.

Joe Wood, Jr. finished second, with Sean McClelland, Travis Rilal and Sherman Davis filling the top five.

The finish:

Gary Taylor, Joe Wood, Jr., Sean McClelland, Travis Rilal, Sherman Davis, Marvin Lough, Johnny Miller, Eric Baldaccini, Michael Lang, Brian McClelland, Michael Brown, Sheldon Barksdale, Jason Hart, Aaron Reutzel, Rodney Henderson, Kolt Walker, Jeff Dodd, T.J. Herrell, Scott Reneau, Chris Tarrant.

Bowden Banks Wire-To-Wire Win In Miss.

JACKSON, Miss. — Brad Bowden bagged a \$2,000 payday by taking top honors in Saturday

ASCS COASTAL

night's 25-lap American Sprint Car Series Coastal Region feature at Jackson Motor Speedway.

The 20-year-old racer outgunned polesitter Timmy Thrash at the drop of the green flag and led all the way to post his second career ASCS Regional victory.

Bowden was chased to the checkered flag by Marshall Skinner, who advanced from eighth to finish sec-

ond.

Matt Tiffany, Brandon Berryman and Lee Sowell filled the top five.

The finish:

Brad Bowden, Marshall Skinner, Matt Tiffany, Brandon Berryman, Lee Sowell, Don Young, Lane Whittington, Channin Tankersley, Shane Morgan, Michael Miller, Kenny Adams, Timmy Thrash, Robert Casada, Bryn Gohn, Gavin Thomas, Casey Hines, Jason Botsford, Philip Faulkner, Todd Fayard, Josh Grimes.

Clark Still Has Dominant Late Model At Wiscasset

NAPLES, Maine — Two-time Pro All Stars Series (PASS) Champion Johnny Clark led all but lap one of the Ray Haskell Ford 125 Sunday afternoon at Wiscasset

PASS LM

Raceway to record his first PASS victory of 2008.

Clark continued his dominance at the coastal oval where he's been a winner in three of the past four

PASS-sanctioned super late-model events.

Travis Benjamin gave Clark all he could handle, though, looking for a way around or under Clark for nearly 100 laps. Benjamin had to settle for second by less than a car length at the checkers. Ben Rowe had a solid run in third, with Cassius Clark and Adam Bates completing the top five. Rookie D.J. Shaw's sixth-

place finish was his best PASS result to date.

In the PASS modified feature, Mark Lucas charged from his 10th-starting spot to score his third-straight PASS modified victory.

The finish:

Johnny Clark, Travis Benjamin, Ben Rowe, Cassius Clark, Adam Bates, D.J. Shaw, Kelly Moore, Scott Chubuck, Richie Dearborn, Steve Berry, Mike Rowe, Bill Whorff, Jr., Randy Turner, Gary Bellefleur, Mike Hamish, Derek Ramstrom, John Flemming, Harry Olson, Donnie Whitten, Steven Knowlton, Jeremie Whorff, Gary Smith, Jimmy Chambers, Sam Sessions.

Mars Attacks & Rumbles To \$10G Royal Triumph

SHAWANO, Wis. — Jimmy Mars led all 66 laps on his way to a \$10,000 victory in the inaugural Rumble Royal at

SHAWANO

Shawano Speedway.

Mars, who started on the pole,

padding his lead after each restart and left a throng of competitors racing for the other top spots.

Jeff Wildung and Justin Ritchie, who started 16th, worked their way through the field to claim second and third, respectively. Nick Anvelink

hung on for fourth place ahead of Pat Doar in fifth.

The finish:

Jimmy Mars, Jeff Wildung, Justin Ritchie, Nick Anvelink, Pat Doar, Steve Laursen, Justin Fegers, Bob Richardson, John Kaanta, Chad Mahder, M.J. McBride, Chris Oertel, Jake Redetzke, Lance Matthees, Tom Naeyaert, Kyle Peterlin, Troy Springborn, Mark Mitchell, Eric Pember, Terry Anvelink, Matt Aukland, Joel Cryderman, Mike Stadel, A.J. Diemel.

Andretti Green Promotions Secures 2009 IndyCar Series Date For GP Of Toronto

INDIANAPOLIS — The Grand Prix of Toronto will be on the IndyCar Series schedule in 2009, according to a release from Andretti Green Racing that also announced Andretti Green's purchase of the assets formerly belonging to the Grand Prix Ass'n of Toronto Corp.

Andretti Green Promotions, the promotional arm of Andretti Green Racing, has formed a wholly owned Canadian company, Andretti Green Toronto, ULC (AGT), which is already operating out of a Toronto-based office. The promotional arm of the company was founded in 2004 when it announced it would stage the Indy Racing League's first non-oval event ever on

April 3, 2005. Since then, the Honda Grand Prix of St. Petersburg has become a cornerstone of the IndyCar Series, Firestone Indy Lights and American Le Mans Series schedules.

"To have Indy-car racing return to the streets of Toronto is very exciting for the city, the community and our partners," said Charlie Johnstone, vice president and

general manager of Andretti Green Toronto. "Michael (Andretti), Kim (Green), Kevin (Savroese) and everyone at Andretti Green share a great passion for this event, which will certainly ensure the continuation of an outstanding racing tradition for years to come. We look forward to once again putting Toronto on the world stage and delivering an epic event."

The Toronto event was one of the marquis stops on the North American Indy-car racing landscape, running under the CART and Champ Car banners from 1986 through 2007. The 2008 event did not fit into IndyCar's impromptu schedule after the IRL unified with Champ Car just prior to the start of the racing season.

"We are very excited to be

coming to Toronto. It is a terrific city and a great venue for Andretti Green to host another event," said Andretti. "As a driver, Toronto was always my favorite race of the year and it will be no different as a promoter. The fans are some of the most enthusiastic you'll ever be around and we're looking forward to building on the great history of this event."

USAC National Sprint Cars: June 12, 13, 14



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3
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the GF4A is a very compact and versatile transmission.



SHANE MUIR PHOTO

HARD DRIVE: Tim Kaeding (10) makes contact with leader Kyle Hirst during Saturday's Dave Bradway, Jr. Memorial race at Silver Dollar Speedway. The contact caused Hirst to fly off the track and Kaeding to be greeted by boos in victory lane.

Kaeding Drives Through Late Contact For Victory

CHICO, Calif. — Tim Kaeding won an exciting but controversial second-career Dave Bradway, Jr. Memorial

GSC

race at Silver Dollar Speedway Saturday night.

On lap 31, Kaeding dove to the bottom going into turn one and slid up into leader Kyle Hirst. The two cars met wheel-to-wheel, sending Hirst up in the air and off the race track. Hirst came to a stop while Kaeding continued on and assumed the lead. Kaeding went on to lead the final nine laps uncontested.

Though excited about the victory, Kaeding was also apologetic to Hirst in victory lane.

"I want to apologize to Kyle, it was a racing thing," Kaeding said.

Roger Crockett made the last few laps entertaining by chasing down Kaeding, but never seriously challenged for the lead and settled for second. Tyler Walker was third, ahead of Stephen Allard and Jonathan Allard.

The finish:
Tim Kaeding, Roger Crockett, Tyler Walker, Stephen Allard, Jonathan Allard, Bud Keding, Brent Kaeding, Blake Robertson, Mason Moore, Sean Becker, Greg DeCaïres, Kyle Hirst, Dan Menne, Evan Suggs, Korey Lovell.

Jurca Takes Lead With Win

BOWMANVILLE, Ont. — David Jurca won the second round of the Volkswagen Jetta TDI Cup in his Redapt/Serengeti Design-sponsored clean diesel Jetta with a strong race at a cold and wet Mosport Int'l Raceway.

Hometown racer Chris Holman came in second, and Jimmy Underhill completed the podium.

After finishing fourth in the first round of the VW Jetta TDI Cup in Virginia, Jurca was hoping to improve on that position and stay in the fight for the championship lead. By winning the race in Mosport, he not only improved his position in the championship, but took the outright lead heading into round three at Portland, Oregon.

"Coming into this race I felt

really confident with a strong second in practice and third in qualifying based on lap times," said Jurca. "My biggest worry was getting through the first turn because I knew something might happen with the slick conditions. It ended up happening right in front of me, and I must have been just inches away from really being involved. I was actually the first car through and am so lucky to have not been involved in the crash.

"Once the incident was clear, I worked my way up and made the pass for the lead and just tried to keep it smart and stay out of trouble."

The finish:
David Jurca, Chris Holman, Jimmy Underhill, Wyatt Dallenbach, Josh Hurley, Galeb Kenney, Andy Lee, Mark Pombo, Michael DeNino, Liam Kenney, Nick Mancuso, Adam Love, Gary Williams, Jr., Timmy Megenbier, Chris Kuenning, Jake Dallenbach, John Shim, David Richert, Taylor Broekemeier, James Kirkham, Chad Brassfield, Juan Pablo Sierra Lendle, Andrew Cordeiro, Derek Jones, Adam Crepin, Evan Pflock, Chris Castagna, Ryan Buetzer, Adam Kretschmer.

MacCachren, Freeman Rule Primm Off-Road Weekend Double Dip

Saturday

PRIMM, Nev. — Las Vegas Rob MacCachren and Bryan Freeman both captured class victories to lead Las Vegas' Menzies Motorsports six-driver team during

CORR

round three of the 2008 Championship Off-Road Racing Series Saturday before a near-capacity crowd at Las Vegas Int'l Off-Road Raceway.

MacCachren won his third-straight race in the Pro Buggy division. In Pro Buggy, MacCachren qualified fourth on Friday and took the lead on lap four of 15 in Saturday's race and led the 27-car field the rest of the way in the No. 921 BFG Tires Honda-powered AlumiCraft open-wheel desert race car. MacCachren had a victory margin of 2.702 seconds over second-place Greg George and an even larger 10.265 margin over third place Dale Dondel. It was his 65th-career class win in the CORR series.

Freeman, a third-generation desert racer from Las Vegas, qualified first in single buggy, but in the inverted start he was 10th at the green flag. He sped to the lead on lap two in the 14-lap race. He dominated the field for his third-straight win in 2008 in No. 307 Nevada Off-Road Buggy Fraley-VW. His impressive victory margin was 10.469 seconds over second-place Andy Anderson.

In the Pro 2 division, Lake Forest, Calif., driver Ricky Johnson took the victory in a Ford F-150.

In the Pro Lite division, Jeff Kincaid, of Argonne, Wis., was the winner in a Toyota Tundra.

Sunday

PRIMM, Nev. — The new team on the block is quickly becoming the team to beat in the 2008 Championship Off-Road Racing Series (CORR). Las Vegas Rob MacCachren

and Bryan Freeman both captured class wins for the second-straight day to lead Las Vegas's Menzies Motorsports six-driver team during round four of the 2008 CORR Series Sunday before nearly 6,000 spectators as the two-day event concluded at Las Vegas Int'l Off-Road Raceway.

Racing was held Sunday at the 9,000-seat dirt raceway, which includes a one-mile purpose-built race course, located behind Terrible's Buffalo Bills Resort and Casino.

Team-leader MacCachren earned his 66th-career CORR class race win and third this year in Pro 2 and finished second in the Pro Buggy division.

After qualifying fifth Sunday morning in Pro 2, an inverted start put him fifth at the green flag and after slipping back to 10th on lap two of the 18-lap race in the No. 21 Rockstar Ford F-150 he worked his way back up to fourth when a competition yellow flag came out after lap nine. Picking a high line to the first turn after the restart, MacCachren got by two vehicles and then passed Carl Renezeder's No. 17 truck on turn three of lap 11 to earn a 1.36 second victory margin over Renezeder in the 21-truck field.

In Pro Buggy, MacCachren qualified second Sunday morning, started eighth in the invert and finished second out of 27 starters in the No. 921 BFG Tires Honda-powered AlumiCraft open wheel desert race car behind fast qualifier Greg George's Funco-VW.

Freeman completed a sweep for the weekend in the Single Buggy race. He qualified first and overcame a 10th-starting spot in the inverted field. In his first full season of short-course racing, Freeman dominated the field for his fourth-straight win in 2008 in the No. 307 Nevada Off-Road Buggy Fraley-VW. His victory margin in the field of 33 starters was 1.981 seconds over second-place Sean Kennedy.

In the Pro Lite division, Jeff Kincaid, of Argonne, Wis., was the winner in a Toyota Tundra.

Gibson Grabs First Victory

TOLEDO, Ohio — Zach Gibson earned his first feature win of the 2008 Buckeye Super Sprint season Friday at Toledo Speedway.

BUCKEYE SPRINTS

Gibson inherited the lead after Talon Stephens tangled with a lapped car on lap 23. After the restart, Gibson pulled away from the remainder of the field and was unchallenged over the remaining seven

laps. "We don't want to win them all that way, but we'll take it," said Gibson.

Tim Buchanan held on for second, surviving challenges from third-place Tom Tolbert. Mike McVetta was fourth and Frank Neill finished fifth.

The finish:
Zach Gibson, Tim Buchanan, Tom Tolbert, Mike McVetta, Frank Neill, Todd Buchanan, Terry Gibson, Rob Rollins, Dustin Keegan, John Patynko, Ted Saxer, Kurt Brewer, Brian Welch, Talon Stephens, Levi Youster, Ryan Gillenwater, Brad Keckler, Josh Burdette, Daniel Brown, Doug Berryman, Trent Stephens, Paul Buckingham.

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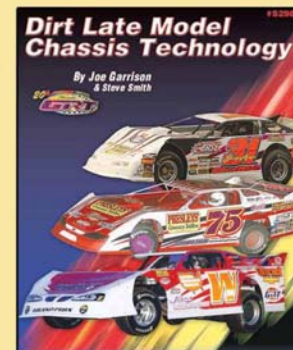
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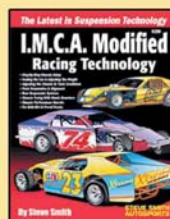
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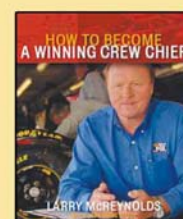
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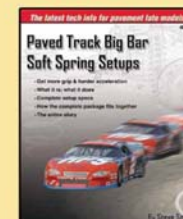
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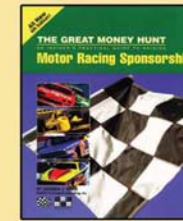
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Also racing \$1000 to Win UMP Modifieds

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QUALIFYING AT 7 PM

AUTOGRAPH SESSION
FROM 5:30 PM TO 6 PM

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PONTON BEACH, IL

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- May 23 World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 24-25 NASCAR • Lowe's Motor Speedway • Concord, NC
- May 30 Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI*
- June 4 Prelude to the Dream • Eldora Speedway • New Weston, OH
- June 6-7 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 22 Iowa Corn Indy 250 • Iowa Speedway • Newton, IA
- July 5 UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN
- July 9 Brad Doty Classic • Limaland Motorsports Park • Lima, OH
- July 11 Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
- July 12 Kings Royal • Eldora Speedway • New Weston, OH
- July 18 Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
- July 19 NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
- July 19 NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
- July 24-26 Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN

* Grassroots Tour event operated by track and series

** All races, names, and locations are subject to change at the discretion of the GRT Managers.

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6-time NHRA Pro Stock World Champion

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ON SITE & LIVE INTERNET WEBCAST BY ORDER OF U.S. BANKRUPTCY COURT, CASE #08-02172-AJM-11 HUGE RACING LEAGUE AUCTION EVENT PACE & RACE CARS, TRUCKS, TRANSPORTERS, SHOP EQUIPMENT, MEMORABILIA & MORE!



CHAMP CAR WORLD SERIES, LLC
5350 W. LAKEVIEW PKWY., SOUTH DRIVE
INDIANAPOLIS, IN 46268

TUESDAY, JUNE 3RD @ 10:00 A.M. EDT

Gallivan Auctioneers is pleased to conduct this Huge Auction Event of remaining assets from Champ Car World Series, LLC. This promises to be an exciting auction with a one-of-a-kind inventory of pace cars, race car transporters, race cars, shop equipment, scoring and timing equipment, memorabilia, and much more. *We will run two auction rings simultaneously at this large sale. Bring a friend so you don't miss bidding on items you want!*

The auction will be held at Champ Car World Series, LLC headquarters in Indianapolis, IN. If you cannot attend the auction, you may bid online, in real time, at www.BIDSPOTTER.com.

Inventory is still being unloaded from transport trailers. *Check our website often as the inventory continues to grow!*

Preview: Thurs., May 22 & Mon., June 2, 9:00 A.M. - 5:00 P.M.
Removal: Wednesday, June 4 through Monday, June 9.

OPEN WHEEL RACE CARS: (3) PANOZ MODEL DPOI CHAMP CARS, NO ENGINES, CHASSIS #011: RACED IN 2007 BY CONQUEST RACING, DRIVEN BY NELSON PHILIPPE, JAN HEYLEN; CHASSIS #019: RACED IN 2007 BY MINARDI TEAM USA, DRIVEN BY DAN CLARKE; CHASSIS #020: RACED IN 2007 BY MINARDI TEAM USA, DRIVEN BY ROBERT DOORNBOS; LOLA RACE CAR; 2000 REYNARD COSWORTH SHOW CAR, NO ENGINE.
PACE & SAFETY CARS: WE WILL BE SELLING ORIGINAL PACE CARS & TRUCKS USED IN THE CART, CART/PPG, & CHAMP CAR WORLD SERIES RACES OVER THE PAST 20 YEARS. THESE ARE ONE-OF-A-KIND VEHICLES, NEVER BEFORE OFFERED FOR SALE TO THE PUBLIC! CHECK OUR WEBSITE FOR A FULL LISTING OF THESE INCREDIBLE VEHICLES!

TRACK SAFETY TRUCKS: (4) 2003 FORD F-150 HOLMATRO SAFETY TRUCKS, V8, 4X4, WITH: WHALEN STROBE LIGHTS & SIRENS, MOTOROLA 2-WAY RADIOS, 50-GALLON WATER TANK WITH PUMP K&N AIR FILTRATION SYSTEM, 7700 SET-UP PACKAGE, (2) REAR SEATS IN BED, ALL UNDER 4,400 MILES.

OTHER VEHICLES: 2003 SPECIAL CONSTRUCTION MOTORCYCLE, FEATURED IN BIKER MAGAZINE, 106 C.I. S&S SHOVELHEAD ENGINE, S&S SUPER G CARBURETOR, BAKER RIGHT-SIDE DRIVE TRANSMISSION, EXCEPTIONAL CONDITION, LESS THAN 1K MILES SINCE CONST; 1994 FORD F-350 XLT CREW CAB, POWER STROKE DIESEL ENGINE, DUAL WHEELS, FLARE SIDE, FIFTH WHEEL ATTACHMENT; (3) 1997 HONDA CR-Vs, 4-CYLINDER; (2) 1993 HONDA SPREE, MOTOR SCOOTERS; 1994 HONDA SC22, MOTOR SCOOTER; 1996 HONDA E290 CUB, MOTOR SCOOTER; 2000 YAMAHA ZUMA, MOTOR SCOOTER; (4) 2000/2001 HONDA ELITE 50, MOTOR SCOOTERS; MRIO CLUB CAR.

RACE CAR TRANSPORT TRAILERS: 2002 FEATHERLITE, 53' FIVE CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL 1075, HYD. REAR DOOR, W/ QUINCY, QTS-5 AIR COMPRESSOR, MECH. LIFT GATE, UPPER LEVEL, KOHLER DIESEL GENERATOR W/ TANK, D-RING FLOOR MOUNTS; 2001 FEATHERLITE, 53' TWO CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL 1075, HYD. REAR DOOR, W/ QUINCY, QTS-5 AIR COMPRESSOR, KOHLER DIESEL GENERATOR W/ TANK, D-RING FLOOR MOUNTS; 1998 FEATHERLITE, 53' SINGLE CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL 1075, SET UP AS PRESS TRAILER W/ OFFICE FOR EIGHT & FRONT LODGE, LOWER CREW LOUNGE INCL. BUILT-IN SEATING & CABINETS, UPPER LOUNGE INCL. BUILT-IN LEATHER WRAP-AROUND SOFA, CABINETS, WORK SURFACE, TV, VCR, REFRIG., HVAC SYSTEM, KOHLER 20-KW DIESEL GENERATOR, 1-HP AIR COMPRESSOR; 1998 KENTUCKY, 53' FIVE CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL HT 3161, W/ HI-TECH CONVERSION, LOWER STORAGE COMPARTMENT, HYD. UPPER REAR DECK & REAR DOOR, D-RING FLOOR MOUNTS, MECH. LIFT GATE, 4,500-TON INTERIOR PLATFORM LIFT, MARTIN DIESEL GENERATOR W/ TANK; 1998 KENTUCKY, 53' FIVE CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL HT 3162, W/ HI-TECH CONVERSION, LOWER STORAGE COMPARTMENT, HYD. UPPER REAR DECK & REAR DOOR, D-RING FLOOR MOUNTS, MECH. LIFT GATE, 4,500-TON INTERIOR PLATFORM LIFT, MARTIN DIESEL GENERATOR W/ TANK; 2004 COTTRELL, CAR HAULER TRAILER, TANDEM AXLE, MODEL EZ-5307X7BC3709, W/ ADJ. HYD. FRAME, DIAMOND PLATE TOOL BOX; 1994 FEATHERLITE, 50' SINGLE CAR, TANDEM AXLE, ENCL. CAR HAULER TRAILER, MODEL 1055, W/ FRONT OFFICE SUITE INCL. BUILT-IN CABINETS & WORK SURFACE, KOHLER 20-KW DIESEL GENERATOR W/ TANK, HYD. LIFT GATE, A/C SYSTEM; 1994 FEATHERLITE, FIFTH WHEEL RACE CAR HAULER, SINGLE CAR, TANDEM AXLE, MODEL 4940, CODE C-1812, KOHLER-6 KW GENERATOR, WALL CABINETS, D-RING FLOOR MOUNTS.

SHOP EQUIP: (2) GENERAL SHELTER PORT-A-COOL CHILLERS, MODEL 2000; KARCHER PRESSURE WASHER, HD51055, PORTABLE; POWERMATIC DRILL PRESS, MODEL 1200VS, FLOOR TYPE, 20" THROAT; (2) HONDA GENERATORS, ES6500; GOODWAY ENGINE LATHE, MODEL GW-1440, 14" SWING, 40" CENTER, 8" 3-JAW CHUCK; (2) KARCHER PRESSURE WASHERS, 3,500-PSI; MAXMILL VERTICAL MILLING MACHINE, 9 X 42" TABLE, 2-HP HEAD, DIG. READ OUT, MODEL YCI-1/2YA; BRANWICK STRUT SPRING COMPRESSOR, MODEL 7200; MATCO STARTER CHARGER, 240-AMP TYPE BC160ID; SNAP-ON H-FRAME SHOP PRESS, 12-TON, TYPE YA621A; SNAP-ON SMD BLAST CABINET, 35" X 24"; DAYTON 6" BENCH GRINDER, WITH PEDESTAL; BALDOR 8" BENCH GRINDER, WITH PEDESTAL; CRAFTSMAN BELT & 6" DISC SANDER, 4 X 36", WITH STAND; KALAMAZOO 14" CUT-OFF SAW, HFC350P KC50Z035C, WITH MITRE BASE; KARCHER ELECTRIC FLOOR CLEANER, WITH CHARGER, 134 HOURS; KARCHER ELECTRIC FLOOR SCRUBBER, B2TRIKE; METTLER TOLEDO RACE CAR SCALE, MODEL 8146, 2,000-LB. CAP. DIGITAL CONTROLLER WITH (4) DRIVE-UP LOAD CELLS AND RAMP SYSTEM; (30) AIRCRAFT SHIPPING FRAMES, WITH TIRE BLOCKS AND CLAMPING FRAMES; (4) MECHANICS TOOL BOXES, VARIOUS; TOOLS: MUCH MORE.

STANDARD CAR PARTS: (FROM PACE & SAFETY CARS) CAR SEATS; EXHAUST SYSTEMS, CATALYTIC CONVERTERS; MUFFLERS; BRAKE SYSTEM; SUSPENSION PARTS; RIMS; APPROX. (40) SETS CAR & TRUCK TIRES.

PERF. CAR PARTS: 4-POINT RACE HARNESSSES; RACING SHOCKS; PACE CAR BRAKE ROTORS; COIL OVER SPRINGS; SLAP SHIFTER; EXHAUST SYSTEMS & HEADERS; SWAY BARS; SUSP. PARTS; APPROX. (20) SETS SPORT & RACING WHEELS W/ TIRES.

MULTIMEDIA ELECTRONICS: VCR TAPING & COPY UNIT; SONY DIG. VIDEOCASSETTE REC. & VIDEO CASSETTE REC., HERITA SWITCHING; (3) 42" PLASMA TVs, TRAVEL CASES; SONY BETA CAM & VIDEO CASSETTE RECORDERS; (14) PANASONIC 9" VIDEO MONITORS; (2) SONY NAVIGRAPH DIG. COLOR PRINTERS; (17) SAMSUNG VIDEO/AUDIO MONITORS; (4) UHF WIRELESS MICROPHONE SETS; AMPLIFIED SPEAKERS; (2) SEE POINT TOUCH-SCREEN KIOSKS; (2) STEREO AMPLIFIERS; MOTOROLA 2-WAY RADIO SETS, MDL EX600-XLS; (126) WALKIE TALKIE HANDSETS, (21) CHARGERS/MDL RADIUS PI225; (3) WALKIE TALKIE HANDSETS, (3) CHARGERS; (28) TRIPOD STANDS; TEAM HEAD SETS & RADIOS; MORE.

TIMING & SCORING: (20) CHAMP & CART CAR TIMING BOXES; (6) TIMING DISPLAYS, DIGITAL, WITH CASES; (2) CHRONOMIX TIMING & SCORING UNITS, COMPUSPORT 737, WITH PRINTER CONTROLLERS AND DIGITAL DISPLAY; STALKER SPORTS RADAR GUN, DIGITAL, MODEL PRO; DECATUR SPORTS RADAR GUN, DIGITAL; (4) CUSTOM SIGNAL RADAR GUNS, DIGITAL, MODEL FALCON; (20) TONER AGILE MINI MODULATORS, TYPE PAL-BG; (3) DECODERS; BLONDER TONGUE AGC CHANNEL PROCESSOR; BLONDER TONGUE FREQ. AGIBE MODULATOR.

MISC.: TRANSPORT TRACTOR PARTS; ENPAC 150-GALLON PROWLER POOLS; 100-/- TRAVEL CASES; PORTABLE FUEL CARTS; ALUM. STRUT; CABLE TRACKS; CLEANERS, WAXES, POLISHES, OIL, MARKING CHALK, PAINT; POLYMERIC COATING; MORE.
COLL. MEMORABILIA & ARTWORK: RACING SUITS; RACING & MINI COLLECTOR HELMETS; RACING GLOVES; SHIRTS; HATS; SHOES; BACK PACKS; PINS; UMBRELLAS; BOOKS; SIGNED, LIMITED COPY OF MARIO ANDRETTI'S BOOK "A DRIVING PASSION"; BANNERS, PENNANTS, FLAGS; LANYARDS, STICKERS, DECALS (CHAMP CAR, BRIDGESTONE, CART, ETC.); CHAMP CAR LOGO MERCH; LOGO SHIRTS, PANTS, BADGES, PATCHES; (2) MIDWAY CART VIDEO RACE GAMES; CART ANNUAL SERIES RACE PINS; 2002 CARD SERIES; 2002 HELMET SERIES; SIGNED PRINTS BY JIM SWINTAL; DRIVER B&W WALL HANGINGS; FRAMED PICTURES & PRINTS; MORE.

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A weekly report of action from across America

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Galesburg Speedway

- Galesburg, Mich.
May 17, 2008
Late Model
1. Scott Rugg
2. Donnie Ritter
3. Tom McGhee
Sportsman
1. Jim Woodin
2. Rich Mersereau
3. Joe Reaume
Street Stock
1. Chris Garrett
2. John Foote, Jr.
3. Jerry Pierman
Mini Stock
1. Jeremy Collins
2. Justin Stephens
3. Rick Gale

Eldora Speedway

- Rossburg, Ohio
May 17, 2008
DIRTcar Modified
1. Jeff Babcock
2. Jerry Bowersock
3. Jon Henry
Stock Car
1. Jeff Babcock
2. Earnie Woodard
3. Mike Dirksen

Grundy County Speedway

- Morris, Ill.
May 16, 2008
Late Model
1. Tom Smith
2. Brett Sonntag
3. Billy Knippenberg
Sportsman
1. Jeff Olson
2. Chad Proctor
3. Nick O'Dell
Street Stock
1. Rick Dawson
2. John Senerchia
3. Chris Sanda
4-Cylinder
Feature No. 1
1. Jimmy Ellison
Feature No. 2
1. Kyle Lindemuth

Cedar Lake Speedway

- New Richmond, Wis.
May 17, 2008
Late Model
1. Brent Larson
2. Rick Hanestad
3. Rick Eggersdorf
Modified
1. Joey Jensen
2. Dave Cain
3. Craig Brightbill
Street Stock
1. Devin Neske
2. Jeff Heintz

3. Gary Pischke

Kil-Kare Speedway

- Xenia, Ohio
May 16, 2008
Sport Stock
1. Shawn Stansell
2. Mike South, Jr.
3. Justin Miller
Compact
1. Bo Hoelscher
2. Tim Dilg
3. Chris Boggs
Bandolero
1. Casey Moore
2. Clayton Weatherman
3. Kyle Donahue
Legends
1. Tyler Nuckles
2. Bryan Nuckles
3. Adam Roberts

Tri-City Speedway

- Pontoon Beach, Ill.
May 16, 2008
Factory Stock
1. Nathan Portell
2. Bobby Funderburk
3. Bob Zbinden
Late Model
1. Dewayne Kiefer
2. Billy Faust
3. Tim Manville
Modified
1. Ray Walsh
2. Scott Weber
3. Bob Martintoni
Crate Late Model
1. Rodney Melvin
2. Aaron Heck
3. Brant Kehrer
Street Stock
1. Richie Gabriel
2. Josh Jackson
3. Robby Benson

Paducah Int'l Raceway

- Paducah, Ky.
May 17, 2008
Late Model
1. Kevin Cole
2. Randy Sellars
3. Jason Riggs
Modified
1. Randy Sweeney
2. Justin Houston
3. Bryce Jewell
Crate Late Model
1. Tait Davenport
2. Josh Harris
3. Troy English
Street Stock
1. Pancho Elder
2. Paul Howard
3. J.R. Mason
Warrior
1. Adam Elliott
2. Jeffrey Bailey
3. Jaren Frick
Mini Sprint
1. Eric Edwards
2. Jarrett Cathey
3. Joe Miller

Spartan Speedway

- Mason, Mich.
May 16, 2008
Super Late Model
1. Dave Stehower
2. Billy Heeneey, Jr.
3. Chad Finley
Modified
1. Chris Ozanich
2. Larry Wallace
3. Leroy Ellis
Sportsman
1. Jack Koone, Jr.
2. Dane Long
3. Scott Sigmon
Pony Stock
1. Jimmy Scarvada
2. Edson Rowley III
3. George Wyers

3. Chest Fitch

La Crosse Fairgrounds Speedway

- West Salem, Wis.
May 17, 2008
Late Model
1. Kevin Nuttleman
2. Tyler Reedy
3. Steve Carlson
Sportsman
1. John Olson
2. Larry Bolster, Jr.
3. Matt Inglett
Thunderstox
1. Brad Warthan
2. Harley Jankowski
3. Jason Schaller
Hornet
Feature No. 1
1. Heath Weissenberger
2. Matthew Moore
3. David Treu, Sr.
Feature No. 2
1. Wade Elliott
2. John Eron
3. Kevin Turner

Bloomington Speedway

- Bloomington, Ind.
May 16, 2008
Modified
1. Eric Hudson
2. Jamie Ragland
3. Jimmy Willis
B-Modified
1. Jason Otto
2. Ken Dickinson
3. Josh Woody
Super Stock
1. J.C. Newell
2. Larry Pruitt
3. Ben Newell
Bomber
1. Robert High
2. Brandon Knuttdson
3. Brandon Waters
Factory Stock
1. Aaron Gustin
2. Issac Keeper
3. Tim Petty
Winged Sprint
1. J. Kinder
2. Eric Todd
3. Rusty Quick

Macon Speedway

- Macon, Ill.
May 17, 2008
Late Model
1. Steve Sheppard, Jr.
2. Cory Daugherty
3. Chris Dick
Modified
1. Randy Myers
2. Danny Smith
3. Marty Hiser
Sportsman
1. Scott Landers
2. Allen Crowder
3. Jeff Graham
Street Stock
1. Tyler Blankenship
2. Steve Ewing

3. Blake Shelby

Central Missouri Speedway

- Warrensburg, Mo.
May 17, 2008
Modified
1. Aaron Marrant
2. Dustin Boney
3. Dave Meyer
ULMA
1. Jason Bodenhamer
2. Jon Binning
3. Kevin Coyne
Street Stock
1. Chad Eickleberry
2. Scott Dukes
3. Marc Carter
B-Modified
1. Scotty Martin
2. Jeremy Lile
3. Owen Evinger

3. Blake Shelby

Thunderhill Raceway

- Sturgeon Bay, Wis.
May 17, 2008
Modified
1. Tim Czarneski
2. Todd Dart
3. Kevin Steward
Stock Car
1. Von Eytcheson
2. Matt Junio
3. Greg Gretz
Hobby Stock
1. Marcus Moede
2. Chad Kaminski
3. Jarred VanLaanen
Sport Mod
1. Jeff Vilies
2. Keith Kickbusch
3. Marcus Varie
Street Stock
1. Todd Everard
2. John Steward
3. Harley Simon
4-Cylinder
1. Tony Everard
2. Jason Cornelius
3. Kasey Gross

3. Blake Shelby
Hornet
1. Bruce Dulgar, Jr.
2. Todd McCoy
3. Beau Hankins
Pro Hornet
1. Joe Reed
2. Bruce Dulgar
3. Jeff Dodd

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3. Kevin Coyne
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1. Chad Eickleberry
2. Scott Dukes
3. Marc Carter
B-Modified
1. Scotty Martin
2. Jeremy Lile
3. Owen Evinger

Toledo Speedway

- Toledo Ohio
May 17, 2008
Super Sprint
1. Zach Gibson
2. Tyler Buchanan
3. Tom Tolbert



ALLEN HORCHERPHOTO

THE AIR UP THERE: Terry Babb (88) gets some air time after colliding with Mitch Wismiller (23) Friday night at Vermillion County Speedway in Danville, Ill.

3. Scott Root

- Factory Stock**
1. Jesse Carillo
2. Brian Ringger
3. Dave Arnold, Jr.
4-Cylinder
1. Dennis Helsel
2. Mike Marlow
3. Matt Brazeau
Figure-8
1. Jeremy Vanderhoof
2. Dennis Whisman
3. Dan Apperson

Tomahawk Speedway

- Tomahawk, Wis.
May 16, 2008
Modified
1. Jimmy Bartlett, Sr.

Red Cedar Speedway

- Menomonie, Wis.
May 16, 2008
Late Model
1. Scott Gilberts
2. Brent Larson
3. Rick Hanestad
Super Stock
1. Aaron Wilson
2. Jason Forehand
3. Shawn Huse

Columbus Motor Speedway

- Columbus, Ohio
May 17, 2008
Late Model
1. John Vallo
2. Donnie Hill
3. Donnie Renner
Modified
1. Shawn Szep
2. Terry Humphrey
3. David Carter
Sport Stock
1. Phil Gussler
2. Joe Hensel
3. Bruce Holmes

Monett Speedway

- Monett, Mo.
May 18, 2008
UMP Late Model
1. Brad Looney
2. Justin Wells
3. Tony Jackson, Jr.
USRA Modified
1. Johnny Bone, Jr.
2. Justin Wells
3. Jackie Dalton

Berlin Raceway

- Marne, Mich.
May 17, 2008
Super Stock
1. Denny Anderson
2. Mike Bursley
3. Travis Nytaan
Truck Pro Stock
1. Brian Tillema
2. Ken Smith, Jr.

- Sportsman**
1. Brian VanZalen
2. Ken Roelofs
3. Allen Davis
4-Cylinder
Feature No. 1
1. Robin Maley
2. Mike Speet
3. Nick Curtis
Feature No. 2
1. Brad Currier
2. Bob Hults
3. John Elam

Eagle Valley Speedway

- Jim Falls, Wis.
May 18, 2008
Modified
1. Pat Doar
2. Kevin Adams
3. Mike Anderson
Super Stock
1. Steve Hallquist
2. Shane Kisling
3. Mark Stender
Midwest Modified
1. Michael Truscott
2. Bryce Johnson
3. Mark Gerth
Street Stock
1. Gary Kasperek
2. Scott Clark
3. Clark Swartz
Pure Stock
1. Danny Richards
2. Jay Foltz
3. Jason Long
Hornet
1. Travis Anderson
2. Mackenzie Olson
3. Jeremy Ahnrdt

Charter Raceway Park

- Beaver Dam, Wis.
May 17, 2008
Modified
1. Mitch McGrath
2. Jay Schrufnagel
3. Jeremy Christians
Legends
1. Eric Barth
2. Brad Weber
3. Joe Johnson
Dirt Devil
1. Steve LeMay
2. Matt Janke
3. Tim Sheppard
Street Stock
1. Jesse Kanas
2. Roger Frank
3. Jerry Winkler
Grand National
1. Don Sorce
2. Todd Ascherien
3. Jeremy Christian

Gas City I-69 Speedway

- Gas City, Ind.
May 17, 2008
Sprint
1. Jon Stanbrough
2. Jesse Hockett
3. Brett Burdette

- Modified**
1. Todd Sherman
2. Scott Orr
3. Bub Patrick
Thunder Car
1. Mike Pace
2. Corey Johnson
3. Mike Fredrick

Indianapolis Speedrome

- Indianapolis, Ind.
May 18, 2008
Late Model
1. Jack Dossey
2. Bruce Tunny
3. Mark Tunny
Late Model Figure Eight
1. Mark Tunny
2. Bruce Tunny
3. Jack Dossey, Jr.
Stock
1. Rick Gillespie, Jr.
2. Larry Hahn
3. Jimmy Kirby
Roadrunner
1. Rex Cox, II
2. Scott Gambi
3. Kevin Smith
Hornets
1. Daniel Enlow
2. Rob Mink, Sr.
3. Shayne Catt

I-55 Raceway

- Pevely, Mo.
May 17, 2008
Late Model
1. Bryan Collins
2. Billy Faust
3. Danny Haynes
Modified
1. Tim Hancock
2. Mike Harrison
3. Bobby Bittle
Sportsman
1. Troy Naeger
2. Jeff Herzog
3. Jason Keller
Pro 4 Stock
1. Gary Price
2. Homer Mooney
3. Jacob Buechting

I-44 Speedway

- Lebanon, Mo.
May 17, 2008
Late Model
1. Brad Looney
2. Justin Wells
3. Tony Jackson
Modified
1. Bobby Williams
2. Jason Meadors
3. Mookie Cunningham
B-Mods
1. Josh Woody
2. Jason Otto
3. Derrick Peterson
Bomber
1. Shawn Winfrey
2. Joe Francis
3. Dennis Jones
Factory Stock
1. Derek Brown
2. Lonnie Henderson
3. Matt Brookshire

Jackson Speedway

- Jackson, Minn.
May 17, 2008
Outlaw Sprint
1. Wade Nygaard
2. Bill Boles
3. Mark Toews
Double Barrel Sprint
1. Mike Blomstrom
2. Steve Yarns
3. Casey Friedrichsen
IMCA Stock Car
1. Trent Schroeder
2. Roger Tripp
3. Bruce Bodle
Hobby Stock
1. Dustin Larson
2. Adam Ecker
3. Tim Rupper

Mount Lawn Speedway

- New Castle, Ind.
May 17, 2008
Late Model
1. Terry Gater
2. William Medford
3. Miles Sexton
Thunder Car
1. Pam McConnell
2. Bill Clark
3. Matt Nelson
Hornet
1. Nick Warner
Mini Cup
1. Geoff Gerline
Street Drag
1. Kaine Snyder

St. Francois County Raceway

- Farmington, Mo.
May 17, 2008
Sprint
1. A.J. Bruns
2. Bryan Matthews
3. Tom Dickerman
Modified
1. Mike Francis
2. Chris Boyd
3. David Shepard
Pure Street
1. John Bohn
2. Shane Blair
3. Brad Dodd
Multi
1. Joe B. Miller
2. Ryan Kempin
3. Jimmy Bridgeman

LA Raceway

- LaMonte, Mo.
May 16, 2008
Late Model
2. Bryan Allison
3. J.D. Hubert
Modified
1. Eric Turner
2. Terry Schultz
3. Jason Thompson
Street Stock
1. Scott Krause

2. Troy Reasoner
3. Ted Welschmeyer
305 Sprint
1. Mitchell Moore
2. Jonathan Cornell
3. Tom McGarry
Hobby Stock
Feature No. 1
1. Danny Everts
2. Jacob Everts
3. Michael Hudson
Feature No. 2
1. Tanner Young
2. Jeremy Gordon
3. Mike Schouten

Callaway Raceway

- Fulton, Mo.
May 16, 2008
Sportsman
1. Roger Nilges
2. Joe Miller
3. David Bentlage
Modified
1. Lonnie Wyman, Jr.
2. Blake David
3. Jacob Sewell
Limited Late Model
1. Kevin David
2. Javan Payne
3. Robbie Wright
Pro Modified
1. Michael Vanderiet, Jr.
2. Jeff LeBaube
3. Rob Test. III
Hornet
1. Marci Wolfmeier
2. Shawn Jones
3. Brooke Hassler

I-70 Speedway

- Odessa, Mo.
May 17, 2008
Enduro
1. Danny Anders
2. Steve Bailey
3. Mike Payne
Super Stock
1. Mark Spillman
2. Rodney Phillips
3. Brandon Davis

I-96 Speedway

- Lake Odessa, Mich.
May 17, 2008
Late Model
1. Mike Nugent
2. Kris Patterson
3. Alan Vochaska
Modified
1. Rich Robinson
2. Todd Feutz
3. Travis Stenler
Hobby Stock
1. Landon Hidy
2. Dan Hekkema
3. Ben Hidy
Bike
1. Leo Wiseman
2. Jack Mayer
3. Bobby Lynn, II
Mini Sprint
1. Roger Foust
2. JR Gould
3. Rick Adams
Road Beater
1. Steven Pena

- 2. Steve Wawienia
- 3. Nikki Primm

Illiana Motor Speedway

Schrerville, Ind.
May 17, 2008
Limited Late Model
1. Anthony Danta
2. John Nutley
3. Phil Splant

Double X Speedway

California, Mo.
May 18, 2008
360 Winged Sprint
1. Jesse Hockett
2. Randy Martin
3. Bryan Grimes
Street Stock
1. Harlan Dowell
2. Tim Cressley
3. Curtis Turpin
Hobby Stock
1. Mike Schrader
2. Jeremy Gordon
3. A.J. Wirts

Miami County Speedway

Peru, Ind.
May 17, 2008
Open
1. Todd Kirkman
2. Cole Ketchum
3. Ryan Leek
Junior
1. Jimmy Ferns
2. Craig Ronk
3. Kolt Kinser
Non-Wing
1. Jordan Lambert
2. Jordan Kinser
3. Todd Kirkman

Slinger Super Speedway

Slinger, Wis.
May 18, 2008
Late Model
1. Jeremy Lepak
2. Mike Strupp
3. Nick Schumacher
Limited Late Model
1. Ryan Carlson
2. Scott Ascher
3. Jon Reynolds, Jr.
Sportsman
1. James Swan
2. Scott Shambeau
3. Bobby Giers
Thunderstock
1. Al Stippich
2. Aaron Cain
3. Jim Bentzler
Slinger Bees
1. Tom Berens
2. Matt Klentz
3. Jason Hennes

Auto City Speedway

Flint, Mich.
May 17, 2008
Super Stock
1. Lonnie Saumier, Jr.
2. Wayne Howe
3. Terry Bogusz
Factory Stock
1. Nick Lechota
2. Mike Walther
3. Timmy Near
Led Sled
1. Lonnie Saumier, Jr.
2. Rex Perry
3. Jimmy Stratton
Thunder Truck
1. Dale Keenan
2. Steve Stultz
3. Rod Marsh
Hornet
1. Andrew Abbott
2. Loren Short
3. Jeremy Snellenbegger

Calumet County Race Ass'n

Chilton, Wis.
May 16, 2008
Grand National
1. Aaron Thurwachter
2. Justin Danes
3. Tim Warner
Street Stock
1. Matt Vetting
2. Scott Kleissig
3. Joe Wittmann
Challenger
1. Troy Bartel
2. Travis Hansen
3. Steven Ruh
CCRA-Four

- 1. Tom Schneider
- 2. Jake Meyer
- 3. Jeff Harder

Lincoln Park Speedway

Putnamville, Ind.
May 17, 2008
Sprint
1. Kent Christian
2. Ty Deckard
3. Troy Link
Modified
1. Ray Humphrey
2. Paul Bumgardner
3. Travis Shoulders
Super Stock
1. Chris Hillman
2. Doug McCullough
3. David Bumgardner
Bomber
1. C.J. Bryan
2. Lloyd Wallas
3. Ron Wallen, Jr.

Paragon Speedway

Paragon, Ind.
May 17, 2008
Sprint Cars
Feature No. 1
1. Johnathan Sciscoe
2. Doug Heck
3. Chrs Babcock
Feature No. 2
1. Kyle Cummins
2. Chase Briscoe
3. Adam Beliles
Street Stock
1. Mike Burton
2. Mike Vest
3. Steve Hollars
Bomber
1. Justin Porter
2. Bobby Gardner
3. John Grenier, Jr.
Pure Stock
1. Kyle Zike
2. Junior Shepherd
3. Jordan Williams

Salem Speedway

Salem, Ind.
May 18, 2008
Outlaw Sprint
1. Aaron Pierce
2. Kevin Feeney
3. Geoff Kaiser
Super Stock
1. David Baynes
2. Todd Kempf
3. Skeeter Crum
Street Stock
Feature No. 1
1. Casey Heavrin
2. Frank Kimmel, II
3. Tony Conway
Feature No. 2
1. Tony Conway
2. Frank Kimmel, II
3. Kyle Hadley

Deer Creek Speedway

Spring Valley, Minn.
May 17, 2008
USRA Modified
1. Tyler Braunschweig
2. Brad Waits
3. Mark Noble
Late Model
1. Keith Foss
2. Mike Prochnow
3. Nick Herrick
Modified
1. Albert Wytaske
2. Dan Wheeler
3. Kenny Wytaske
Street Stock
1. A.J. Zvorak
2. Fred Prudhoehl
3. Troy Voth
Super Stock
1. Wyatt Wolfe, Jr.
2. Brandon Jensen
3. Chris Klingler

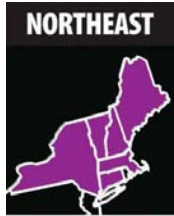
Shawano Speedway

Shawano, Wis.
May 16, 2008
Sprint
1. Travis Whitney
2. Billy Balog
3. Scotty Neitzel
Street Stock
1. Scott Paulson
2. Gary Kasparek
3. Lee Christjohn

Shawano Speedway

Shawano, Wis.
May 17, 2008

- Late Model**
1. Jimmy Mars
2. Jeff Wildung
3. Justin Ritchie
Modified
1. Brad Rohloff
2. Jared Siefert
3. Lance Armeson
Stock Car
1. Brian Bruechert
2. Kyle Fredrick
3. Rod Snellenberger



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Canandaigua Speedway

Canandaigua, N.Y.
May 17, 2008
Pure Stock
1. C.J. Guerri
2. Bryan Faulkner
3. Eric Chapman
UMP Street Stock
1. Chris Fisher
2. Mike Welch
3. Mike Rasbeck
Sportsman Mod
1. Daryl Hilkert
2. Anthony Rizzardo
3. Kyle LaVare
Big-Block Modified
1. Justin Haers
2. Matt Sheppard
3. Charlie Donk

Spencer Speedway

Williamson, N.Y.
May 16, 2008
Super-6
1. Kris Hillegeer
2. Keith Butler
3. Patti Davenport
Street Stock
1. Willie Strusz
2. Phil Alhart, Jr.
3. Don Stevens
Modified
1. Wilbur Hebing
2. Tim McMullen
3. Chris Finocchario
SST Modified
1. Buck Catalano
2. Kirk Rutherford
3. Daryl Lewis, Jr.

Oxford Plains Speedway

Oxford, Maine
May 16, 2008
Unrestricted
1. Tyler Braunschweig
2. Charlie Tyler
3. Kyle Metivier
Star Champ
1. Stephen Beattie
2. Mike Ricker
Gold Plate
1. Spencer Morse
2. Kyle Metivier
3. Brady Smith
Blue Plate
1. Jacob Hendsbee
2. Troy Davis
3. Chris Staples
Purple Plate
1. Evan Arrington
2. Zachary Rich
3. Brandon Varney
Box Stock
1. Brandon Varney
2. Ethan Matot
3. Wade Blanchette

Oxford Plains Speedway

Oxford, Maine
May 17, 2008
Late Model
1. Travis Adams
2. Carey Martin
3. Jimmy Childs
Strictly Stock
1. Skip Tripp

- 2. Mike Short
 - 3. B.J. Chapman
- Mini Stock**
1. Don Mooney
2. Dave Mooney
3. Josh Childs
Runnin' Rebel Feature No. 1
1. Gregg Norton
2. Kyle Hewins
3. Josh Childs
Feature No. 2
1. Charlie Webster
2. Derek Cook
3. Nathan Gupta
Sport Truck
1. Jake Burns
2. Marvin Hamilton
3. Lee Spurling

Waterford Speedbowl

Waterford, Conn.
May 17, 2008
Modified
1. Dennis Gada
2. Rob Janovic, Jr.
3. Justin Gaydosh
Late Model
1. Ed Reed, Jr.
2. Vin Esposito
3. Ron Yuhns, Jr.
Sportsman
1. Ed Lamb, Jr.
2. Jim Procaccini
3. Walt Hovey, Jr.
Mini Stock
1. Raymond Christian III
2. Kyle Hovey, Jr.
3. Randy Churchill, Jr.

Merrittville Speedway

Thorold, Ont.
May 17, 2008
Late Model
1. Steve Dixon
2. Pete Bicknell
3. Jon Rivers

Riverhead Raceway

Lindenhurst, N.Y.
May 17, 2008
Modified
1. Dave Brigati
2. John Fortin
3. Chuck Steuer
Late Model
1. Kevin Metzger
2. Tom Rogers, Jr.
3. Doug Wholey
Figure Eight
1. Tom Ferrara
2. Rogert Maynor
3. Carl Baxter
Charger
1. Chris McGuire
2. Chris Turbush
3. Thore Foss
Blunderbust
1. Tommy Walkowiak
2. Doug Watson
3. Bill Wegmann
Super Pro Truck
1. Wayne Meyer
2. Erin Dumicich
3. Frank Dumicich, Jr.
Legend
1. Michael Gervais, Jr.
2. Tom Sherman
3. Justin Nowak

Seekonk Speedway

Westport, Mass.
May 18, 2008
Pro Stock
1. Tom Scully, Sr.
2. Ken Spencer
3. Fred Astle, Jr.
Late Model
1. Matt Breault
2. Kyle Casper
3. Jeramee Lillie
Street Stock
1. Chris DeMoura
2. Sparky Arsenaault
3. Paul Lallier
Sport Truck
1. Hugh Bowser
2. Charlie Rose, Jr.
3. Rick Martin

Orange County Fair Speedway

Middleton, N.Y.
May 17, 2008
Modified
1. Chuck McKee
2. Ric Hill
3. Brett Hearn
Sportsman
1. Mike Ruggiero
2. Frank Venezia
3. John Lieto

- Pro Stock**
1. Scott Kehr
2. Rob Rowe
3. Mike Dutka
Veteran Pure Stock
1. Emerson Cargain, Sr.
2. John Aumick
3. Tim McCarthy
Amateur Pure Stock
1. Charles Donald
2. Stan Vishinski, Jr.
3. Les Laska



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Junction Motor Speedway

McCool Junction, Neb.
May 17, 2008
Late Model
1. Andrew Kosiski
2. Dave Livingston
3. Bill Leighton\)
Modified
1. Andy Wilkinson
2. Matt Richards
3. Sean Burklund
Stock Car
1. Bryon Boersen
2. Mike Goldfuss
3. Randy Weaver
Hobby Stock
1. Shane Schneider
2. Brandon Wergin
3. Cory Dumpert
Cruiser
1. Vic Jacobitz/Josh Jacobitz
2. Tyler Mark/Brian Klein
3. Pat Hersh/Mike Whitten
4-Cylinder
1. Cale Wiarda
2. Erin Dumicich
3. Troy Hofmann

Outlaw Motor Speedway

Oktaha, Okla.
May 16, 2008
Hobby Stock
1. Dale Richardson
2. Justin Shoemaker
Pure Stock
1. Bobby Lewis
2. Jason Ward
3. James Gilleen
Economy Modified
1. Danny Womack
2. Jake Kelley
Modified
1. Greg Skaggs
Powder Puff
Feature No. 1
1. Stephanie Burnett
Feature No. 2
1. Tonya Whiteday

Davenport Speedway

Davenport, Iowa
May 16, 2008
Late Model
1. Ray Guss, Jr.
2. Mike Garland
3. Jeremy Gustaf
Pro Mod
1. Kevin Blum
2. Donovan Lodge
3. Bob Dominacki
Street Stock
1. Jason Bahrs
2. Kevin Schloemer
B-Mod
1. Tod Stickler
2. Kelly Meyer
3. Derrick Carlson
Legends
1. Dennis Begyn



CAREY FOX PHOTO

THRILL MAN: Chris Hillman (11) works inside of Curt Leonard en route to Hillman's third-straight super-stock victory at Lincoln Park Speedway in Putnamville, Ind.

- 2. Jeremy Meyer
 - 3. Lane Swearingen
- 4-Stock**
1. Wade Dahl
2. Ricky Kay
3. Kevin Haury

Lakeside Speedway

Kansas City, Kan.
May 16, 2008
Modified
1. Kerry Davis
2. Chad Lyle
3. John Allen
Grand National
1. Nic Bidinger
2. Brad Dibben
3. Jimmy Winkler
Factory Stock
1. Jason Ryun
2. Terry Schmidt
3. Darrin Christy

Butler County Motorplex

Rising City, Neb.
May 16, 2008
Sport Compact
1. Dan Rhiley
2. Amanda Rhiley
3. Tony Rost
Hobby Stock
1. Shane Hiatt
2. Mike Goldfuss
3. Dusy Poessnecker
Sport Modified
1. Denny Berghahn, Jr.
2. Travis Runcie
3. Kyle Becker
Modified
1. Kyle Berck
2. Chris Alcorn
3. Scott Styskal

Miller Speedway

Miller, S.D.
May 16, 2008
Super Stock
1. Lorin Johnson
2. Ben Paul
3. Kip Myers
Midwest Modified
1. Kevin Bliese
2. Cody Stotz
3. Kyle Voss
Street Stock
1. Reed Storley
2. Jeremy Thorstenson
3. Doug Songer
UCAR
1. Mike Miller
2. Gary Peterman
3. Michael Hammill

Rocky Mountain Raceways

Salt Lake City
May 17, 2008
USAC Ford Focus
Feature No. 1
1. Kipp Posey
2. James Powell
3. Jeff Kelley
Feature No. 2
1. James Powell
2. Kipp Posey
3. Jeff Kelley

McCook Speedway

McCook, Neb.
May 16, 2008
Modified
1. Nick Tubbs
2. Jeremy Frenier
3. Ronnie Wallace
Stock Car
1. Mikey Dancer
2. Zach Schultz
3. Lloyd Meecke
Hobby Stock
1. Austin Davis
2. Aaron Koch
3. Richard Boon
Classic Modified
1. Max Pollmann
2. Matt Matson
3. Alex Pollmann
Mini Truck
1. Dalton Dolan
2. Mitch Hamilton
3. Royal Fisher
Mod Lite
1. Travis Bayne
2. Scott Nagatz
3. Brad Bayne

Magic Valley Speedway

Twin Falls, Idaho
May 18, 2008
Challenge
1. David Minegar
2. John Dillon
3. John Newhouse
Pro Truck
1. Kenny Vanderham
2. Lou Anderson
3. Beau Newhouse
Super Stock
1. Jonathon Gomez
2. John Hoogendoorn
3. Kris McKean
Pony Stock
1. Brent Abbott
2. Josh Pitz
3. Kevin Grubbs
Junior Stinger
1. Steven Edens
2. Anthony Meyer
3. Brice Anderson

Lincoln County Raceway

North Platte, Neb.
May 17, 2008
Modified
1. Ronnie Wallace
2. Jay Steffens
3. Jim Mlady
Stock Car
1. Zach Schultz
2. Charley Brown
3. Travis Tilford
Hobby Stock
1. Austin Davis
2. Corey Cruzan
3. Miles White
Mini Sprint
1. Cory Kelley
2. Arden Myers
3. J.R. Way
Mod Lite
1. Scott Nagatz
2. Brad Bayne
3. Stephan Beckham

Adams County Speedway

Coming, Iowa

- May 17, 2008
Hobby Stock
1. Matt Hudson
2. Jesse Sobbing
3. Brad Derry
Pro Street
1. Ron Ballinger
2. Mike Garner
3. Craig Garner
Modified
1. Chris Spieker
2. J.C. Wyman
3. Dan Mueller
Late Model
1. Jason O'Brien
2. Todd McKee
3. Paul Glendenning

Mid Nebraska Speedway

Doniphan, Neb.
May 17, 2008
Hornet
1. Ben Hobbs
2. Michael Wiese
3. Troy Porter
Hobby Stock
1. Jim Buss
2. Jarred Hackler
3. Kyle Bond
Modified
1. Kyle Prauner
2. Vince Liebert
3. Brian Levander
Grand National
1. Jake Neighbors
2. Dean Neighbors
3. Jase Kaser
Cruiser
1. Adam Cook
2. Joey Platt
3. James Frickey



Florida
Georgia
North Carolina
South Carolina
Tennessee

Travelers Rest Speedway

Travelers Rest, S.C.
May 17, 2008
Young Gun
1. Chris Goodman
2. Justin Barber
3. Gerald Whitman
Stock 4
1. Joey Kelly
2. Kevin Kelly
3. Matt Gilbert
Pure Stock
1. Bopper Johnson
2. Ferrell Spivey
3. James Abernathy
Renegade
1. Lamar Jordan
2. Donnie Leonard

- 3. Dwight Smith
Stock 8
1. James Hudson
2. Roger Gilliam
3. John Weston
Limited
1. Michael Barbare
2. Nathan Hughes
3. Lamar Jordan
GM Performance
1. David Smith
2. Royce Bray
3. Darren Hill

Ace Speedway

Altamahaw, N.C.
May 16, 2008
Late Model
1. Rodney Cook
2. R.D. Smith
3. Speedy Faucette
Modified
1. Gary Young, Jr.
2. Roy Cook
3. Richard Thomas
Limited Sportsman
1. Ziggy Zimmerman
2. Bobby Griffin
3. John Moore
Mini Stock
1. A.J. Sanders
2. Archie Sanders
3. Mark Wilburn
X-treme Car
Feature No. 1
1. Michael Myrick
2. Harold Jefferson
3. Richie Placer
Feature No. 2
1. Harold Jefferson
2. Keith Brame, Jr.
3. Michael Neal
Sportsman
Feature No. 1
1. Ricky Seay
2. Jerry Scott
3. Keith Mearney
Feature No. 2
1. Gary Lloyd
2. Ken Faucette
3. Ricky Seay

Orlando SpeedWorld

Orlando, Fla.
May 16, 2008
Late Model
1. Daniel Keene, Jr.
2. Darren Brown
3. Joe Winchell
Modified
1. Alan Bruns
2. Bobby Joe Woodley
3. Mark Emberson
Legends Charger
1. Tyler Smith
2. Tim McCormick
3. Daniel Conlin, Jr.
Legends
1. Shaughn McCormick
2. Chelsea Schilling
3. Gerald White, Jr.
Super Stock
1. Bobby Riley
2. Ray Mullis
3. John Hodge
Sportsman
1. Andy Nicholls
2. Timmy Todd, Jr.
3. Derrick Wood
Strictly Stock
1. Jim Erb
2. Mike Dresch
3. Neal Kirby
Bandolero Bandit

- 1. Critter Saile
 - 2. Shawn Hooven
 - 3. Jake Perkins
- Bandolero Young Gun**
1. Zach Harris
2. Donovan Ponder
3. Mark Hooven

Orlando Speedworld

Orlando, Fla.
May 17, 2008
Charger
1. Tyler Smith
2. Taylor McKeever
3. Mike Gleason
Legends
1. Chelsea Schilling
2. Gerald White, Jr.
3. Tony Sansom
Pro Challenge
1. Paul White
2. Jarrett Snowden
3. Ryan Rust
Bandolero
1. Critter Saile
2. Jake Perkins
3. Shawn Hooven
Young Gun
1. Donovan Ponder
2. Zach Harris
3. Carl Haag
Hurricane
1. Mark Walls
2. Brian Cosier
3. Tim Walters

East Lincoln Speedway

Stanley, N.C.
May 17, 2008
Stock Car
1. Daryl DeLapp
2. Mickey Anderson
3. Shawn Penwarden
Late Model
1. Ronnie White
2. Chris Smith
3. Jim Henneborn
Micro Sprint Car
1. Brian Roseman
2. Dwight Foley
3. Jonathan Hager
Modified
1. Brandon White
2. Greg Brown
3. Rob McLaughlin
Rookie-4
1. Joshua Cook
2. Justin Moody
3. Jack Anderson
Star of Tomorrow
1. Brian Toler
2. Shanah Major
3. Brett Myers
Stock-4
1. Swain Morris
2. Gary Fioramanti
3. Mark Woody

East Bay Raceway Park

Tampa, Fla.
May 17, 2008
Limited Late Model
1. Tim Gay
2. William Pugh
3. Ricky Land
Outlaw-4
1. Jim Coursen
2. Shane Burrows
3. Jerry Bruce
Modified

- 1. Buzzie Reutimann
- 2. Jeff Mathews
- 3. Austin Sanders
- Late Model**
- 1. Jeff Mathews
- 2. Ted Erskine
- 3. J.R. Prather, Jr.
- Street Stock**
- 1. Buck Sinner
- 2. Danny Paris, Jr.
- 3. Matthew Collins
- Micro Sprint Car**
- 1. Scott Green
- 2. Dave Van Raalte
- 3. Chick LaRose

New Smyrna Speedway

- New Smyrna Beach, Fla.
May 17, 2008
- Super Late Model**
- 1. B.J. McLeod
 - 2. Dustin Skinner
 - 3. C.J. Calabrese
- Mini Stock**
- 1. Jonathan Camp
 - 2. Marty Neikens
 - 3. James Ellis
- Modified**
- 1. Alan Bruns
 - 2. Gary Fountain, Jr.
 - 3. Don Keithley
- Sportsman**
- 1. Donald Williams
 - 2. Philip Luizzo
 - 3. Dale Clouser
- Strictly Stock**
- 1. Doug Wolf
 - 2. Richard Goodrich
 - 3. Brent Bruner
- Super Stock**
- 1. Todd Allen
 - 2. Bobby Holley
 - 3. Jason Pick

Harris Speedway

- Rutherfordton, N.C.
May 17, 2008
- Limited**
- 1. Greg Dimsdale
 - 2. Chris Jackson
 - 3. Mitch Sill
- Stock Eight**
- 1. Dale Chapman
 - 2. Travis Robbins
 - 3. Scott Smith
- Renegade**
- 1. Donnie Atkins
 - 2. Josh Ayers
 - 3. Lloyd Dean Burgess
- Pure Stock**
- 1. Travis Burdette
 - 2. Steve Green
 - 3. Steve Penson, Jr.
- Super Stock**
- 1. Stacy Brock
 - 2. Mike Harris
 - 3. Tony Adair
- Street Stock**
- 1. Blake Bentley
 - 2. Clyde Scott
 - 3. Kyle Cooper
- Young Gun**
- 1. Hunter Eubanks
 - 2. Justin Ward
 - 3. Ethan Gregory
- Sprint**
- 1. Johnny Bridges
 - 2. Terry Gray
 - 3. Matt Lindrin

Citrus County Speedway

- Inverness, Fla.
May 18, 2008
- Super Late Model**
- 1. Daniel Webstter
 - 2. Scott Miller
 - 3. Herb Neumann, Jr.
- Sportsman**
- 1. Mike Veltman
 - 2. Jojo Viverito
 - 3. D.J. Macklin
- Street Stock**
- 1. Jason Murphree
 - 2. Tim Quick
 - 3. Tim Alexander
- Bomber**
- 1. Chris Harvey
 - 2. John DeGeorge
 - 3. Phil Edwards
- Pure Stock**
- 1. Tim Wilson
 - 2. Richie Smith
 - 3. Tom Potts
- V8 Thunder Stock**
- 1. Mike Hinde
 - 2. Cory Swanston
 - 3. Randy Werstein
- Mini Cup**
- 1. Devin McLeod
 - 2. Brady Marshall
 - 3. Zack Hoyt



WEST
Arizona
California
Nevada
New Mexico
Oregon
Washington

Deming Speedway

- Deming, Wash.
May 16, 2008
- 600 Sprint Car**
- 1. J.R. Thomas
 - 2. Logan Forler
 - 3. Dustin O'Brien
- 1200 Sprint Car**
- 1. Derek Holmwood
 - 2. Aaron Fell
 - 3. Jason Bloodgood
- 600-R Sprint Car**
- 1. Jacob Buckenmeyer
 - 2. Chase Schmidt
 - 3. Tyler Anderson
- 250 Sprint Car**
- 1. Spud Allen
 - 2. Shawn Horlorf
 - 3. Eric Turner
- Junior Sprint Car**
- 1. Skyler Pawlowicz
 - 2. Gregory Hamilton
 - 3. Austin Sheridan

Ventura Raceway

- Ventura, Calif.
May 17, 2008
- Senior Sprint**
- 1. Ron Bach
 - 2. Willey Miller
 - 3. Bruce Douglass
- Sport Compact**
- 1. Joel Chavez
 - 2. Darren Gunnell
 - 3. Randal Dougan
- Junior Midget**
- 1. Charlie Butcher
 - 2. Lance Butler
 - 3. Jake Swanson
- USAC Midget**
- 1. Robby Josett
 - 2. Cory Kruseman
 - 3. Josh Ford
- Ford Focus**
- 1. Nick Carlson
 - 2. Alex Bowman
 - 3. Austin Williams
- USAC Ford Focus Dirt**
- 1. Nick Carlson
 - 2. Alex Bowman
 - 3. Austin Williams

Silver Dollar Speedway

- Chico, Calif.
May 16, 2008
- 410 Sprint Car**
- 1. Sean Becker
 - 2. Kyle Hirst
 - 3. Mike Henry
- Wingless Sprint**
- 1. Keith Bloom, Jr.
 - 2. Terry Schank, Jr.
 - 3. Mason Myers
- Street Stock**
- 1. Daniel Webstter
 - 2. Scott Rogers
 - 3. Jay Galvin

Orange Show Speedway

- San Bernadino, Calif.
May 17, 2008
- Super Late Model**
- 1. Lenny White
 - 2. Tim Alexander
 - 3. Tim Alexander
- Bomber**
- 1. Chris Harvey
 - 2. John DeGeorge
 - 3. Phil Edwards
- Pure Stock**
- 1. Tim Wilson
 - 2. Richie Smith
 - 3. Tom Potts
- V8 Thunder Stock**
- 1. Mike Hinde
 - 2. Cory Swanston
 - 3. Randy Werstein
- Figure 8**
- 1. Harry Kuenninger
 - 2. Johnny Lathrop
 - 3. Brad Pesheck
- Legends**
- 1. Jimmy Hansen

- 2. Chad Shug
- 3. Broc Murphy

Toyota Speedway

- Irwindale, Calif.
May 17, 2008
- Super Late Model**
- 1. Nick Joanides
 - 2. Travis Thirkettle
 - 3. Derek Becker
- Super Truck**
- 1. Connor Cantrell
 - 2. Pat Mintey, Jr.
 - 3. Grant Hebner
- Legends**
- 1. Tom Landreth
 - 2. Donny St. Ours
 - 3. Eric Gunderson
- Figure 8**
- 1. Steve Stewart
 - 2. Rusty Stewart
 - 3. Billy Ziemann
- Bandolero**
- 1. Aaron Anderson
 - 2. Misty Balsler
 - 3. Al Simpson

Manzanita Speedway

- Phoenix, Ariz.
May 16, 2008
- Dwarf Truck**
- 1. Chris Snyder
 - 2. Brian Stehr
 - 3. Jim Gemmill

Southern New Mexico Speedway

- Las Cruces, New Mexico
May 17, 2008
- Extreme Modified**
- 1. Paddy Rush
 - 2. Fito Gallardo
 - 3. Dusty Rigg
- Street Stock**
- 1. Mike Rosales
 - 2. Brandon Cruse
 - 3. John Delph
- Legends of the Southwest**
- 1. Daniel Barcana
 - 2. Dylan Harris
 - 3. Bruce Douglass
- Renegade Sprint Car**
- 1. Joel Chavez
 - 2. John Carney, II
 - 3. Don Grable

Altamont Motorsports Park

- Tracy, Calif.
May 17, 2008
- Late Model**
- Feature No. 1
 - 1. Jason Gilbert
 - 2. Guy Guibor
 - 3. Phil Perry
- Feature No. 2**
- 1. Guy Guibor
 - 2. Jason Gilbert
 - 3. Tim Bost
- Sprint**
- 1. Tanner Swanson
 - 2. Greg Anderson
 - 3. Eric Humphries
- Modified**
- 1. Robert Kennedy
 - 2. Todd Lynch
 - 3. Todd Lewis
- Formula Four**
- Feature No. 1
 - 1. Jake Morgenstern
 - 2. Bob Wilson
- Feature No. 2**
- 1. Richard Hull
 - 2. Bob Wilson
- Limited Sprint**
- 1. Ed Amador
 - 2. Jeff Burrows
 - 3. David Goodwill

Tucson Raceway Park

- Tucson, Ariz.
May 17, 2008
- Late Model**
- 1. Scott Rueschenberg
 - 2. Joe Paladenic
 - 3. Rick Butler
- Factory Stock**
- 1. Loren Sheffield
 - 2. Ray Johnson
 - 3. Ken Hunt
- Bandolero**
- 1. Austin Trebilcock
 - 2. Andrew Norman

Central Arizona Raceway

Casa Grande, Ariz.



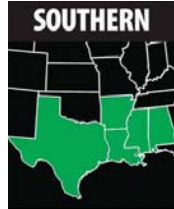
ROGER HAMILTON PHOTO

SLIP-N-SLIDE: Jerry Coons, Jr. (5) leads Michael Pickens during the Badger Midget Auto Racing Ass'n (BMARA) trophy dash at Angell Park Speedway in Sun Prairie, Wis., Sunday afternoon.

May 17, 2008

Modified

- 1. R.C. Whitwell
 - 2. Anthony Madrid
 - 3. Kirk Tidwell
- Cruiser**
- 1. J.J. Jenkins
 - 2. William Dean
 - 3. Jeff Woodruff
- Junior Mini Stock**
- 1. Garrett Rawls
 - 2. Alex Norris
 - 3. Dillon Payne
- Winged Modified**
- 1. David Suggs
 - 2. Ronnie Reese
 - 3. Ted White



SOUTHERN
Alabama
Arkansas
Louisiana
Mississippi
Texas

Monticello Speedway

- Monticello, Ark.
May 17, 2008
- Late Model**
- 1. Jon Mitchell
 - 2. Kyle Beard
 - 3. Allen Tippen
- Cruiser**
- 1. Doug David
 - 2. Donnie Summerford
 - 3. Bill Jones
- Hobby Stock**
- 1. Dustin Harris
 - 2. Roger Hayden
 - 3. Chad Thompson
- Sport Modified**
- 1. Waylon Ball
 - 2. Jon Mitchell
 - 3. Andy Jones
- ModLite**
- 1. Charles Chapmond
 - 2. Joey Bradshaw
 - 3. Albert Bradshaw
- Street Stock**
- 1. Joel Ball
 - 2. David Pearce
 - 3. Jimmy Via

Grand Prairie Speedway

- Grand Prairie, Texas
May 16, 2008
- Modified**
- 1. Bobby Malcus
 - 2. Danny Caldwell
 - 3. Clyde Dunn, Jr.
- IMCA Sport Modified**
- 1. Jason Gore
 - 2. Tommy Smith
 - 3. David Newton
- Street Stock**
- 1. Jake Upchurch
 - 2. Clint Fridley
 - 3. Michael Sterling
- Bomber**
- 1. Wes Miliorn, Jr.
 - 2. Johnny Rivers
 - 3. Donald Spencer

East Alabama Motor Speedway

- Phenix City, Ala.
May 17, 2008
- Late Model**
- 1. Terrance Nowell
 - 2. Richie Stephens
 - 3. Rob Madrid
- Street Stock**
- 1. Ozzie Noder
 - 2. Michael Wells
 - 3. Jimmy Ray
- Legends**
- 1. Dylan Harris
 - 2. Daniel Barcana
 - 3. James Fleming
- Renegade Sprint Bomber**
- 1. Ted Lee

- 1. Billy Duell, Jr.
 - 2. Trevor Elliott
 - 3. Jeff Elliott
- Pony Stock**
- 1. Bryan Pric
 - 2. Adam Rodriguez
 - 3. Chance Renfroe
- Modified**
- 1. Ricky White
 - 2. Stacy Mashburn
 - 3. Jeff Culpepper

Texana Raceway Park

- Edna, Texas
May 17, 2008
- Modified**
- 1. Dale Flanagan
 - 2. Nick Hardcastle
 - 3. John Armstrong
- Limited Modified**
- 1. Aaron Hudgens
 - 2. Vince Louden
 - 3. Mickey Helm
- Hot Stock Truck**
- 1. Jimmy Rogers
 - 2. Bob Ort
 - 3. Darryl Davis
- Bomber**
- 1. Chris Shafer
 - 2. Nick Moore
 - 3. Charlie Mills
- Classic Dwarf Car**
- 1. Andrew Cline, Jr.
 - 2. Greg Sexton
 - 3. John Armstrong
- Mini Stock**
- 1. Garrett Hayes
 - 2. Jason Bloom
 - 3. Zachary Tesch

Cowtown Speedway

- Fort Worth, Texas
May 17, 2008
- 600 Winged Mini Sprint**
- 1. Ryan Reutzel
 - 2. Jeb Sessums
 - 3. Andy Hogan
- Limited Modified**
- 1. Kevin Ramey
 - 2. Troy Taylor
 - 3. Trevor Lane
- Street Stock**
- 1. Jake Upchurch
 - 2. Jason Smith
 - 3. Cy Conditt
- Bomber**
- 1. Randal Jordan
 - 2. Ray Tidwell
 - 3. Kenny Bruce
- Junior Bomber**
- 1. Chance Morris
 - 2. Hunter Birmingham
 - 3. Edmond Watson

El Paso Speedway Park

- El Paso, Texas
May 16, 2008
- Extreme Modified**
- 1. Paddy Rush
 - 2. Ralph Adams, Jr.
 - 3. Rob Madrid
- Street Stock**
- 1. Ozzie Noder
 - 2. Michael Wells
 - 3. Jimmy Ray
- Legends**
- 1. Dylan Harris
 - 2. Daniel Barcana
 - 3. James Fleming
- Renegade Sprint Bomber**
- 1. Ted Lee

Devil's Bowl Speedway

- Dallas, Texas
May 18, 2008
- Super Sprint**
- 1. David Gailley
 - 2. Dan Adkins
 - 3. Martin Edwards
- Late Model**
- 1. Jason Trevathan
 - 2. Darren Ellis
 - 3. Michael Grubbs
- Outlaw Modified**
- 1. Chad Ewell
 - 2. Rick McCommas
 - 3. Danny Caldwell
- Street Stock**
- 1. Jason Troutman
 - 2. Steve Trevathan
 - 3. Harry Hronas
- Limited Modified**
- 1. Tom Earl
 - 2. Rickey Haney
 - 3. Jimmy Criswell, III



MID ATLANTIC
Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Langley Speedway

- Hampton, Va.
May 17, 2008
- Late Model**
- 1. Danny Edwards, Jr.
 - 2. C.E. Falk
 - 3. Greg Edwards
- Super Street**
- 1. Randy Akers
 - 2. Ryan Nester
 - 3. Jessica Wood
- Wolf Truck**
- 1. Mark Clear
 - 2. Jeff Sampson
 - 3. Troy Hutcheson
- Champ Kart**
- 1. Dannie Phelps
 - 2. Dannie Wyatt
 - 3. Spencer Saunders

New Egypt Speedway

- New Egypt, N.J.
May 17, 2008
- Modified**
- 1. Ron John Koczon
 - 2. Bob Drayton
 - 3. Billy Pauch
- Sportsman Rookie**
- 1. Kevin Vlacvick
 - 2. Rob Stump

- 3. Chris Allen, Jr.
- Sportsman**
- 1. Willie Osmun
 - 2. Rocco Infante
 - 3. Rich Scagliotta
- Super Stock**
- 1. Bob Vaccaro
 - 2. Steve Davis
 - 3. Marty Derr
- SS Sprint Car**
- 1. Art Liedl
 - 2. Mark Bitner
 - 3. John Romano, Jr.
- Outlaw Stock**
- 1. Brian Ludwig
 - 2. Spider Ensinger
 - 3. Gary Klimeczak

Hagerstown Speedway

- Hagerstown, Md.
May 17, 2008
- Late Model**
- 1. Les Hare
 - 2. Gary Stuhler
 - 3. Kirk Ryan

Tyler County Speedway

- Middlebourne, W.Va.
May 17, 2008
- Mini Wedge**
- 1. Steven West

Eastside Speedway

- Waynesboro, Va.
May 17, 2008
- Late Model**
- 1. Joe Leavell
 - 2. Bobby Thompson
 - 3. Greg Roberson
- Street Stock**
- 1. Lester Lyons
 - 2. Shaun Wetzel
 - 3. Dave Click
- Sportsman**
- 1. Chad Click
 - 2. Ricky Fox
 - 3. Daniel Brown, Jr.
- Mini Modified**
- 1. Chip Glass
 - 2. Ernie Alder
 - 3. Jim Van Gunten
- U-CAR**
- 1. Ryan Wharam
 - 2. Troy Breeden
 - 3. Eddie Lawhorne

Old Dominion Speedway

- Manasses, Va.
May 17, 2008
- Late Model**
- 1. Adam Brenner
 - 2. Willard Lawrence
 - 3. Robert Bruce
- Mini Modified**
- 1. Bobby Able
- Legends**
- 1. Roger Austin, Jr.
 - 2. Jason Simmons
 - 3. David Polenz
- U-CAR**
- 1. Brian Fox
 - 2. Billy Ingle
 - 3. Greg Sites

Winchester Speedway

- Winchester, Va.
May 17, 2008

- Late Model**
- 1. Bo Feathers
 - 2. Jared Powell
 - 3. Andy Anderson
- Semi Late Model**
- 2. Brian Buckler
 - 3. Mark Jones
- Pure Stock**
- 1. Bryan Kerns
 - 2. Mike Rose
 - 3. James Gray, Jr.
- Four Cylinder**
- 1. Roger Whitlock
 - 2. Mark Digges
 - 3. Delmas Moreland

Susquehanna Speedway

- Newberrytown, Pa.
May 17, 2008
- Late Model**
- 1. Carl Billet
 - 2. Jake Jones
 - 3. Bud Witmer
- Mini Van**
- 1. Richard Day
 - 2. John Durussell
 - 3. Daryl Sipe

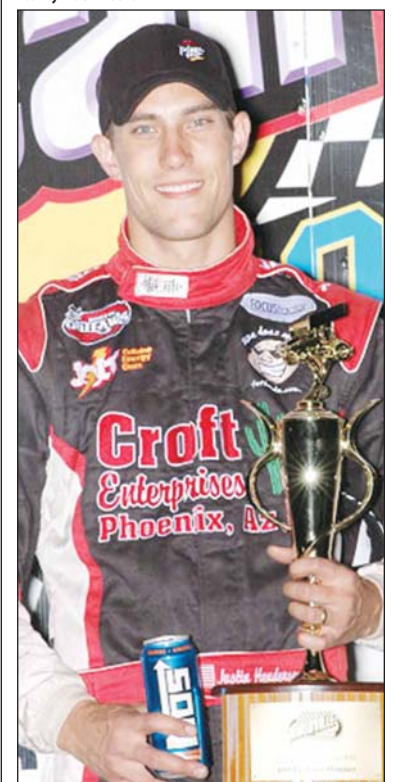
Mountain Speedway

- St. Johns, Pa.
May 18, 2008
- Six-Eights Cylinder Enduro**
- 1. Jeff Walls
 - 2. Joe Jentile
 - 3. Kevin Nowak
- Four Cylinder Enduro**

- 1. Sam Ryan
 - 2. Anthony Pizzo
 - 3. Dave Bentley, Jr.
- Trophy Truck**
- 1. Kevin Nowak
 - 2. Harry Sager
 - 3. Frank Katona
- Six-Eight Cylinder Lady Enduro**
- 1. Susan Ryan
 - 2. Jody Wink
 - 3. Tracy Carmen
- Four Cylinder Lady Enduro**
- 1. Anne Chase
 - 2. Deborah Arner
 - 3. Maria Kovach

Franklin County Speedway

- Callaway, Va.
May 18, 2008
- U-CAR**
- 1. Scott Foley
 - 2. Ricky Howell, Jr.
 - 3. Andrew Williams
- Street Stock**
- 1. Steven Weeks
 - 2. Teddy Lawless
 - 3. Frankie Kelley
- PMZ GroupMod**
- 1. Timmy Hogan
 - 2. Joe Taylor
 - 3. Michael McGuire
- Mini Cup**
- 1. Jason Moye
 - 2. Jason Adkins
 - 3. Matt Wade



Penske Honored At IMS Banquet

INDIANAPOLIS — Five of the Indy 500's greatest drivers helped honor Roger Penske, and several awards were handed out at the annual Indianapolis Motor Speedway Hall of

BANQUET

Fame/Indy 500 Oldtimers banquet at the Indianapolis

Down town

Marriott Hotel on May 16.

Penske was saluted for his 14 victories and 14 poles at Indy over the past 40 years. Five of his winning drivers — Rick Mears (4), Helio Castroneves (2), Al Unser (1), Al Unser, Jr. (1) and Danny Sullivan (1) — came to the stage and stepped to the microphone

to say few words about their car owner.

Earlier in the evening, Jack Martin, former museum curator and long-time secretary of the Oldtimers Ass'n, and Alice Hanks, widow of 1957 Indy 500 winner Sam Hanks, were presented as first recipients of the new Tom Carnegie Lifetime Achievement Award.

Carnegie, who worked the PA at the Speedway from 1946 until retiring after the 2006 race, emceed the event and said it would be his final one. He is 88.

The Speedway Hall added two new members, the late Quin Epperly, a

chassis-builder and mechanic, and Jim Hall, an innovative car builder and driver. Epperly's sons, John and David of Los Angeles, accepted for their father, while three-time Indy 500 champion Johnny Rutherford accepted for Hall. Rutherford drove Hall's Chaparral to victory in the 1980 race.

Long-time race favorite Lloyd Ruby and Castroneves were presented the Oldtimers' most prestigious award, which is named for Louis Meyer, the Indy 500's first three-time winner.

Among those attending the sold-out event was 92-year-old George Bignotti, Indy-car racing's most noted mechanic.

Timing, Scoring Director Graham Dies At 67

INDIANAPOLIS — Arthur W. "Art" Graham III, director of timing and scoring for the Indianapolis 500 from 1978-97, died May 11. He was 67.

A native of Columbus, Ind., but a longtime resident of Brownsburg, Ind., Graham introduced many of the timing-and-scoring procedures now used in American open-cockpit open-wheel racing.

Graham was employed by IBM for 30 years, joining the company in 1962

and serving as a senior systems engineer from 1977-92.

A lifelong racing enthusiast who recalled watching the first live television coverage of the 500 in 1949 on a tiny screen through an appliance store window, Graham first became involved with the United States Auto Club in 1965 while living in Cincinnati. It wasn't long before he was serving on USAC's various competition commissions, and he eventually became chairman of the rules committee. In 1982, he was named to

USAC's board of directors, remaining there until 1997.

In the early 1990s, Graham began championing the cause of the National Midget Auto Racing Hall of Fame and later served for several years as the organization's secretary.

Survivors include his wife, Dina; daughter, Susan L. Moore; sons Daniel A. and Matthew S. Graham; brother, Andrew S. Graham; mother, Martha S. Graham; and four grandchildren.

OBITUARY

LITTLE:

Unique Format Keeps Interest Alive In Little 500

CONTINUED FROM PAGE 2

(with one exception, 1957, when the race was held July 6).

As time has passed, the event has naturally seen peaks and valleys. When pavement sprint-car racing began to dry up in the Midwest in the early 1980s, Little 500 entries dwindled. However, a surge in interest by Florida racers in the mid-1980s quickly buoyed the race to new heights.

In 1988, local grocery chain Pay Less Super Markets signed on as race sponsor, beginning a relationship that continues two decades later. The purse has surged to more than \$120,000, a sea of change from the \$5,000 posted for the inaugural race.

A total of 632 drivers have started the race since 1949, but only 36 (counting co-winners) have stood in victory lane. It remains one of the most difficult races to win in all of motor-sports, even though Eric Gordon has won it a phenomenal eight times. With the dense traffic and frantic pace, it takes only a tiny lapse in focus and a driver can find himself bent and parked for the night. Despite greatly improved seats and driver comforts, it remains one of the most physically demanding short-track races in the world.

Gordon is the most recent to master the event. Tom Cherry was the first, winning it four times from 1950 to '55. Howard Hall won as a car owner three times in the early years; ditto for Hoy Stevens and his GMC-powered sprinter. Glen Niebel and his V-6-powered cars won it six times from 1987 to 1997, while Jack French also fielded six winning entries from 1998 to 2005. Bob



PAUL ANTON PHOTO

SPRINTS ON DISPLAY: Thirty-three drivers line up three wide at the start of the 1994 Little 500 at Anderson (Ind.) Speedway.

Frey drove to five wins, while Darl Harrison, Jeff Bloom and Jim Childers each scored three victories.

Perhaps, the difficulty of this race is better revealed by contemplating the list of talented drivers who have not won it. Pete Allen, Pete Folse, Jerry Richert, Bob Kinser, Butch Wilkerson, Robert Smith, Bill Roynon, Stan Butler, Doug Heveron, Tray House, Jason McCord, Gary Fedewa, Donnie Adams, Tony Elliott, Tony Hunt and Aaron Pierce, among a talented crowd of many, have all fallen short despite multiple tries.

As the field is pushed away this May 24 for the 60th running, it marks an amazing milestone, matched by no other national event in short-track racing. Throughout all those years, and perhaps serving as the foundation of the event, one constant has been the loyal, fervent, enthusiastic group of fans who will file into the grandstand on race night. Most will

quickly tell you that they wouldn't miss this race for any reason in the world.

"Once you've seen that three-abreast start," they say, often trembling in their excitement, "you'll never miss another one. You'll always come back."

As the cars are fired and begin forming the 11 rows of three on race night, the moment is electric. Anticipation is so thick, you almost forget to breathe. Methanol fumes are heavy in the air, and the entire world seems to shake and shudder under the wheels of the starting field. As they step on the throttle at the glimpse of the green flag, the earth seems to stop spinning for a moment, staggering under the weight of such noise, drama and excitement.

For six long decades, it's been exactly that way. The Little 500, livin' large at 60.



RICK SCHWALLIE PHOTO

FAMILY AFFAIR: Brian Birkhofer celebrates his victory in Friday night's Lucas Oil Late Model Dirt Series event with his son, Cruz.

McCreadie's Winless Streak Ends At LaSalle

Hawkeye Birkhofer Banks \$10,000

Friday

FARLEY, Iowa — Homestate driver Brian Birkhofer grabbed the lead on lap 30 and fought off a furious charge from Brian Shirley to win the Banner Valley Hauling 50 Friday night at Farley Speedway.

The Lucas Oil Late Model Dirt Series-sanctioned event earned Birkhofer \$10,000 for his first victory of the season. He is the 10th different winner in the first 14 races for the traveling late-model series.

It was also a special win for the Birkhofer family as his oldest son Cruz was at the track celebrating his sixth birthday.

Shirley had his best series finish of the year, crossing the line in second, followed closely by Dennis Erb, Jr., Billy Drake and Steve Casebolt.

Billy Moyer was the fast qualifier.

The finish:

Brian Birkhofer, Brian Shirley, Dennis Erb, Jr., Billy Drake, Steve Casebolt, Brady Smith, Darren Miller, Chris Simpson, Earl Pearson, Jr., Brian Harris, Curt Martin, Matt Miller, Dan Schlieper, Scott James, Bart Hartman, John Mason, Jason Rauhen, Justin Rattliff, Kerry Hansen, Billy Moyer, Jeff Larson, Jason Utter, Andy Eckrich, Joel Callahan.

Saturday

LASALLE, Ill. — Tim McCreadie captured the Spring Shootout on Saturday Night at LaSalle Speedway, as he won his first Lucas Oil Late

Model Dirt Series race since Feb. 8, 2005.

McCreadie took the lead for good on lap 26 after a side-by-side battle, which lasted for several laps, with Brady Smith.

McCreadie's last Lucas Oil Series win came at East Bay Raceway Park and his win at LaSalle allowed him to become the 11th-different winner in 15 events this season.

Jason Feger started from the pole and led the first 13 laps on a well-prepared race track. Feger, who was looking for the biggest win of his career, relinquished the point to McCreadie, who had started alongside him on the front row.

Smith moved by Feger on lap 16 for second and set his sights on McCreadie. Both drivers used different lines around the track as Smith caught up to McCreadie and took the lead on lap 23. The two then went back and forth for three laps until McCreadie cleared Smith.

McCreadie banked \$10,000 for the victory, with Smith, John Blankenship, Rick Eckert and Steve Francis following.

The finish:

Tim McCreadie, Brady Smith, John Blankenship, Rick Eckert, Steve Francis, Jason Feger, Jeep VanWormer, Earl Pearson, Jr., Bart Hartman, Matt Miller, Steve Casebolt, Dan Schlieper, Wayne Chinn, Scott James, Justin Rattliff, Ryan Dauber, Tim Fuller, Darren Miller, Dennis Erb, Jr., Kerry Hansen, Brian Shirley, John Mason, Brian Birkhofer, Shane Clanton.

Bridges Goes Wire To Wire

HARRIS, N.C. — Johnny Bridges led all 30 laps of the O'Reilly United Sprint Car Series presented by Lucas Oil Thunder in Carolina finale at Harris Speedway Saturday night.

USCS

It was Bridges's second O'Reilly USCS Southern Thunder Tour

sprint car feature win of the season before the largest Harris Speedway crowd of the year. Bridges started on the pole after winning his heat race

and drawing a zero inversion.

He then held off the late-race charge of six-time and defending USCS champion Terry Gray for the win. Matt Linder got one of his top-career USCS finishes in third place. Wayne Reutimann, Jr. finished in the fourth position, and Coby Adams rounded out the top five.

The finish:

Johnny Bridges, Terry Gray, Matt Linder, Wayne Reutimann, Jr., Coby Adams, Scott Young, Bronzie Lawson, Adam Jackson, Tom Selhorst, Jake McLain, Lance Moss, Brad Wickham, David Thorman, David Adkins.

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Bud Kaeding, Peter Murphy, Brian Ickler & Jason Myers

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Hughes, Brown Get Down With Texas Two-Step

Friday

CLEVELAND, Texas — One year ago, Chris Brown dominated the field on his home track as he captured the inaugural O'Reilly USMTS Southern Series event at 105 Speedway. Friday night, the results were the same as last year, but the path to glory for Brown was quite different.

With 49 top race cars and drivers entered for the event at the three-eighths-mile semi-banked clay oval, just making the main event was a difficult task.

With the white flag waving, Wes Armstrong snuck underneath Poole to lead the 29th lap. Brown followed Armstrong past Poole in the next turn, then closed the gap on Armstrong as the pair rocketed down the backstretch. As the leaders entered the final turn, Armstrong and Brown collided, but Brown was able to power ahead for the \$2,000 victory.

The finish:
Chris Brown, Wes Armstrong, Brennan Poole, Rodney Sanders, Steve Holzkamper, Steven Whiteaker, Jr., Kelly Shryock, Howard Willis, Dustin Hyde, Tracy Denby, Brandon Kenny, Paul White, Jeff Hoegh, Bryan Rowland, Timothy Culp, Jeremy Ross, David Smith, Jamie Burford, Dereck Ramirez, John O. Whittington, Shane Hebert, Tommy Weder, Jr., Jeff Wood, Johnny Scott.

Saturday

BAYTOWN, Texas — Jason Hughes notched his fourth O'Reilly USMTS Southern Series win of the season Saturday with a wire-to-wire triumph in the O'Reilly Auto Parts Showdown at Houston Raceway Park.

The current point leader started third in the Holley A Main, but had the lead by the completion of the first lap. Steve Holzkamper, who came into the event ranked second in points, started second and finished second in the main event as he was unable to

mount an attack on Hughes. Howard Willis started 10th and finished third while Tommy Weder, Jr. finished fourth after using a provisional to start 23rd in the 30-lap nightcap. Pole-sitter Brandon Kenny stayed faithful to the extreme high side of the race track throughout the race and hung on for a fifth-place paycheck.

The finish:
Jason Hughes, Steve Holzkamper, Howard Willis, Tommy Weder, Jr., Brandon Kenny, Dereck Ramirez, John O. Whittington, Shane Hebert, Steven Whiteaker, Jr., Timothy Culp, Phil Dixon, Bumper Jones, Morgan Bagley, Corey Babbitt, Rodney Sanders, Chris Brown, Paul White, Jeremy Ross, Bryan Rowland, Pete Sagmiller, David Horner, Kelly Shryock, Scott Green, Stormy Scott.

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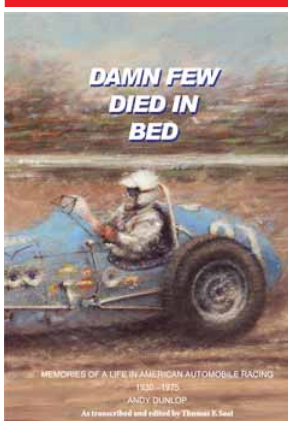
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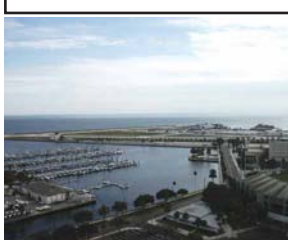
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Goring Bullies IMSA Field

TOOELE, Utah — Jonathan Goring drove away with the Lites One victory in IMSA Lites action at Miller Motorsports Park Sunday morning. Following Goring in second place overall was Lites Two

winner Tom Drewer. Drewer started fifth, but moved up to third place by the end of lap one in his West WR1000. Matt and Lucas Downs, two of three brothers racing in the IMSA Lites by Hankook Series, finished second and third in Lites One, ahead of brother Antonio in sixth.

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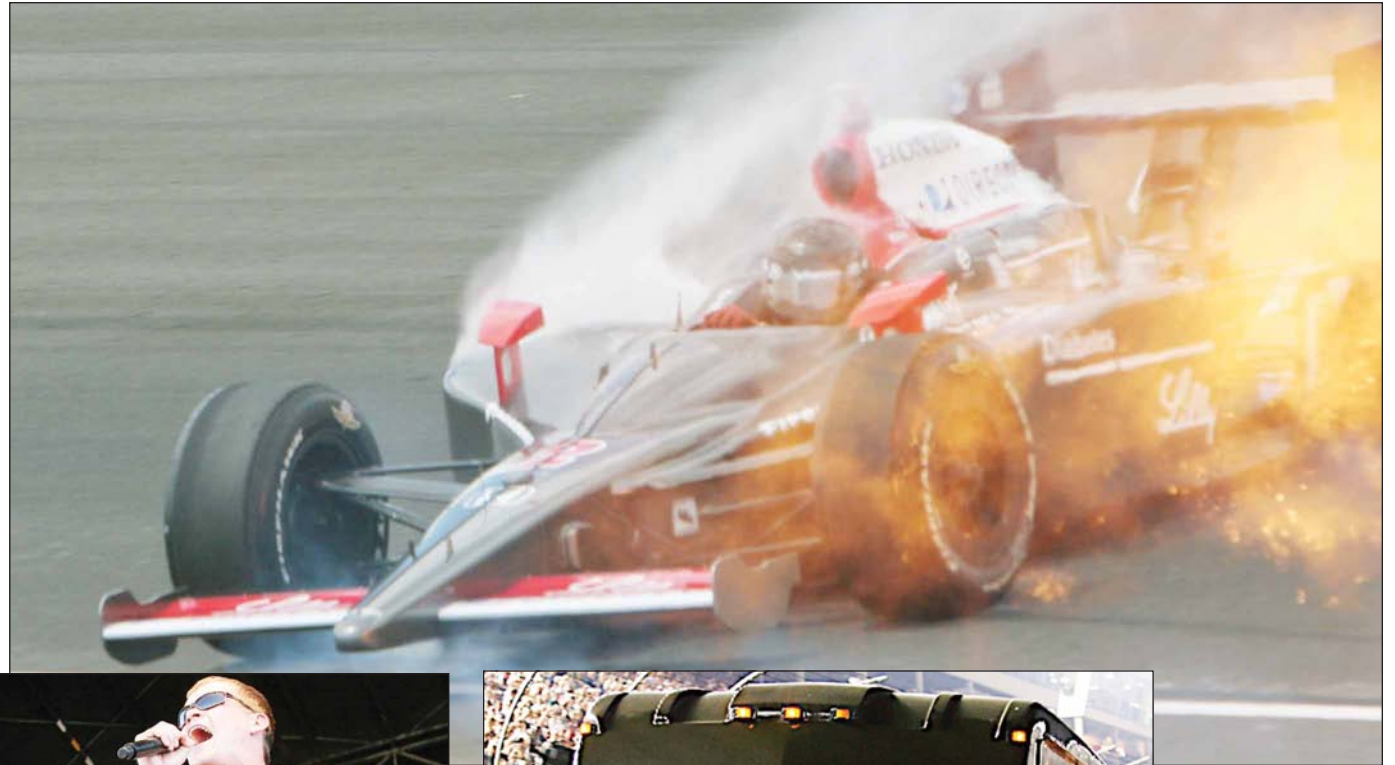
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MARK REED/IRL INDYCAR PHOTO
HARD KNOCK: A.J. Foyt IV's No. 2 Vision Racing Dallara Honda skids across the track after Foyt wrecked Sunday at Indianapolis Motor Speedway. (Below) 3 Doors Down performs a pre-race concert prior to Saturday's NASCAR Sprint All-Star Race at Lowe's Motor Speedway in Concord, N.C.



HHP/HAROLD HINSON PHOTO



AUTOSTOCK PHOTO
SPECIAL DELIVERY: Dale Jarrett drives the UPS truck around Lowe's Motor Speedway prior to Saturday night's NASCAR Sprint All-Star Race, Jarrett's final stock-car event.



PHIL CAVALI PHOTO

CALAMITY CORNER: Ron Hornaday, Jr. (33) spins after making contact with Kyle Busch in turn four during Friday night's NASCAR Craftsman Truck Series North Carolina Education Lottery 200 at Lowe's Motor Speedway in Concord, N.C.



JOE SECKA/JMS PRO PHOTO

TOPSY TURVEY: Shane Stewart takes a nasty flip during World of Outlaws action at Lernerville Speedway in Pennsylvania.

ECONOMAKI: There Could Be A New Trade Show In Indy In 2009

CONTINUED FROM PAGE 4

which owns the huge T-Mobile wireless unit. Buyout talks are said to be in progress. Another possible change is a Super Bowl challenge to the Indianapolis 500 as the city's biggest sports event. Efforts to secure a Super Bowl for Indianapolis are intensifying. **Forrest Lucas** of Lucas Oil has pledged \$1 million to Indy's 2012 Super Bowl bid committee toward its \$25 million target. A year or so ago, Lucas's Indiana-based company bought the naming rights to the Colts' \$750 million stadium.

Contrasting is the only word to accurately describe the views drivers **Kyle Busch** and **Jeff Gordon** have of NASCAR's new Car of Tomorrow. After the recent Dodge Challenger 500 at Darlington, NASCAR's very first superspeedway, Busch, who won in a breeze, labeled his **Joe Gibbs** M&M-sponsored Toyota Camry "A great passing car," while third-place Gordon, wearing a long face, moaned about his DuPont-backed Chevy Malibu saying "Passing was extremely difficult." And Busch could not say enough nice things about his winning mount, even noting how much more abuse its front fenders can take compared to previous Sprint Cup

ARGABRIGHT: Lazier's Drive To 16th 500 Was Something Special

CONTINUED FROM PAGE 4

"We're getting the band back together!" it might have gone, leaving grown men giddy and eager to try on Indy, one more time.

But now here they were, worn out and weary, wondering if maybe this time the old Speedway was going to turn her cold, cold shoulder.

As a last resort, they did something only an experienced, mentally tough crew could do. With less than an hour remaining, they rolled the car back to the garage, pulled the cowl, and completely stripped and re-installed the setup. It was a daring, daunting move, and as they rolled out with less than 30 minutes remaining it looked like maybe they were just too little, too late.

Lazier rolled right into the qualifying line for his first attempt, but didn't have enough speed. LaCava and his fellow mechanics rolled the car behind the qualifying line, bolted on new tires, pumped in a bit of fuel,

Bad Luck Turns Around For Jonathan Eilen

JEFFERSON, Wis. — Jonathan Eilen's tough-luck early season took a turn for the better Saturday as he captured the ASA Midwest Tour Kwik Trip Stores 100 at Jefferson Speedway.

"Boy we really needed this," said Eilen "We had our problems all day

cars. Runner-up **Carl Edwards**, whose first look at the resurfaced Darlington track drew a "They ruined it" comment, citing the addition of thousands of tons of new asphalt piled on the old oval during resurfacing. But Edwards then changed his mind after getting his Roush-Fenway Ford up to speed on the famed "Too Tough to Tame" layout. It now appears some — not all — Cup teams have figured out the COT, while other teams are still figuring.

The current downturn in U.S. auto sales is so severe, reports *Automotive News*, that at some California Toyota dealerships new Tundra pickups are available at \$13,000 below sticker price! Elsewhere, at some Chrysler dealerships, new car buyers are promised three-years, or 36,000 miles worth, of gasoline for \$2.99 per gallon.

The June 6-8 Hot Rod Nationals at O'Reilly Raceway Park in Indianapolis is being billed as the largest nostalgia drag race and show in the country. Featuring more than 5,000 hot rods, customs, classics, muscle cars, trick trucks and vintage race cars thru '72. A special feature is a tribute to oval track race cars and racers. Want more? Call **Woody Mitchell** at (317) 627-6727.

From The Staff

With the Performance Racing Industry Trade Show having signed a long-term contract with the Orange

and dialed the downforce out of the car.

Russian roulette, at 219 mph. Now, Lazier could build more speed, but at a harrowing price: His car would be treacherous in the corners, slipping and sliding and dancing in the swirling, dangerous, chilly wind.

Lazier is a man who keeps his emotions closely veiled; like a poker player, he carefully limits how much of himself he allows you to see. Even those who have worked with him for years often say they really don't know him all that well. That's because Lazier is a deep, distant, complex man.

Maybe it's because his career has been filled with challenge and uncertainty. He has ridden the wave, from glorious peaks and accomplishments that cry out to be celebrated, to dark, disheartening moments almost too painful to comprehend.

One of these days, when this day is a distant memory and a new dawn has arrived, they'll look back at Buddy Lazier's career and point out dryly that he was the 1996 Indianapolis 500 winner and he also finished second here twice. But maybe — just maybe — his finest moment came at 15 minutes to six, when he rolled out of the qualifying

with the motor. We actually had the back up car out and ready to go and we thought for sure we would have to go to that one, but this car was like a rocket on rails."

Eilen started on the outside of the front row and got the lead from pole-sitter Adam Hensel as the field beat the rain to the finish line. The race was interrupted by showers on lap 27.

County Convention Center that will keep auto-racing's largest trade show in Orlando, Fla., through at least 2016, Indiana officials are hoping to organize a show of their own.

The PRI show grew by leaps and bounds during its years in Indianapolis, eventually outgrowing the facilities there. The Indiana Motorsports Ass'n is hoping to create a summer-time trade show at the Lucas Oil Stadium in Indy that would occur during Brickyard 400 week in late July.

Summer seems like an odd time for a trade show, with so many potential participants in the midst of their busy seasons, but who knows? PRI, which is held in early December, has certainly exceeded everyone's expectations.

Freddie Stutz, 79 years young and still racing, was seriously injured when he crashed his three-quarter-midget May 10 at Charlotte Motorsports Park in Punta Gorda, Fla. Freddie broke both hips and his pelvis. He's been racing for 55 years, and cards of cheer will reach him at 11906 Cedarfield Dr., Riverview, Fla. 33569.

Don't look now, but there's another Kinser on the way to the top of the sprint-car racing world. **Kody Kinser**, the 19-year-old son of former Midwest racing star **Kelly Kinser** and the grandson of **Jerry Kinser**, is racing 410-winged sprint cars in Ohio and Indiana. We're betting he's a chip off the old block.

line with almost no wing and a prayer.

Over the next four minutes he electrified this place, pushing and slipping and sliding to a four-lap average of 219.015 mph. LaCava and his mechanics were so spent emotionally their celebration seemed subdued, while Hemelgarn, Johnson and Kunzman simply looked at each other and grinned.

When he had finished, Lazier drove his burbling, cackling car to a stop along pit lane, where he was mobbed by his crew and quickly surrounded by reporters and photographers. He flipped up his visor, and quickly asked his wife Kara for his sunglasses.

There were tears on his cheeks, tears he didn't want us to see. Even in this shining moment of glory, there was only so much that Lazier was willing to let out, willing to share, willing to expose. He quickly regained his composure and faced the media, trying to express in words what he — and the team — had just gone through.

The Hemelgarn boys, well, they got the band back together. Worn out or not, now they can smile. They had a pretty good weekend.

Jamie Iverson took second place ahead of Andrew Morrisey in third. Dan Fredrickson and Blake Horstman completed the top five.

The finish:
Jonathan Eilen, Jamie Iverson, Andrew Morrisey, Dan Fredrickson, Blake Horstman, Mark Kraus, Nathan Haselev, Travis Sauter, Doug Mahlik, Donny Reuvers, Tim Schendel, Adam Hensel, Rich Loch, Russ Blakeley, Chris Wimmer, Matt Kocourek, Bryan Roach, Kris Kelly, Nick Murgic, Jake Ryan, Kyle Calmes, Gordy Swanson, Brandon Hill, Dylan Schuyler, Steve Dobbratz, Frank Kreyer.

FORUM:

From Danica, To Darlington, To Kyle Busch

CONTINUED FROM PAGE 4

thing, girl! Us real fans love you and have your back. Good luck at Indy.

*Jonathan Bell
Mauston, Wis.*

Go, Gus

Congrats to Gus Miller for taking Danica to task for wearing those stupid-looking sunglasses. The top models do not hide their beautiful faces behind ugly glasses.

Get with it, Danica.

*Al Zuber
Oak Ridge, N.J.*

What Is Indy?

Indianapolis. For one month a year, it isn't a city. It's a location. It's a noun. It's an adjective. It's a sentence. It's 16th and Georgetown. It's 11 rows of three. It's the Purdue band. It's the Armed Forces on Bump Day. It's 500 miles from immortality. It's the drink of milk. It's Donald Davidson on the radio. It's "the Greatest Spectacle in Racing." But what does that mean? What does Indy mean?

To me, it means more than a race. Indy means family. It is Dad letting you skip school on the Friday before Pole Day. It is Mom making roast-beef sandwiches on Bump Day. It is your little brother, who is there to watch the "wacecaws" with daddy and his "big wother," carrying his binoculars, disposable camera and stopwatch. It is the cannon at 6 a.m. as the sun comes up on race day. It is breakfast with the photographers in turn three.

Little Al said, "You don't know what Indy means." Maybe he is right. But we all know what Indy means to us. It is just a little different for each of us. It is family. It is racing.

It is Indianapolis.

*William Carey
Beech Grove, Ind.*

Open-Wheel Steps

In 1978, the founders of CART began the movement that resulted in two open-wheel series the next year. 1978 was the year Al Unser won the Indy 500 for the fourth time, the year after A.J. Foyt won for the fourth time.

For many of us, it has represented the high-water mark of open-wheel racing.

CART soon established that speed was more important than safety. With cars that had virtually no protection for the drivers' feet, the "Indy shuffle" became common. Drivers became less important than the team owners, who ran the show.

The 1980s became a period of transition with Penske, Lola and March fighting for supremacy. Now, we are seeing the results of cost escalation with even Formula One adopting some spec regulations.

I really do miss the innovation and technological advances that Indy used to provide — Novis, turbines, four-wheel drive and radical designs. The only good part of the current spec formula is the increased emphasis it now places on the drivers, since, except for the paint jobs, that is the only difference among cars.

We are now starting to see drivers and their personalities promoted at Indy, which may eventually cause open-wheel interest to creep up on NASCAR marketing. I sure hope so, because it has been a disappointment to see the Indy 500 take a backseat to any other series, especially the taxi cabs.

*Larry De Cicco
Evergreen, Colo.*

Darlington 'Discussion'

It was refreshing to hear Darrell Waltrip and Larry McReynolds engage in an actual disagreement during the Cup race from Darlington.

Kyle Busch was incessant in his criticism of his car during the early stages of the race. Busch constantly derided his car for being — and I quote — "pathetic." He was leading the race, brake rotors glowing cherry red, and his car is "pathetic."

Jeff Hammond and Larry Mac criticized Busch for his criticism of his crew. Not smart, they say, to chide your crew on the radio, especially when you are leading the race. DW puts his nickel in the pot by supporting Kyle because Kyle's the driver, and the driver is... well, you get the picture.

Larry Mac takes exception and jumps down Darrell's throat. I loved it. Two strong opinions, both with merit and no NASCAR script. An actual heated discussion between two actual racers who know what they are talking about. They calmed down pretty quick, but it was enlightening to hear an actual discussion.

*Don Culver
Edgewood, Ky.*

Bashing Busch

Kyle Busch, you bug-eyed, buck-toothed pencil stick, you made two bad mistakes at Richmond — one, going up to the Wallace's car after the race, then the remark about if he messes with the bull, he would get the horns.

A piece of advice: Stay away from Steven Wallace. He would knock your head off. What are you Cup drivers doing in that series anyway? The second mistake was bumping Dale, Jr. out on purpose — and don't say it was just hard racing. Me and six of my friends, who were watching the race on my big-screen TV, replayed the tape of the race seven times of the hit on Dale, Jr. in slow motion and all came to the same conclusion — you did it on purpose, and two of the guys were your fans.

NASCAR, when are you going to keep the Cup cars out of the Nationwide Series?

*Billy Cook
Cuba, Mo.*

Petty's Time Has Come

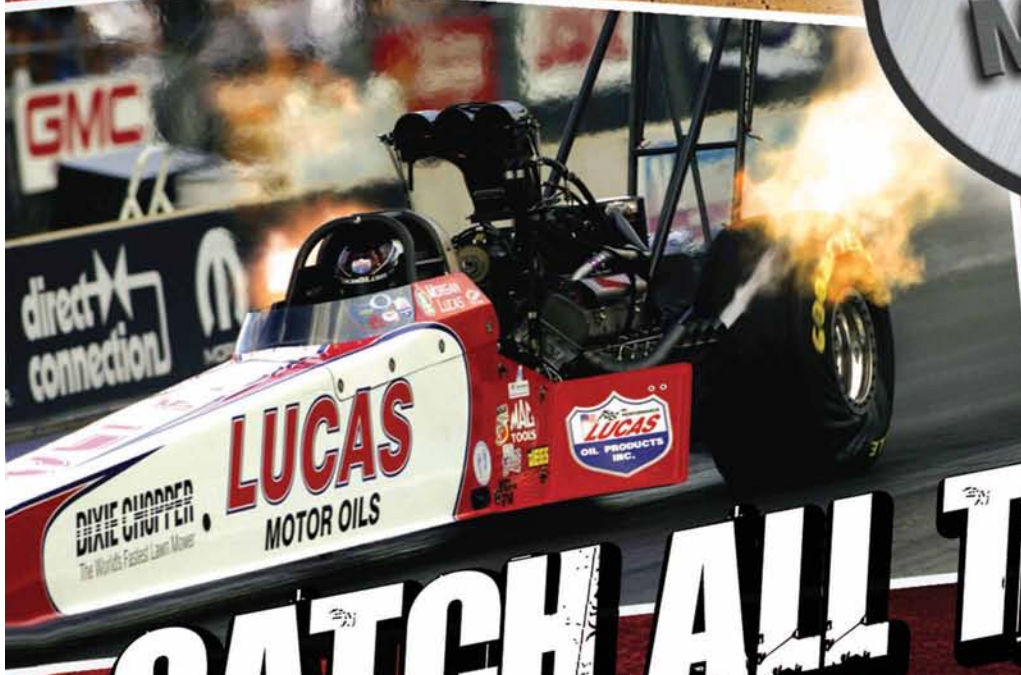
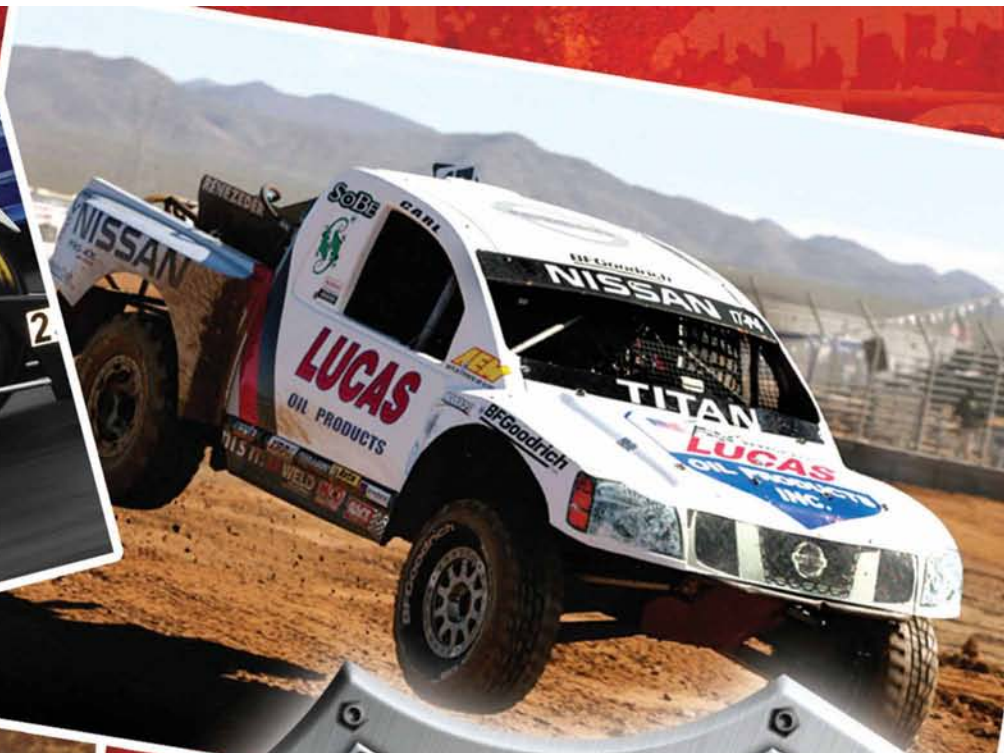
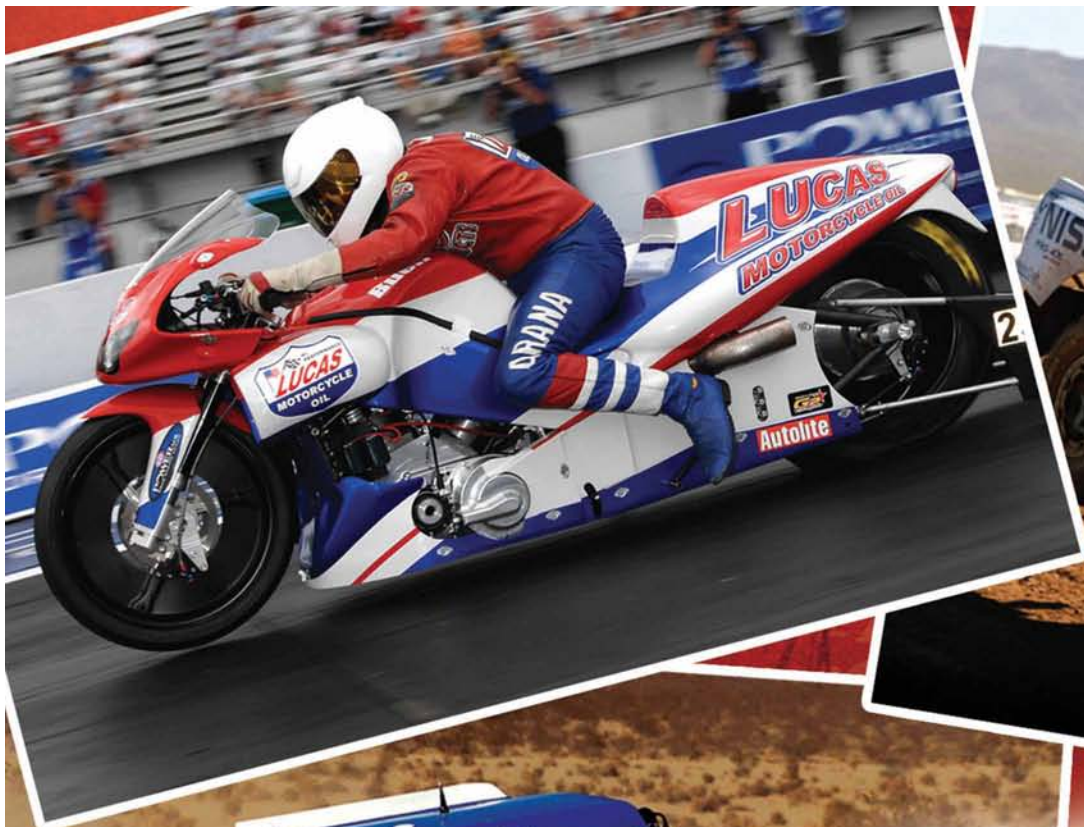
To Kyle Petty: At Richmond you were four laps down and finished 27th, which was called "a solid run" on Fox. Do you know any racer who would feel good about that? I would bet any other racer would say, "Solid run? Are you nuts?"

You said on "Tradin' Paint" on Speed, "Us drivers are bull-headed and crazy." Is that why you will not step out of the No. 45 car and continue to bury it? At Darlington, you finished 41st, just one more in a string of shameful "efforts."

Bobby Labonte is reduced to essentially a one-car team. How has that worked out for Furniture Row Racing? BAM Racing? The Wood Brothers? And Robby Gordon? Will the No. 45 car still have Wells-Fargo or Marathon next year? For that matter, what sales pitch do you use for a car out of the top 35, sliding deeper every week and not making races and not on camera.

Kyle, you and Patti are living angels to sick children with the Victory Junction Gang Camp. You are what Americans should be. But with that said, you must now do what is best for the future of Petty Enterprises; what is best for Bobby Labonte if he re-ups with P.E.; what is best for Chad McCumbee and future developmental drivers. Step aside, please. Stop damaging Petty Enterprises and your own reputation. Step out of the No. 45 car.

*George Arndt
Mauston, Wis.*



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