

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

SINCE 1934



NATIONAL SPEED SPORT NEWS

Midget Racing Marks 75 Years

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Schatz Steals Point Lead With Attica, Eldora Wins

WORLD OF OUTLAWS

PAGES 20-21



MIKE GBUR/JMS PRO PHOTO

JUNE 4, 2008

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BRISCOE COUNTY

Aussie's First Victory Is Team Penske's 300th

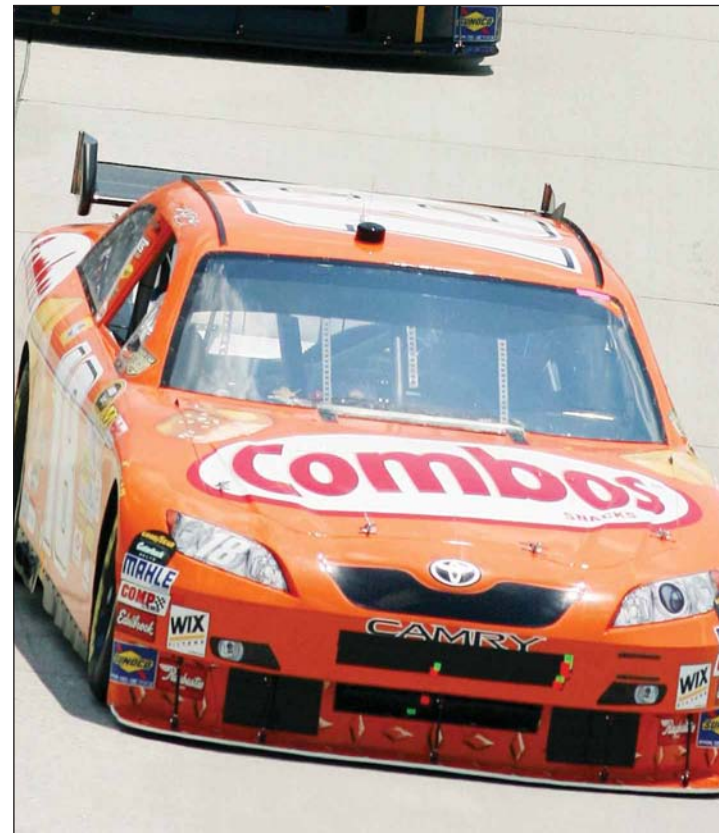


IRL INDYCAR

PAGES 5, 28-29

AL GRAF PHOTO

RECORD TRIUMPH: Ryan Briscoe celebrates his victory in Sunday's IRL IndyCar Series ABC Supply/A.J. Foyt 225 at The Milwaukee Mile in West Allis, Wis. The win was the 300th auto-racing triumph for Team Penske.



HHP/ERIK PEREL PHOTO

WINNING COMBO: Kyle Busch leads en route to his fourth Sprint Cup victory of the season Sunday at Dover (Del.) Int'l Speedway.

Monster Mile No Match For Busch

SPRINT CUP

PAGES 26-27

A Strong Will, Brute Force Top Topeka

NHRA

PAGES 4, 30-31



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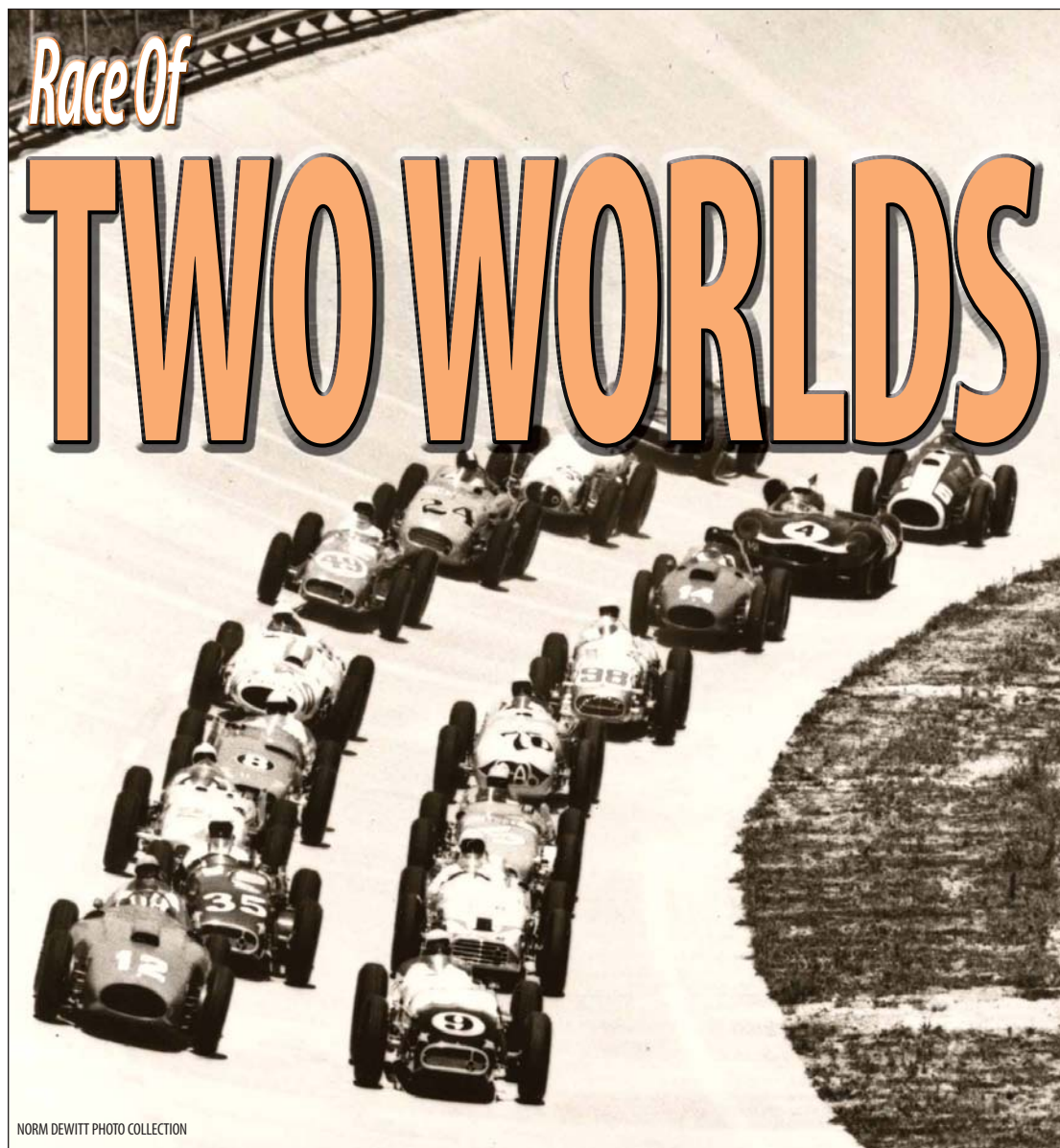
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NORM DEWITT COLLECTION PHOTO CREDIT

Monza, Italy's Cathedral of Speed was once the world's fastest racing circuit. For 15 years, after the banking was rebuilt and revised in 1954, it was used combined with the road course.

Staggering speeds have always been the rule at Monza, but the fastest races ever held at Monza were 50 years ago when Indy-car teams were invited to race against Europe's finest in a one-off event, The Race of Two Worlds. Monza's only race held in the counter-clockwise direction on the high-banked oval, it was an Indianapolis 500 for Europe.

Considering the dangers, European teams boycotted the 1957

"It was the first race that ever I wore a seat belt, the only way you could stay in the car."

PHIL HILL

event, leaving it to the Americans and a few D-type Jaguars.

The Indy roadsters set the pace. Eddie Sachs was quickest early in practice, turning laps above 168 miles per hour. Fast as the Offy roadsters were, the Novi had a horsepower and speed advantage that was undeniable. Faster than any of the other Offenhausers, Andy Linden managed 174 mph. Tony Bettenhausen's final qualifying effort averaged better than 177 mph, when the record at Indianapolis was 144 mph. For per-

spective, in 2002 Juan Pablo Montoya raised the all-time F-1 record to 161.5 mph at Monza — 15 mph slower than Bettenhausen's lap in the Novi.

Running a three-heat format of 63 laps each, the D-type Jaguars led early, taking full advantage of their four-speed transmissions against the two-speed Indy cars. By lap two, the Indy roadsters had reached their full speed and were disappearing into the distance.

Bettenhausen backed up his pole time with a 176.8 mph lap while leading the race, but the day belonged to Jimmy Bryan. Bryan led 67 of 189 laps and won the first two heats. He finished second to Ruttman in the third heat to claim

TWO WORLDS: CONTINUED ON PAGE 33



NHRA PHOTO

GIRL POWER: Hillary Will hugs her Wally after capturing her first-career Top Fuel victory Sunday at Heartland Park Topeka.

Hillary In '08

Will Claims First Top Fuel Wally; Force, Krisher Tops In Funny Car, Pro Stock

TOPEKA, Kan. — Hillary Will became the 11th woman in NHRA history to win a national event when she raced to the win in the Top Fuel category at the O'Reilly NHRA Summer Nationals.

John Force and Ron Krisher also won in their respective categories at Heartland Park Topeka in the

NHRA

NHRA POWERade Drag Racing Series event.

Will drove her KB dragster to a 4.744-second run at 304.53 miles per hour, which was just enough to get past number-one qualifier Larry Dixon, and pick up her first win.

"There are so many emotions

because there were times when I thought 'I can't do this, maybe I shouldn't be racing, maybe I don't belong in Top Fuel,'" said Will. "But it's what I love to do, and through everything you just can never, never, never give up."

Despite losing in the second round, Tony Schumacher still holds a 109-point lead over Antron Brown.

In Funny Car, 14-time POWERade Series world champion Force picked up his first win of the season, driving his Castrol GTX High-Mileage Ford Mustang to a 4.996 at 299.66 past runner-up Tim Wilkerson.

It was Force's 126th-career win and ninth at Heartland Park Topeka. It was also Force's first since his wreck in Dallas last year that sidelined the Funny Car legend for nearly five

HILLARY: CONTINUED ON PAGE 30

NSSN RACING LINE

The Week In Motorsports For June 4, 2008

First In First State: Lanigan Nabs Win, Series Point Lead

DELMAR, Del. — Darrell Lanigan led all 50 caution-free laps to win Thursday night's World of Outlaws Late Model Series race at Delaware Int'l Speedway.

WoO LMS PAGE 10

Lanigan scored his first WoO victory of the season and moved into a tie for the point lead with third-place finisher Steve Francis.

No Bull: Speed Holds Off Veterans For NASCAR Glory

DOVER, Del. — Making the most of his sixth start in NASCAR's Craftsman Truck Series — and capitalizing on transmission troubles that temporarily sidelined Kyle Busch's dominant Toyota — former Formula One driver Scott Speed ran away from the field to win the AAA Insurance 200 Friday at Dover Int'l Speedway.

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MILWAUKEE'S BEST



AL GRAF PHOTO

VALIDATION: Ryan Briscoe leads during Sunday's IRL IndyCar Series ABC Supply/A.J. Foyt 225 at The Milwaukee Mile in West Allis, Wis. Briscoe captured the victory — his first and the 300th for Team Penske.



JIM HAINES/IRL PHOTO

MILESTONE: Ryan Briscoe (left) clasps hands with team owner Roger Penske Sunday at The Milwaukee Mile.

Briscoe Avoids Late-Race Crash To Score Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

WEST ALLIS, Wis. — In a week that began with being stalked by Danica Patrick after a pit-lane crash took both out of the 92nd Indianapolis 500, Ryan Briscoe achieved redemption in a most fitting way with his first IndyCar Series victory.

IRL INDYCAR

moment late in the race when he was nearly sucked up into the biggest crash in the contest.

With two laps to go, Marco Andretti's car was on the inside of Ed Carpenter's No. 20 when the two made contact. Carpenter's car did a half-spin and crashed into the SAFER Barrier in turn one while

"If I would have got caught up in that (crash), I would have been under the bus crying right now, that's for sure."

RYAN BRISCOE

Andretti's car spun in the middle of the track and was hit by Vitor Meira.

Meira's car became airborne, climbing over Andretti's race car before landing on all four wheels.

Briscoe missed the incident by less than a foot.

"Well, a million things went through my mind," Briscoe said. "We had a couple laps to go, and I was pretty comfortable. I knew how to keep Scott Dixon behind me, and I was like, let's just bring this home.

"And then all of a sudden, I'm seeing

smoke in front of me and I'm seeing cars flying, I'm like, this is not what I need."

Briscoe was able to win the race not by slamming his foot on the accelerator, but by stomping on the brakes.

"The brakes locked up trying to avoid that. I was thinking this is not good and then whew, and huge relief and that was it," Briscoe said. "It was close, though. I think I would have been in tears if I would have been hit.

"I think it was probably less than a foot." Of the million things that went through Briscoe's mind in such a brief moment of truth, he admitted one of them was, "God, why me?"

"Absolutely, and as I said, if I would have got caught up in that, I would have been under the bus crying right now, that's for sure," Briscoe admitted.

BRISCOE: CONTINUED ON PAGE 28

Penske Hits 300 Mark With Briscoe's IndyCar Triumph

By **BRUCE MARTIN**
NSSN CORRESPONDENT

WEST ALLIS, Wis. — Ryan Briscoe's victory in Sunday's ABC Supply/A.J. Foyt 225 at The Milwaukee Mile was the 300th win for Team Penske in all forms of auto racing.

"It must be a big deal because we've got a hat made," Penske said while wearing a black cap with the number 300 on it. "I guess they have been carrying these around, they told me today.

"I think really it shows the amount of work that has been done by so many people on the team, so many good drivers, so many good pit crews, all the way back when we think about winning the first Trans Am and Indianapolis and you just go on and think of the drivers that have been with us. It's pretty exciting.

PENSKE: CONTINUED ON PAGE 28

Class Of 2008 Inducted Into National Sprint Car Hall Of Fame

KNOXVILLE, Iowa — Champion drivers Glenn Fitzcharles, Brent Kaeding, Earl Wagner and Kramer Williamson, owner/mechanics Bob Hampshire and Doug Howells and sanctioning officials Louis "Rusty" Espinoza, Dick Jordan and John Padjen took center stage Saturday afternoon, as they were officially

HALL OF FAME

inducted into the National Sprint Car Hall of Fame in Knoxville.

Emcee Pat Sullivan, with the help of Tom Savage, and a crowd of more than 300 guests, enjoyed the three-hour ceremony, which honored the exceptional careers of 12 inductees. Also present to accept awards on behalf of their deceased relatives were daughters Joan Voyles and Patricia Vigants for driver Johnnie

Parsons, and sons Gary and Alan Schroeder for builder/manufacturer Gordon Schroeder. Additionally, historian Larry Ball, Jr. accepted on behalf of the family of deceased driver Melvin "Tony" Bettenhausen. National Sprint Car Hall of Famers who were present were Clarence "Mutt" Anderson, Rollie Beale, Ralph Capitani, Shane Carson, Jerry "Scratch" Daniels, Ray Lee

Goodwin, Parnelli Jones, Don Mack, John Mahoney, Jim McElreath, Jimmy Oskie, Lynn Paxton, Newton "Buzz" Rose, Steve Stapp, Bob Trostle, Billy Wilkerson and Kenny Woodruff.

John Gerber's son Jim Gerber and Eddie Leavitt's daughter Vickie Agan were also in attendance at the banquet, which was held in the Dyer-Hudson Building on the Marion

County Fairgrounds. In addition, past inductees Shane Carson and Steve Stapp represented their Hall-of-Fame fathers Bud Carson and Elbert "Babe" Stapp, respectively.

National Sprint Car Museum Board President Mike Brooks of Blue Highways Enclosed Auto Transport, presented the 2008 President's Award to hard-working volunteer and advisory-board member Mike Husted.

OPINIONS

ECONOMAKI: After 75 years, where have the Offys gone? **PAGE 6**

CLAYTON: The IndyCar Series is still gaining momentum. **PAGE 6**

OLSON: Midget racing is a terrific training ground for drivers. **PAGE 7**

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EXCLUSIVE

Famed New York Road Course Marks Its 60th Anniversary

When the green flag waves on Saturday's Sahlen's Six Hours of The Glen Grand Am Rolex Series race at Watkins Glen, N.Y., it will mark more than the 60th anniversary of the revival of American road racing in the Finger Lakes region village.

60 YEARS AT THE GLEN
PAGES 24-25

It will also usher in the 25th year of racing under the management of Watkins Glen Int'l.

WINNER'S LIST

Series	Winner	Where	Page
Lucas Oil LMs	Scott James	Millersburg, Ohio	10
Lucas Oil LMs	Jimmy Owens	Union, Ky.	10
Indy Lights	Bobby Wilson	West Allis, Wis.	14
Hooters Pro Cup	Mark McFarland	West Allis, Wis.	14
USAC W. Sprints	Tanner Swanson	Roseville, Calif.	19
Badger Midgets	Scott Hatton	Beaver Dam, Wis.	22
Badger Midgets	Jerry Coons, Jr.	Sun Prairie, Wis.	22
SCORE	B.J. Baldwin	Ensenada, Mexico	45

THE FINISH

"Jeff Gordon came to me the night of his first midget race at IRP...He passed me on the last lap in the last corner to win the race. I told him, 'No more talking to you, Jeff!'"

MEL KENYON
PAGE MA-7



► PUBLIC FORUM

Let your voice be heard

No Danica Conspiracy

Would someone please tell Danica that not every racing incident that happens on the track is a direct, personal attack against her person?

We all realize that she is a tough competitor, capable of winning. She also needs to learn that sometimes accidents happen in racing, and stomping off down the pit lane to shove another driver is both silly and dangerous.

We can all understand her disappointment and anger, but, frankly, there have been many other drivers in a much better position to win than her that were taken out through no fault of their own.

Danica, the hissy-fit act has gotten old.

Tom Slager
Chatham, Ontario

Tone Down Danica

I realize that Danica-mania is good for the IRL, but it's time for someone to call her on her cocky swagger and her confrontation of other drivers. Rather than giving her kudos for her attitude following the unfortunate brush with Ryan Briscoe, let's remember that no male driver can respond to her in kind.

She knows that, so she is completely safe in taking on a brash, cocky persona. Had Dan Wheldon pushed her as she did him, he would have been (rightfully) clobbered by the media and fans — to say nothing of the IRL.

Congratulations on your win in Japan, Danica — now grow up.

Wayne DeWald
Arlington, Texas

Reflections From Weekend

Some observations after the 500 and 600: Even with all the cautions, the 500 was great. The 600 was just another long, boring race — watch the first and last 50, and you've seen the race.

Danica needs to become more professional when dealing with her crew instead of the

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



Offy, Oh Offy, Where Art Thou?

The Offenhauser Midget Engine Has Disappeared!

MIDLAND PARK, N.J.

As one who grew up with midget racing and the great sound of its Offenhauser engine, it is disappointing to find nary a single active Offy despite the current resurgence in popularity of midget racing in this country. This shiny metal four banger with its throaty exhaust faded away as sanctioning bodies gradually gave over more cubic inches to production-block engines, which eventually provided far more power than the little Offy four banger could deliver. With its multi-syllabic name, high cost, bright-metal finish and unique exhaust, the Offy hooked thousands of fans on midget racing year after year. Its legacy will always be that it brought auto racing to the people for the first time since that first U.S. race in Chicago on Thanksgiving Day in 1895. Prior to the arrival of midget racing at this country's downtown sports grounds and arenas in the

mid 1930s the American public had to head off to a distant fairgrounds or speedway to see an auto race. Not so with the midgets — and their screaming Offenhausers. Come home from work, have dinner, then go downtown for a program of thrilling midget races. Those were the days.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

We hope our readers find this issue of *NSSN* with its emphasis on midget racing as enjoyable to peruse as we did in crafting it.

FIA President **Max Mosley**, now in disgrace over a widely publicized episode with a bevy of prostitutes, says if efforts to remove him from the presidency of the world governing body of motorsport are successful, operation of Formula One would fall into the hands of **Bernie Ecclestone**, a circumstance Mosley feels would be very detrimental to that series. Those advocating his ouster are finding there is no method in the FIA organization for the forced removal of its president! His term runs through mid-year 2009, at which time Mosley said he planned to retire anyway. His fate will be a primary subject of the FIA General Assembly called for this week. Mosley's mother was a personal friend of **Adolf Hitler** who, according to published reports, was a guest at the wedding of Mosley's parents. Stay tuned.

Looking back at Indy. There was a lot of "new" this year at The Speedway, as regulars have called IMS for years. Prize money 2008 was a staggering \$14,406,580 of which winner **Scott Dixon** pocketed \$2,998,065. Compare these numbers with the \$22,550 total purse of the first Indy 500 in 1911. Winner **Ray Harroun** pocketed \$14,250, or 52 percent. This year's last-place



JEFF ARNS PHOTO

SLIDEWAYS: Today's midgets, like these wheeled by Dave Darland (9) and Mike Hess (4) at Angell Park Speedway in Wisconsin, no longer carry engines like the famed Offenhauser.

finisher **Graham Rahal** got almost 10 times what Harroun won...A big change at the 500 track was the new qualifying format, 11-bump, 11-bump, 11-bump with which, unfortunately, weather intervened spoiling the prospect of four bump days. Emotions were mixed on it, but Ye Ed says give it a dry-weather chance...The ever-increasing presence of Brazilian drivers may well have been the reason a new downtown restaurant, Fogo de Chao, a churrascaria (Portuguese for steakhouse) opened. It got rave reviews...The popularity of the 500 was evident when 80 Hoosier mayors — most ever — attended the Mayor's breakfast put on by the 500 Festival...Early in the month presidential aspirant **Hillary Rodham Clinton** visited, saying 'Hi' to all on a stroll through Gasoline Alley...Hoosiers are generous folk, ponying up more than \$300,000 at the annual charity Racing to Recovery gala held at the Ritz Charles in Carmel...The listing by ESPN.com of the 25 greatest racing drivers of all time showed **A.J. Foyt** as No. 1 over **Mario Andretti**, **Dale Earnhardt**, **Michael Schumacher** and **Ayrton Senna** in that order...**P.J. Jones** was luckier on the golf course than on the track. Unsuccessful in seeking a ride, the son of 1963 winner **Parnelli Jones** sunk his first Hole in One at the Brickyard Crossing course, which has several holes in the track infield. The ace came on the par four 14th hole...Local historians remind one and all that Indianapolis

ECONOMAKI: CONTINUED ON PAGE 47

There's No Question IndyCar Is Gaining Momentum

HARRISBURG, N.C.

NASCAR officials need not to have blinked or flinched at the goings on up in Indianapolis over Memorial Day weekend.

But they should take notice. Yes, they still are the 800-horsepower bully on the block, but this post Bill, Jr.-NASCAR hierarchy has not operated in a truly competitive atmosphere within motorsports, and if the barometer readings are correct, it may have to sometime in the not-so-distant future.

It is a strange confluence of circumstances that is happening in open-wheel racing, and it has created a buzz and excitement around motorsports not really seen since, well, NASCAR's "perfect storm" in 1979.

■ A two-time Indy 500 champion wins an outrageously popular televised dance competition. The ever-effervescent Helio Castroneves is linked romantically to his beautiful then-19-year-old professional dance partner and voted one of the sexiest men in America by one entertainment magazine or another.

■ The decade-old and acrimonious civil war between open-wheel racing's two factions ends, and Indianapolis Motor Speedway President and IRL founder Tony George offers an

ALL THE MARBLES



JOHN CLAYTON

olive branch to Champ Car owners. It's an expensive olive branch and includes millions in start-up dollars for his former rivals.

■ A scheduling conflict causes the IndyCar Series to split one last time as it is forced to hold sister events at Long Beach, Calif., and Twin Ring Motegi in Japan. The oval event, which is in the middle of the night on the U.S. East Coast, is usually lost between news cycles, but the IndyCar Series' most popular and marketable driver, who just happens to be a woman, earns an historic victory.

Danica Patrick, who has combined a modicum of driving talent with more than a bit of sex appeal to create something bordering on Danica-mania, becomes the first woman to win in something other than a drag car in a major motorsports event, a feat that kept her and the IndyCar Series in the news and on TV talk shows for an entire week. Following the Patrick media frenzy, the IRL's TV ratings the next weekend at Kansas were up 146 percent from the year before.

All of that leads us to May, Memorial Day weekend and the running of both the Indianapolis 500 and the Coca-Cola 600.

CLAYTON: CONTINUED ON PAGE 47

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The
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The Debate Is One For The Ages

FISHERS, IND.

Who is the greatest midget driver of all time?

As we celebrate midget racing's 75th birthday on June 4, that's an interesting question, although it will never be answered. But it's fun to look back across the long list of great racers who made midget racing one of the most enduring and endearing forms of motorsports.

It's difficult to place drivers from such a broad span of time on a ranked list, because racers from different eras never competed against each other. Plus, the sport has changed profoundly since the early years, when midget racing was the first automobile competition to reach into blue collar America, forever altering the course of all forms of racing in the United States.

If you bring up the question of "the greatest" to any group of fans, you'll quickly have a spirited conversation peppered with plenty of great names tossed out for consideration. If you reason it out long enough, there are a handful of drivers who would probably rise to the upper tiers of almost everybody's list:

■ Mel Kenyon, a bona fide superstar who won seven USAC national midget titles, across an amazing 21-year span.

■ Sleepy Tripp, the California racer who wowed 'em both locally and on a national stage.

■ Rich Vogler, the aggressive, talented man who was as exciting as anybody who ever strapped in, winning 95 USAC national events.

■ Bob Tattersall, a master on dirt and one of the most entertaining characters in the entire history of motorsports.

■ Bob Wente, who in his own low-key style starred throughout one of midget racing's greatest eras, the 1960s and '70s.

■ Billy Wood, a sensational eight-time Badger midget champion who inspired a whole generation of racers along the way.

■ Shorty Templeman, the first three-time national champion.

■ Kevin Olson, a seven-time champion whose tremendous career is sometimes overshadowed

AMERICAN SCENE



DAVE ARGABRIGHT

owed by his wacky sense of humor.

And there are plenty more, particularly among racers of an earlier era who shined in midgets but quickly moved on to championship cars. Duane Carter, Tony Bettenhausen, Bill Vukovich and Johnnie Parsons come to mind.

Many modern racers might also have had the

potential to be the greatest, but they cut short their midget career to pursue a career in stock car racing. Jeff Gordon was perhaps the most dazzling at Belleville; Tony Stewart was a two-time USAC midget champ.

We will never really know who, amid these wonderful, memorable 75 years, is the greatest ever. But we can endlessly debate and analyze, because doing so is an important part of sharing our love for the sport.

For my money, Mel Kenyon would be the man. His statistics outdistance everybody else; 111 USAC national wins is the most by any driver. Plus, the fact that he could win a national title in 1964 and in 1985 is impressive in itself; not many champions can remain competitive across such a great span of time.

But it's about more than mere statistics. Kenyon devoted his entire career — really, his entire life — to midget racing. Yes, he had some good runs at Indianapolis at the pinnacle of his career, but he always came back to the little cars.

To this day, Kenyon and his brother Don remain completely devoted to the sport, building cars in their Lebanon, Ind., shop and promoting a couple of regional USAC series.

For a generation of racers and fans, Mel was "Mr. Midget." Along the way, he touched thousands of people with both this faith and his dedication to the sport, and there has probably been no man who has raced against more midget competitors than Kenyon. That's why, until somebody comes along to unseat him, Mel Kenyon gets my vote for the greatest ever.

Happy birthday to one of the great treasures of our motorsports world — midget racing — and may there be many more.

Will Economy Necessitate Change?

CHARLOTTE, N.C.

There is in America at the moment a demonstrated desire for what the mainstream news media calls "change." It is not this columnist's mandate to debate the reasons for this, or offer solutions; the politicians will take care of that matter.

However, the reality is that the fallout from the current economic hard times is a subject of interest to the racing community, particularly to its professional road racing set.

At the heart of the road course community is what is known as the "gentleman" driver; a way of describing a rich, highly motivated, competitive sportsman with sufficient financial resources to indulge those instincts at the top levels of the game. This has been the way it has been forever, going back past the days of the young, well-to-do group of Englishmen known as the "Bentley Boys" who cleaned house at Le Mans in the 1920s and very early '30s.

On many occasions, as was the case with the "Bentley Boys," these individuals possessed the kind of talent that would have made them standout professionals had they so chosen. Others with lesser skills hired the "pros from Dover" as teammates to improve their chances. Either way, it is on the backs of this group that the sport has built its house. However, today things have changed to a degree.

As has happened with Formula One, international sports car racing, including the American Le Mans Series, has been taken over by the manufacturers whose budgets are measured in the hundreds of millions, rather than just the tens of millions. Audi, Peugeot, Porsche, Jaguar, Ford and Chevrolet have all invested large corporate sums over the years to finish first and not second so that they can utilize the achievements either to market themselves or their products. The gentlemen largely have been relegated to the "second fiddle," or support arenas, such as the GT2 production category, or, before Porsche appeared,

RAMBLING ROAD



BILL OURSLER

the LMP2 sports racing division.

The only exception to this trend has been the Grand American's Rolex Series, which after all is said and done, has been built for road racing's traditional supporters by limiting technology to the level where a budget of tens of millions is more than sufficient. This "big fish, small pond;"

pond, small fish" tug of war is the basis for the fundamentally different approaches espoused by the Grand Am and the ALMS toward the sport.

To put it in its most simple terms, the gulf between high tech at all costs, and restraint of technology to make things affordable is so large that when rumors surfaced that the two sides might be talking about a possible merger, one could only dismiss them out of hand. Yet, while no one, especially myself, is suggesting that there is indeed truth to those rumors, their outright dismissal might be premature.

The reason is twofold. The first consideration is the economy, of course. How much longer will the entrants, be they corporate or privateer, continue to participate, especially if what sponsorship they now enjoy disappears in the present economic mess? The second consideration is that the international regulations themselves will change in 2010, and while the current ALMS prototypes and production racers may race one or two seasons beyond that, by 2012 most assuredly they will be replaced.

So, putting this together, there might be an opening for reconciliation if the new international rules under which the ALMS will most likely operate come closer to those of the Rolex tour and far from the high-tech scenario which prevails today. If they are close enough, and if the two championships are battered enough economically, then there exists the possibility that they could get together.

It may not be likely, but it is interesting, particularly since many within the road racing community feel there is in the final analysis room for just a single title chase if their sport is to have a true future.

Midget Racing Is A Training Ground Like No Other

MACHESNY PARK, ILL.

I think the significance of midget racing is that it is unquestionably the best training for any type of racing you want to get into.

Midget racing trains you to get the feel of the car underneath you and to learn to drive by the seat of your pants, so to speak. You learn on a short track how to race wheel to wheel with other cars inches apart, and race against guys who are racing not for the money, but for the love of the sport.

Midgets teach you how to respect your equipment better than any other series, as mistakes can cause you to tear up your equipment or yourself very quickly. You learn how to drive on all different types of race tracks, with all different types of rac-

ing surfaces.

Everyone remembers midgets as they grew up at so many tracks all over the country and the entertainment value they gave was so much more for the dollar than any other series. The grassroots racers who drive them come from all across the country and people could go down after the races and walk right up to the driver and talk with him. The midget race car is a huge part of the development of today's drivers on their way to other series where the money might be better.

But to win in midgets consistently, you must have talent, as money doesn't buy your way to the top as in so many other series.

Midget racing has taken a huge step backward. The big-money teams

GUEST COLUMN



KEVIN OLSON

came in and upped the cost of everything to the point where guys who built the midgets to what they are today, such as the Kneppers down in the St. Louis area or any of many who did their own work on engines and cars, are slowly weeded out of winning races. More races are won with money than brains.

Engines that cost \$35,000-\$50,000 have hurt the sport, as well as the huge, obnoxious rigs that tow the cars from track to track. The day of the drivers going down the road together and sleeping in their vans are gone, and with it the camaraderie that went with it. The money is better today, but it is now more like a business than a labor of love.

The cost of engines, tires, multi-car teams, travel expenses, hospitality and other experiences has all but excluded from the sport the very guy that midget racing was designed to help, the guy who built his own chassis, repaired his own cars, and drove them to the track on an open trailer like the one God intended man to use.

The cars have little personality

today and all look basically the same. The drivers are not able to have the fun after the races like in the past, as sponsors or development programs might frown on a guy who drinks a few beers after the race or has a good time at the local watering hole.

I think the closeness the drivers got from these times is gone and that was as big a part of midget racing to me as the actual racing.

So, give me an old stationwagon or van with an open trailer on the back carrying a car with narrow tires and a killer SESCO or Chevy 2 engine, a cooler of beer and \$50 and I will be the one driving down the road with a big smile on my face.

Probably won't still be able to pay the bills back home, but somehow I will figure a way to the next race.



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HHP/ALAN MARLER PHOTO

MILES ON THE MOVE: Miles the Monster, the newly erected statue at Dover Int'l Speedway, could be changing hands soon, if some Dover Motorsports investors have their say.

Dover May Be Sold Soon!

DOVER, Del. — They say timing is everything.

Well, the timing may have been perfect — depending on which side of the fence one is sitting — for Marathon Partners, the largest outside shareholder in Dover Motorsports, the company that operates Dover Int'l Speedway and three other major racing facilities.

INDUSTRY

Just one day before the opening of activities for the three-day NASCAR Sprint Cup Series weekend at Dover's one-mile concrete oval, Marathon Partners issued a press release stating that it had sent a letter (its second in a little more than a year) to the Dover Motorsports Board of Directors, which, in so many words, asked the parent company to explore selling Dover Int'l Speedway.

And again, the timing probably couldn't have been better: With Speedway Motorsports, Inc. Chairman O. Bruton Smith in a buying mode, looking to transfer a NASCAR Cup date to Kentucky Speedway or Las Vegas Motor Speedway, the market seems high. As well, with NASCAR apparently hoping to keep Smith from acquiring such a date, its sister company, International Speedway Corp., could also enter a bidding war for Dover.

The letter, available to the public at www.sellthecompany.com, suggests the company's assets be sold at auction.

"Our knowledge of Dover Motorsports and recent industry news has increased our conviction that the shareholders of Dover Motorsports would be best served if their Board pursued a sale of the company by means of a competitive auction," reads the first paragraph of the five-page letter. "If an auction does not produce an attractive bid for the company's assets, then it is obvious that Dover Motorsports must finally divest itself of its money-losing Midwest motorsports facilities."

Those Midwest facilities owned by

Dover Motorsports — and it is unclear how much money they lose, if they lose money at all — are Gateway Int'l Raceway in Madison, Ill.; Memphis (Tenn.) Motorsports Park; and Nashville (Tenn.) Superspeedway. One also wonders, why Marathon Partners would make such a big deal about the tracks losing money if it was really pursuing selling them.

Marathon Partners straightforwardly suggests that Dover Motorsports should sell to SMI or ISC.

"The days of the independent NASCAR track owners have all but passed," reads the letter. "Dover Motorsports will never be able to achieve the operating performance of International Speedway Corporation (ISC) and Speedway Motorsports, Inc. (SMI). The combined strength of the industry leaders leaves the company at a permanent competitive disadvantage in regards to sponsorship dollars, operating margins and infrastructure. It is simply not possible for a single Sprint Cup Series track to produce the results of a large portfolio of similar tracks. More time and additional patience cannot change this fact. Both ISC and SMI can operate the Monster Mile more profitably than Dover Motorsports will ever be able to."

"Additionally, ISC and SMI have both demonstrated an ability to successfully acquire, integrate and develop other racing facilities. In stark contrast, Dover Motorsports has failed in its strategy to grow via acquisition (Gateway and Memphis) and through the development of a de novo [to start from the beginning] racing facility (Nashville), with only losses to show for all of the effort."

The letter goes on to speculate that Dover Int'l Speedway could sell for as much as \$360 million, and one financial analyst that NSSN spoke with agreed it would likely bring more than the \$340 million that SMI paid for New Hampshire Int'l Speedway late last year.

Just one week ago, SMI purchased

Kentucky Speedway in hopes of bringing a Cup Series date to the greater Cincinnati-area track. Smith has stressed he would like a second date at Las Vegas Motor Speedway. In theory, one date would move from the New Hampshire facility, while SMI would need to purchase another track to acquire a second date.

Dover and Pocono Raceway remain as the only two "independent" facilities, with Pocono Raceway owners Joe and Rose Mattioli adamant they will "never" sell. And this fact is not lost on Marathon Partners.

"The past decade of race-track consolidation has left Dover Motorsports and Pocono Raceway as the only viable options for acquiring additional Sprint Cup race weekends," reads the Marathon Partners letter. "While it is impossible to rule out any transaction, Pocono Raceway owner Joe Mattioli and his wife have been widely quoted for years that Pocono is not for sale and that the track is held within a generation-skipping trust which would make any potential sale occur many years from now. The consolidation of premier NASCAR racing facilities in America is all but complete, and Dover is the final piece to the puzzle."

Marathon Partners also suggests that selling off the three other Dover Motorsports tracks would increase the value of Dover Int'l Speedway.

"There is no possible reason to continue to impose the losses from the Midwest tracks upon the shareholders of the company unless a buyer of Dover Motorsports wishes to own all four facilities," the letter stated. "Since the Midwest tracks consume cash and are a small part of the total asset value of the company, it does not make sense to allow the maneuverings of these facilities to drive a strategic direction for the entire business."

Of the four Dover facilities, Dover Int'l Speedway is the only one that possesses a Cup Series date.

It's Official: Marcus Smith Is The New Man For SMI

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — O. Bruton Smith's racing empire had just grown by one track, and the man being groomed to run it stood away from the spotlight as his father fenced with the media about the purchase of Kentucky Speedway, and the dust settled around the somewhat sudden retirement announcement of Lowe's Motor Speedway President and Speedway Motorsports, Inc. President and Chief Operating Officer H.A. "Humpty" Wheeler.

Marcus Smith was a week away from officially being named as

SMI

Wheeler's replacement in both positions, but seemed comfortable with the thought of following NASCAR's legendary ringmaster of promoters in the front office of NASCAR's "home track."

"I love racing. I love our business, promoting motorsports," the younger Smith said. "I've grown up in it, and I enjoy it. I look forward to coming to work every day and working with great friends just like I always have."

Marcus Smith, 35, was officially named as Wheeler's successor Thursday, a promotion from his previous position as director and executive vice president of national sales and marketing for SMI.

The promotion, which was anticipated after Wheeler's announcement that he would retire after the Coca-Cola 600, was endorsed without reservation by Bruton Smith.

"Marcus has been training for this opportunity throughout his professional career," said Bruton Smith, chairman and chief executive officer of SMI. "He's come up through the ranks at Charlotte, proven his business savvy with our most recognizable sponsors and handled our sanction negotiations with NASCAR."

"But the thing that's made Marcus a success and will continue to do so is that in his heart, he's a race fan. He never loses sight of the fact that our customers are the key to everything we do and he always wants to put our fans first."

Marcus Smith began his work in the family business long before graduating from the University of North Carolina, and it wasn't always in a suit and tie.

"I've worked at every department of the speedway. I've picked up trash and sold souvenirs and tickets," he said. "I've painted walls... I was a kid. I couldn't come in and run the place, so the only thing I was qualified for was to pick up trash and weed-eat, so I did a lot of that."

"I interned sometimes and that sort of thing. My summer jobs were always here (at LMS). I spent a lot of time at the other speedways. We've got fantastic properties."

Coinciding with Smith's promotion, was the report that Wheeler had agreed to a five-year contract to serve as a consultant at LMS, the place he ran for the past 32 years.

In addition to Smith's promotion, Bill Brooks was also promoted to vice chairman of SMI. Brooks, 58, will also continue in his roles as SMI's



Marcus Smith

treasurer and chief financial officer. He began work at LMS in 1983 and has served as treasurer and CFO at SMI since its inception in 1994.

"Bill Brooks has done an outstanding job in guiding the financial interests of Speedway Motorsports ever since we began putting the pieces in place to form the company," said Bruton Smith. "His role has expanded considerably through the years as the company has grown and it is very fitting that the board has rewarded his efforts by promoting him to vice chairman."

Marcus Smith, aware of the pitfalls of succeeding Wheeler's sometimes larger-than-life persona and record for success, said both Wheeler and his father have influenced his career path.

"I've been happy to have the wisdom and time with Humpty, and for him to take the time to give me some of his wisdom that he has passed along," he said.

"Between him and my dad, they are such legendary examples for anybody in our company."

Marcus Smith, who negotiated the naming-rights contract for the speedway with Lowe's as a young executive, said the new era at LMS will include several upgrades in the near future.

"We've put a lot of capital improvements in our other facilities, whether it's building other facilities or remodeling in most cases. Now, it's time to do some remodeling here," he said. "You've seen the start of that with the addition of the drag strip. We just added a thousand new seats on the frontstretch... The last couple of years, we've improved the infield significantly — the media center has been part of that — and the outside structure will have some refurbishment as we go over the next couple of years."

"This is the Taj Mahal of motorsports, and we're proud of our home track."

And, taking a note from his predecessor and mentor, Marcus Smith said his new job is all about the fans.

"I love that so many race fans from all over the country come to these races to spend time with their family and friends, and we can be a part of their lives and provide a place the families can come and enjoy their time off and be a part of the passion that they love so much," he said. "We want to do our best to make sure they have a great time and enjoy their vacations."

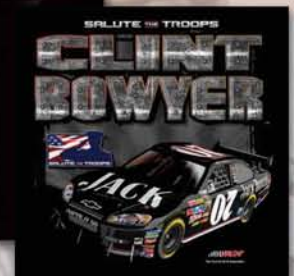
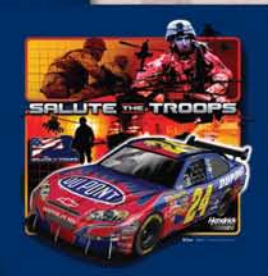
"That's what drives us — to make sure the fans have a fantastic time and get their money's worth and then some."



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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



MIKE GBUR/IMS PRO PHOTO

FARM LIFE: Kerry Madsen (55), Steve Kinser (11), Joey Saldana (9), Jason Meyers (14), Caleb Griffith (12) and Brandon Martin (11m) power out of turn two Friday at Attica (Ohio) Raceway Park.

▶ A RESOLUTION



The Tennessee State Senate issued a Senate Joint Resolution during May, recognizing the accomplishments of *National Speed Sport News* Editor Chris Economaki.

Sponsored by Senator Michael Williams, Senate Joint Resolution No. 931 recognized Economaki for his career in journalism.

The resolution, which is affixed with the Tennessee State seal, concludes with the following:

"Be it resolved by the Senate of the One Hundred Fifth General Assembly Of The State Of Tennessee, The House of Representatives con-

curring, that we hereby honor and recognize Chris Constantine Economaki for his unwavering commitment to growing the sport of automobile racing through his talented media coverage, as we wish him every continued success in all his future endeavors."

▶ BOOK OF THE WEEK

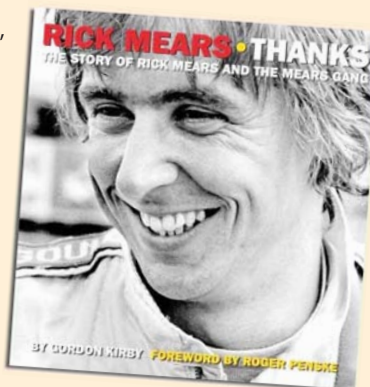
Rick Mears - Thanks: The Story Of Rick Mears And The Mears Gang

By Gordon Kirby

A motorsports writer for more than 30 years, Gordon Kirby tells the story of four-time Indianapolis 500 winner Rick Mears and his successful California racing family.

The 264-page paperback glossy includes numerous black-and-white and color photographs that document Mears's career, which included three Indy-car championships.

\$39.95. Published by Crash Media Group. Available in stores and from www.amazon.com.



▶ BY THE NUMBERS

7

straight ASCS Rocky Mountain Region races at Aztec Speedway won by Johnny Herrera

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"When you're comparing drivers of different eras and different disciplines, there has to be room for conjecture, but the numbers clearly put (Richard) Petty at the top of any group of NASCAR drivers, including — with all due respect — Dale Earnhardt, Sr."

— John Clayton, May 28 blog

■ Jeff Gordon and Hendrick Motorsports agreed to a two-year contract extension with Dupont that keeps the four-time Cup champion with the only primary sponsor he's had through 2010.

Victory Gives Lanigan Point Lead

By AL ROBINSON
NSSN CORRESPONDENT

DELMAR, Del. — Darrell Lanigan led all 50 caution-free laps to win Thursday night's World of Outlaws Late Model Series race at Delaware Int'l Speedway.

The Kentucky driver faced two challenges, the first from pole-sitter and local favorite Ricky Elliott on the first lap, and the other from Shannon Babb in the closing circuits. He proved equal to both in scoring his first WoO victory of the season and moved into a tie for the point lead with third-place finisher Steve Francis.

Elliott faded to fourth with Tim McCreadie closing strong to take fifth. Rick Eckert, Josh Richards, Shane Clanton, Vic Coffey and Chub Frank completed the top 10.

After racing side by side with Elliott throughout the first lap, Lanigan established his dominance and encountered traffic by the 12th circuit. His margin expanded and contracted as he worked the lapped cars, with Babb taking second from Elliott on the 33rd circuit and Francis moving into third two laps later.

While a caution flag would have opened the track in front of him, the winner was just as happy to see the green stay out.

"I just got into a rhythm out there. As a driver, you don't like to break that rhythm," Lanigan said. "The lapped traffic got a little hairy at the



KEVIN KOVAC/WOO LMS PHOTO

VICTORY LANE: Darrell Lanigan enjoys victory lane Thursday night at Delaware Int'l Speedway.

end, but we got through it, so it worked out," he added, admitting that when Babb thrust to the bottom in turn one with four laps to go, he didn't know who was there.

He quickly lapped Jason Covert and gained vital breathing space for the run to the checkered flag, where he defeated Babb by .377 second.

It took Lanigan just 17 minutes and 40 seconds to add more than \$10,000 to his bank account.

The finish:

Darrell Lanigan, Shannon Babb, Steve Francis, Ricky Elliott, Tim McCreadie, Rick Eckert, Josh Richards, Shane Clanton, Vic Coffey, Chub Frank, Tim Fuller, Clint Smith, Jason Covert, Jeremy Miller, Jamie Lathroum, John Blankenship, Donald Lingo, Jr., Darryl Hills, Scott Cross, Mark Pettyjohn, Danny Johnson, Joe Isabell, David Pettyjohn, David Hill, Dave Blaney.

James And Owens Drink Lucas Oil Glory

Friday

MILLERSBURG, Ohio — Scott James withstood a race-long battle with Matt Miller to take his second Lucas Oil Late Model Dirt Series victory of the season Friday night at Hilltop Speedway.

The series made its first appearance at the Jeff Norris facility and produced a 35-lap event for the ages.

James earned \$7,000 for his fifth career LOLMDS triumph. Miller finished second, followed by Dan Schlieper, Earl Pearson, Jr. and Doug Drown.

James, who started alongside Miller on the front row, took the lead at the start with Miller in tow. The two front-runners got behind lapped traffic with only seven laps in the books, and Miller used the traffic to his advantage to take the lead on lap 14. The yellow flag waved one lap later.

After racing resumed, James changed lines on the track and reclaimed the lead on lap 23.

James put two lapped cars between himself and Miller in the closing laps and that cushion helped propel James to victory.

With his fourth-place finish, Pearson took the point lead.

The finish:
Scott James, Matt Miller, Dan Schlieper, Earl Pearson, Jr., Doug Drown, Terry Casey, Billy Drake, Freddy Smith, Justin Rattliff, Bart Hartman, Dave Hornikel, George Lee, Ryan Markham, Steve Casebolt, Eric Myers, Justin Chance, Chet Alexander, John Mason, Keith Tish, Rick Bond, Wayne Chinn, Doug Dodd, Mark Banal, Rocky Owens.



JOE SECKA/IMS PHOTO

THE START: Eventual winner Scott James (83) leads the field to the start of a heat race for the Lucas Oil Late Model Dirt Series Friday night at Hilltop Speedway.

Saturday

UNION, Ky. — Jimmy Owens inherited the lead when Don O'Neal suddenly pulled off the track with six laps to go. From there, Owens romped to victory in the 22nd Ralph Latham Memorial dirt-late-model race sanctioned by the Lucas Oil Late Model Dirt Series Saturday night at Florence Speedway.

Owens earned \$10,000 for his first LOLMDS triumph of the season. He is the 12th-different winner in 17 events this year.

Eddie Carrier, Jr. finished second, followed by Brian Birkhofer, Earl Pearson, Jr. and Rick Combs.

O'Neal and Owens set the pace from

the start, while Carrier worked his way forward from sixth.

At the halfway mark, O'Neal looked to be unbeatable. Carrier overtook Owens for second and with 35 laps complete, it was O'Neal, Carrier and Owens. With 10 laps to go, Owens went past Carrier and began stalking the leader.

With 44 laps scored, O'Neal exited turn four in the lead, but slowed and pulled to the infield. Owens took it the rest of the way for the victory.

The finish:

Jimmy Owens, Eddie Carrier, Jr., Brian Birkhofer, Earl Pearson, Jr., Rick Combs, Steve Casebolt, John Gill, Josh Williams, Brad Neat, Wayne Chinn, Bart Hartman, Audie McWilliams, R.J. Conley, Justin Rattliff, Freddy Smith, Robby Hensley, Victor Lee, Don O'Neal, Matt Miller, Jerry Rice, Dustin Neat, Steve Landrum, Rod Conley, Rodney Combs, Darrell Lanigan.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



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

Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



Brad Coleman
2008 Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



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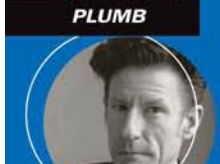
JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	2,050
2. Jeff Burton	1,908
3. Dale Earnhardt, Jr.	1,779
4. Carl Edwards	1,713
5. Greg Biffle	1,658
6. Jeff Gordon	1,646
7. Jimmie Johnson	1,644
8. Clint Bowyer	1,633
9. Denny Hamlin	1,630
10. Kevin Harvick	1,566
11. Tony Stewart	1,551
12. Kasey Kahne	1,524
13. David Ragan	1,516
14. Ryan Newman	1,495
15. Martin Truex, Jr.	1,441
16. Matt Kenseth	1,429
17. Juan Pablo Montoya	1,390
18. Travis Kvapil	1,370
19. Brian Vickers	1,327
20. Bobby Labonte	1,325

Nationwide

1. Clint Bowyer	2,028
2. Kyle Busch	1,907
3. Carl Edwards	1,884
4. David Reutimann	1,862
5. Brad Keselowski	1,816
6. Mike Bliss	1,772
7. David Ragan	1,740
8. Jason Leffler	1,634
9. Mike Wallace	1,624
10. David Stremme	1,619

Craftsman Truck

1. Rick Crawford	1,131
2. Matt Crafton	1,111
3. Ron Hornaday, Jr.	1,107
4. Todd Bodine	1,082
5. Johnny Benson	1,077
6. Jack Sprague	1,066
7. Mike Skinner	1,064
8. David Starr	1,063
9. Terry Cook	1,049
10. Chad McCumbee	1,026

IndyCar Series

1. Scott Dixon	234
2. Helio Castroneves	206
3. Dan Wheldon	185
4. Tony Kanaan	174
5. Danica Patrick	144
6. Marco Andretti	142
7. Oriol Servia	140
8. Ryan Briscoe	134
9. Ed Carpenter	132
10. Hideki Mutoh	131

Indy Lights

1. Richard Antinucci	193
2. Dillon Battistini	192
3. J.R. Hildebrand	178
4. Raphael Matos	162
5. Arie Luyendyk, Jr.	143
6. Jeff Simmons	135
7. Bobby Wilson	132
7. Ana Beatriz	132

Formula One

1. Lewis Hamilton	38
2. Kimi Raikkonen	35
3. Felipe Massa	34
4. Robert Kubica	32
5. Nick Heidfeld	20
6. Heikki Kovalainen	15
6. Mark Webber	15
8. Fernando Alonso	9
8. Jarno Trulli	9
10. Nico Rosberg	8

WoO Sprints

1. Donny Schatz	2,016
2. Jason Meyers	1,993
3. Craig Dollansky	1,958
4. Joey Saldana	1,956
5. Jac Haudenschild	1,843
6. Steve Kinser	1,836
7. Kerry Madsen	1,829
8. Chad Kamenah	1,787
9. Terry McCarl	1,739
10. Shane Stewart	1,704

WoO Late Models

1. Steve Francis	1,593
1. Darrell Lanigan	1,593
3. Josh Richards	1,575
4. Chub Frank	1,573
5. Shannon Babb	1,559
6. Rick Eckert	1,553
7. Shane Clanton	1,495
8. Clint Smith	1,487
9. Tim Fuller	1,423
10. John Blankenship	1,381

National Midget Driver Of The Year

1. Dave Darland	593
2. Bobby East	500
3. Tracy Hines	441
4. Jerry Coons, Jr.	418
5. Kody Swanson	391
6. Brad Loyet	276
7. Cole Whitt	274
8. Brady Bacon	256
9. Chad Boat	241
10. Brad Kuhn	231

NHRA Top Fuel

1. Tony Schumacher	779
2. Antron Brown	670
3. Larry Dixon	659
4. Hillary Will	567
5. Cory McClenathan	527
6. Rod Fuller	502
7. Brandon Bernstein	480
8. Doug Kalitta	418
9. Dave Grubnic	391
10. Doug Herbert	377

NHRA Funny Car

1. Tim Wilkerson	643
------------------	-----

NHRA Pro Stock

1. Kurt Johnson	621
2. Jeg Coughlin	601
3. Greg Anderson	592
4. Jason Line	591
5. V. Gaines	514
6. Mike Edwards	497
7. Allen Johnson	494
8. Ron Krisher	444
9. Greg Stanfield	436
10. Warren Johnson	388

NHRA Pro Motorcycle

1. Andrew Hines	405
2. Matt Smith	349
3. Chip Ellis	325
4. Matt Guidera	296
5. Angelle Sampey	231
6. Eddie Krawiec	220
7. Chris Rivas	191
8. Karen Stoffer	154
9. Hector Arana	150
10. Shawn Gann	149

All Star Sprint

1. Lance Dewease	1,730
2. Dale Blaney	1,563
3. Randy Hannagan	1,559
4. Greg Wilson	1,548
5. Paul McMahan	1,500
6. Brian Ellenberger	1,473
7. Brandon Martin	1,403
8. Brian Paulus	1,384
9. Brock Mayes	1,364
10. Ryan Myers	1,262

NASCAR East

1. Austin Dillon	520
2. Brian Ickler	501
3. Steve Park	435
4. Eddie MacDonald	423
5. Marc Davis	418
6. Jeffrey Earnhardt	400
7. Matt Kobyluck	394
8. Trevor Bayne	391
9. Rogelio Lopez	390
10. Jesus Hernandez	385

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	1,560
2. Matt Carter	1,550
3. Frank Kimmel	1,530
4. Tom Hessert III	1,475
5. John Wes Townley	1,470
6. Scott Speed	1,445
7. Justin Allgaier	1,440

USAC Silver Crown

1. Jerry Coons, Jr.	60
1. Bud Kaeding	60
3. Ricky Stenhouse, Jr.	54
4. Shane Cottle	51
6. Mat Neely	45
7. Levi Jones	42
8. Brian Tyler	39
9. Dave Darland	36
10. Darren Hagen	33

Badger Midget

1. Jerry Coons, Jr.	568
2. Mike Hess	517
3. Brandon Waelti	462
4. Scott Hatton	456
5. Davey Ray	450
6. Aaron Fiscus	446
7. Chad DeSelle	393
8. David Gough	360
9. Bubba Altig	350
10. Joe Wipperfurth	343

POWRi National Midget

1. Zach Daum	470
2. Mike Hess	440
3. Nick Knepper	410
4. Daniel Robinson	380
5. Brett Anderson	360
6. Tyler Robbins	320
7. Russ Harper	310
8. Rich Camfield	310
9. Chad McDaniel	280
10. Greg Lueckert	260

Whelen Modified

1. Chuck Hossfeld	515
2. Ted Christopher	479
3. Todd Szegedy	454
4. James Civali	443
5. Rowan Pennink	415
6. Ed Flemke, Jr.	408
7. Eric Beers	399
8. Mike Stefanik	384
9. Jimmy Blewett	376
10. Matt Hirschman	366

Lucas Oil LM

1. Earl Pearson, Jr.	2,470
2. Steve Casebolt	2,415
3. Bart Hartman	2,225
4. Justin Rattliff	2,215
5. Scott James	2,110
5. Dan Schlieper	2,110
7. Billy Drake	1,950
8. Terry Casey	1,945
9. Wayne Chinn	1,800

NeSmith Dirt LM

1. Chip Brindle	580
2. Jay Blair	532
3. Larry Boutwell	522
4. Jeff Fields	520
5. Scott Knowles	502
6. Chris Tays	498
7. Hunter Peacock	496
7. Ted Lackey	496
9. Jason Hiatt	488
10. Matthew Turner	486

Pro Cup Southern

1. Michael Ritch	539
2. Trevor Bayne	512
3. Mark McFarland	489
4. James Buescher	468
5. Drew Herring	463
6. Wade Day	457
7. Billy Bigley, Jr.	449
8. Bobby Gill	436
9. Matt Hawkins	434
10. Caleb Holman	430

Pro Cup Northern

1. Benny Gordon	290
2. Brandon Ward	266
3. Mikey Kile	257
4. Dan Abold	253
5. Jay Fogleman	251
6. Derek Kale	247
7. Ray Love, Jr.	243
8. Derrick Kelley	238
9. Jeff Agnew	235
10. Mike Hampton	226

ASCS Sooner

1. Kolt Walker	938
2. Brian McClelland	935
3. Sherman Davis	833
4. Gary Taylor	828
5. Joe Wood, Jr.	812
6. Matt Covington	790
7. Justin Melton	742
8. Michael Brown	707
9. Eric Baldacini	605
10. Travis Rilat	558

ASCS Sprints On Dirt

1. Ben Rutan	350
2. Tim Norman	348
3. Brett Mann	346
4. Gregg Dalman	338
5. Mike Galajda	334
6. Dain Naida	322
7. Ryan Grubaugh	270
8. John Gall	268
9. Joe Bares	260
10. Gary Fast	252

USAC W. Sprint

1. Tanner Swanson	308
2. Nick Rescino, Jr.	294

BoB Super LM

1. Victor Lee	1,455
2. Tyrel Todd	1,241
3. Zach Carney	1,059
4. David Webb	1,052
5. Tim Tungate	1,028
6. Larry Gray	955
7. Eric Wells	922
8. Mike Jewell	915
9. Don O'Neal	907
10. Arnie Fields	839

KISS Sprint Cars

1. Jon Stanbrough	320
2. Brady Short	287
3. Kyle Cummins	242
4. A.J. Anderson	240
5. Jesse Hockett	235
6. Scotty Weir	227
7. Jeff Bland, Jr.	222
8. Thomas Messeraull	212
9. Shain Matthews	210
10. Matt Goodnight	207

SCCA Speed

1. Kuno Wittmer	437
2. Pierre Kleinubing	415
3. Peter Cunningham	353
4. Jason Saini	319
5. Charles Espenlaub	316
6. Seth Thomas	310
7. Chip Herr	301
8. James Clay	267
9. Jason Martinelli	209
10. Nick Esayian	205

Golden State

1. Jonathan Allard	1,005
2. Tyler Walker	959
3. Bud Kaeding	953
4. Mike Henry	902
5. Tim Kaeding	886
6. Evan Suggs	864
7. Jason Statler	829
8. Brent Kaeding	806
9. Brent Bjork	721
10. Ken Fredenburg	700

ASCS Canyon

1. Jeremy Sherman	1,302
2. Charles Davis, Jr.	1,274
3. R.J. Johnson	1,208
4. Nathan High	1,202
5. Mike Martin	1,190
6. Josh Pelkey	1,186
7. Jeremy Reagles	1,168
8. Mike Leslie	1,120
9. Andrew Reinbold	1,099
10. Thomas Ogle	1,085



What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

Nos. 18/32/51 Toyotas, Sprint Cup/Nationwide/Truck Series
Kyle Busch picked up his fourth Sprint Cup victory of the season Sunday at Dover, giving him 10 among NASCAR's top three series this year. If not for a wreck in the Nationwide Series and mechanical problems in the NCTS, Busch could very well have swept the Dover weekend, where he led 322 of 800 laps.

NO. 1



AUTOSTOCK IMAGES PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Chip Ganassi Target Dallara-Honda, IndyCar Series
The Indy 500 champ appeared poised to win at The Milwaukee Mile, but settled for second behind Ryan Briscoe.

3. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
Edwards was a model of consistency, finishing second in both of his races at Dover over the weekend, following JGR Toyotas to the line.

4. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
Phenom Joey Logano made his series debut in the No. 20 at Dover and drove to a sixth-place finish.

5. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus-Riley, Grand Am
The Grand Am Rolex Series reconvenes this weekend for the Six Hours of the Glen with Pruett and Rojas atop the standings.

6. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer earned a third and a fourth in a pair of DIRTcar MARS late-model events over the weekend, giving him 21 top-five finishes.

7. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers notched a fifth-place finish at Attica (Ohio) Raceway Park, but lost his championship lead to Donny Schatz at Eldora Speedway.

8. Timo Bernard/Romain Dumas

No. 7 Penske Porsche, American Le Mans Series
The Penske duo heads to Lime Rock for the ALMS Northeast Grand Prix, coming off of a dominant performance in Tooele, Utah.

9. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz rode two-consecutive victories at Ohio dirt tracks to the World of Outlaws point lead.

10. Tim Wilkerson

Levi, Ray & Shoup Chevy Impala SS Funny Car, NHRA
Wilkerson made it to another final at the NHRA Summernationals before being stopped by John Force. He still extended his point lead.

Honorable Mention

Scott Speed came away from Dover with his first NASCAR victory, winning the NCTS AAA Insurance 200...Ryan Briscoe claimed his first IndyCar Series victory at The Milwaukee Mile.

Last Week

Carl Edwards and Jason Meyers trade spots, while Donny Schatz and Tim Wilkerson both re-enter the rankings, taking the places of Lewis Hamilton and Tony Schumacher.

Belleville Adds New Title Sponsor

Speedway Motors Buys Midget Nationals Entitlement

BELLEVILLE, Kan. — Speedway Motors, founded in 1952 and touted as America's oldest speed shop, has contracted to become the title sponsor of the 2008 Speedway Motors Belleville Midget Nationals in Belleville, Kan. Widely regarded as the most prestigious midget race in the country, the Speedway Motors Belleville Midget Nationals attracts some of racing's top talents to compete on the Belleville half-mile. Many racers consider the contest to be a stepping stone to the nation's top racing circuits. This year's 31st-annual Speedway Motors Belleville Midget Nationals will be held Aug. 1-2.

Speedway's backing also includes title sponsorship of the 2008 Speedway Motors Belleville High Banks race season. The season begins June 15 and includes seven events in addition to the Midget Nationals.

"This sponsorship is an example of Speedway Motors' continuing commitment to open-wheel racing," said "Speedy" Bill Smith, founder and owner of Speedway Motors. "Much like Speedway Motors, the Belleville High Banks has a rich history, yet it continues to get better with age. The best midget racing in the world is done on this track, which is why thousands of race fans like me continue to flock to North Central Kansas every summer."

Petty Honored As Father Of The Year

MOORESVILLE, N.C. — The National Father's Day Council and American Diabetes Ass'n have honored Kyle Petty as a Father of the Year.

The Greater Greensboro Area Father's Day Council will present Petty with the award Friday at its annual Father-of-the-Year awards dinner. Petty, 47, is one of several recipients being recognized for the ability to balance their personal lives and serve as a role model for their children while also making a positive difference in the community.

"This award means so much to me," Petty said. "NASCAR drivers are on the road a lot. I'm traveling for so many months out of the year, so I really have to get the most out of my time at home. It makes me appreciate spending time with my kids because my time with them is so valuable."

Greensboro's Grandover Resort will host the awards dinner. Tickets and more information can be obtained by calling (888) 342-2383, extension 3266.

Motorsports Advantage Program Under Way

LAKE HAVASU, Ariz. — Coach-Net Technical and Roadside Assistance has expanded its travel services with its new Motorsports Advantage program.

In addition to technical support and emergency roadside assistance,



KEVIN HORCHER PHOTO

BELLEVILLE BATTLE: Eventual winner Jerry Coons, Jr. (11) slides to the outside against Scott Hatton during last year's Belleville Midget Nationals in Belleville, Kan.

Motorsports Advantage also offers its members a 24-hour concierge service, which is designed to manage all aspects of travel to or from a race, including lodging, pit passes and tailgating. Motorsports Advantage members will have access to a dedicated toll-free number to use for personal assistance, including traffic reports, ticket reservations, camping and parking assistance, grocery delivery, weather reports and other services.

For more information, call (866) 590-5944 or visit www.motorsportsadvantage.com.

Hoosier Hundred Won't Be Rescheduled

MACON, Ill. — The 56th-annual Hoosier Hundred, which was to run May 23 and was previously postponed due to heavy rains, will not be rescheduled. Due to scheduling conflicts, a viable date was not available.

Refund request forms are available

online at www.trackenterprises.com and should be mailed with ticket stub and purchase point to Track Enterprises, P.O. Box 79, Macon, Ill., 62544. Pit pass purchases are refundable through the USAC office at (317) 247-5151.

For more information, contact Track Enterprises at (217) 764-3200 or visit the Web site.

WoO Pulls Down Good TV Ratings For Speed

CONCORD, N.C. — The three-hour, 2008 live debut of the Advance Auto Parts World of Outlaws Sprint Car Series on Speed earned a Nielsen Household Rating of .62 (447,000 households), peaking at .72 (520,000 households) May 23, making it one of the network's highest-rated programs during the Memorial Day Weekend.

The biggest single-event World of Outlaws television audience in recent years — 643,000 total viewers — saw Lance Dewease capture the Advance

Auto Parts World of Outlaws event broadcast live May 23 from The Dirt Track @ Lowe's Motor Speedway, which also was filled to capacity. Combined with a re-airing of the broadcast shortly after the original show, nearly 750,000 people watched the Advance Auto Parts World of Outlaws Sprint Car Series May 23.

"We believe World of Outlaws Racing has the potential to be a real gem for Speed in 2008," said network President Hunter Nickell. "This is just the first of five 'super-sized' packages we plan on doing this year."

Goodyear Introducing New NHRA Rubber

AKRON, Ohio — The Goodyear Tire & Rubber Company's racing division introduced last week the next-generation rear-drive tire for the NHRA's Top Fuel and Funny Car divisions.

The D2550 will be offered for optional use during the June 19-22 Lucas Oil NHRA SuperNationals at Englishtown, N.J., and the June 26-29 Summit Racing Equipment NHRA Nationals at Norwalk, Ohio. It will be the only offering for those divisions beginning at the Mopar Mile-High NHRA Nationals at Bandimere Speedway in Morrison, Colo., July 11-13.

The new tire replaces the D2420, introduced at Gainesville, Fla. in 2006. The D2420 will also be available for use at Englishtown and Norwalk.

SuperClean, Lucas Oil To Sponsor Knoxville

KNOXVILLE, Iowa — SuperClean, now in its third year as title sponsor of the Knoxville Nationals sprint-car event, is being joined by Lucas Oil to present this year's super bowl of sprint-car racing.

The event will be titled the 48th-annual SuperClean Knoxville Nationals presented by Lucas Oil and is scheduled for Aug. 6-9 at Knoxville (Iowa) Raceway.

NUTS AND BOLTS

▶▶ The **Mid-American Stock Car Series** Sept. 13 race at Hawkeye Downs in Cedar Rapids, Iowa, has been canceled due to schedule changes at the track. . . **Hurst Jaws of Life** has renewed its NHRA sponsorship, signing a three-year agreement at the "Official Rescue Tool of the NHRA". . . The **O'Reilly All Star Circuit of Champions** has rescheduled its June 11 event at Central Pa. Speedway in Clearfield, Pa., for June 15 in an effort to cut down on travel expenses for race teams. That race will now cap a full weekend of races beginning June 13 at Williams Grove Speedway and June 14 at Lincoln Speedway. . . The **Sue Thiel Memorial**, a USAC Mopar National/Badger Midget co-sanctioned event at Dodge County Fairgrounds in Beaver Dam, Wis., has been rescheduled for Aug. 29 due to weather concerns. . . Existing ticket holders who renew their seats online for the 2009 **Indianapolis 500** by June 9 will receive a free collector's edition DVD of highlights from the exciting 2008 race. Fans can renew or request an upgrade of their race day tickets online in the new, improved tickets section at www.indianapolismotorspeedway.com. The 93rd Indianapolis 500 is scheduled for Sunday, May 24, 2009. . . Seventeen students from across the country were selected to participate in the **2008 NASCAR Diversity Internship Program**. The program gives minority college students the opportunity to complete a 10-week, paid summer internship within the NASCAR industry. More information on the program is available at www.diversityinternships.com.

RJ Caruso Accounting & Chris Nelson Insurance Weekend



★ **Friday, June 6th** ★

Burkes "Do-It Best" MSA-Oswego Wings 40
(Spencer Speedway, Williamson NY at 7:30)

★ **Saturday, June 7th*** ★

PathFinder Bank SBS Racing Series 30
Burkes "Do-It Best" MSA-Oswego Wing 40

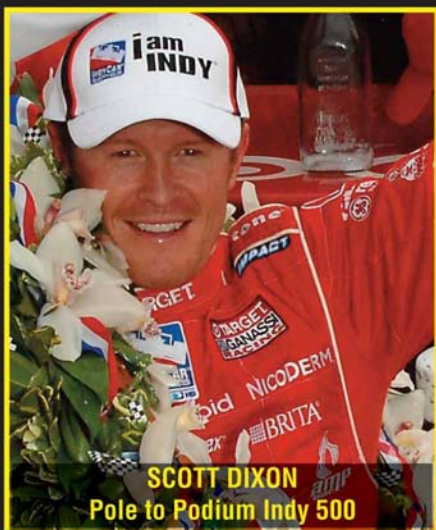
Pits 3:30 ★ Grandstands 4:30 ★ First Race 6:30

Free Camping ★ Free Parking

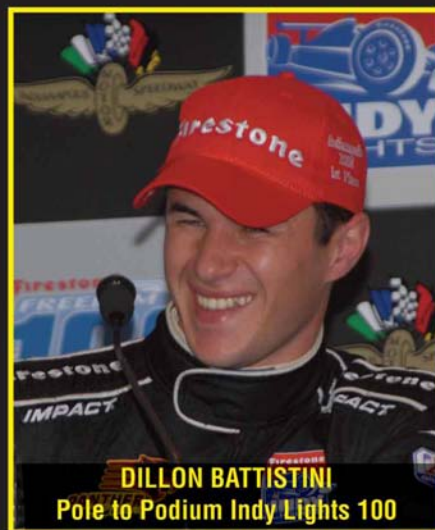
*Rain Date ★ Sunday June 8th

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PHIL RIDER PHOTO

MILWAUKEE MOVERS: Bobby Wilson (17) battles Pablo Donoso during Firestone Indy Lights competition at The Milwaukee Mile. Wilson went on to his first victory of the season.

Home Boy Wilson Wins

By **BRUCE MARTIN**
NSSN CORRESPONDENT

WEST ALLIS, Wis. — Bobby Wilson returned to his Wisconsin home to score a dominant victory in Sunday's Milwaukee 100 Firestone Indy Lights race.

Wilson, who is from nearby Oconomowoc, Wis., led 88 of 100 laps to give Team E its first victory.

"Coming to The Milwaukee Mile as a kid, it was always a dream for me to race here one day," Wilson said. "To win here is even better. Hats off to the guys; it's their first win. Team E Racing and owner Neil Enerson put together a great program and gave us the tools we needed to be here."

Jeff Simmons finished second and Raphael Matos finished third. Richard Antinucci remains the series point leader 193-192 over Dillon

Battistini after the two finished 16th and 14th, respectively.

It was Wilson's third-career victory in Firestone Indy Lights and his first on an oval. His previous wins came at Watkins Glen in 2006 and the Indianapolis road course in 2007.

Wilson and Wade Cunningham are the only drivers to record wins in three-consecutive seasons. Wilson's 88 laps led were more than the 39 laps he had led in his previous 36 Firestone Indy Lights starts.

"The Team E guys put together a great car this weekend," Wilson said. "Our first win together couldn't have happened at a better place than The Milwaukee Mile. I'm just ecstatic for the team. They did such a good job and put together a good car. It was like a walk in the park for me. I just kept the tires under me the whole time and drove to victory."

Pablo Donoso started on the pole, but was passed by Wilson on the 13th

lap. That's where Wilson stayed for the remainder of the race.

"We were on the pole and we did an awesome job Saturday, but the car today was a little bit hard to drive," Donoso said. "It was a little bit loose, and I lost a couple positions. But then I had some slow guy bugging me for like 20 laps, and I lost more positions. Then I fought hard with some drivers. 'Anyway, we finished in the top 10. It was our first top-10 finish, and I'm looking forward to the next race to try to improve a bit more and try to pick up more points.'"

The finish:

Showing driver, laps completed and money won: 1. Bobby Wilson, 100, \$32,500; 2. Jeff Simmons, 100, \$26,000; 3. Raphael Matos, 100, \$20,000; 4. Andrew Prendeville, 100, \$17,000; 5. J.R. Hildebrand, 100, \$16,000; 6. James Davison, 100, \$15,500; 7. Pablo Donoso, 100, \$15,000; 8. Arie Luyendyk, Jr., 100, \$14,500; 9. Logan Gomez, 100, \$14,000; 10. Sean Guthrie, 100, \$13,500; 11. Brent Sherman, 99, \$13,500; 12. Wade Cunningham, 99, \$11,500; 13. Chris Festa, 99, \$10,500; 14. Dillon Battistini, 99, \$10,000; 15. Jonny Reid, 99, \$9,500; 16. Richard Antinucci, 99, \$11,500; 17. Micky Gilbert, 98, \$10,000; 18. Cyndie Allemann, 96, \$8,000; 19. Ana Beatriz, 78, \$6,000; 20. Mark Olson, 18, \$4,500; 21. Marc Williams, 7, \$3,500; 22. Jon Brownson, 0, \$3,000.

McFarland Checks Out At The End

WEST ALLIS, Wis. — Mark McFarland took the lead for the final time on lap 111 and pulled away from rookie Drew Herring and Cale Gale to win the Sears Auto Center 150 at The Milwaukee Mile Saturday afternoon.

McFarland, driver of the No. 81 Sears Auto Center Chevrolet, started 10th in the 40-car field and moved to the point on lap 63. After giving up the lead during a cycle of pit stops, McFarland charged past Benny Gordon and never looked back.

"Wes [Ward] made a really good change on the tire stop and tightened me up a little so I could get off the corner better," said McFarland, who won \$11,600. "I knew right when we went back green the car was going to be really good."

And it was. McFarland turned his best lap of the race on lap 127.

Herring, driver of the No. 22 Black's Tire & Auto Service Ford, came up 1.12 second short of his first Hooters Pro Cup victory, but second place was still his best finish in his first four starts.

"This is the run we needed," said Herring. "We definitely would have liked one more position, but we needed a nice, solid finish today, and we got that. This is a great confidence builder, and hopefully we can carry this into the next few races."

Gale, subbing for Hunter Robbins, had a solid showing in his first Hooters Pro Cup event. After starting in the rear due to the driver change, Gale overcame the lost track position and a mid-race spin to finish third.

"We ended up third, but I wish we would've waited a little later to put tires on," said Gale. "Being that we had to go to the tail end [of the field at the start], we really didn't have a

good strategy. We did what we had to do and salvaged third."

Caleb Holman, driver of the No. 75s Food Country Chevrolet, finished fourth and Brad Rogers, driver of the No. 29s Chevy Racing Chevrolet, rounded out the top five.

The finish:

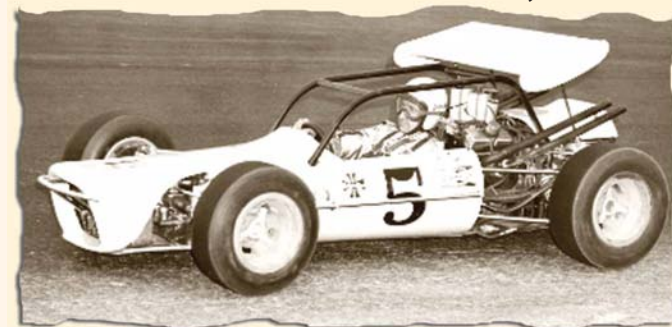
Showing driver, car, laps completed and money won: 1. Mark McFarland, Chevrolet, 150, \$11,600; 2. Drew Herring, Ford, 150, \$8,200; 3. Cale Gale, Ford, 150, \$5,000; 4. Caleb Holman, Chevrolet, 150, \$4,000; 5. Brad Rogers, Chevrolet, 150, \$4,200; 6. Ray Love, Jr., Chevrolet, 150, \$2,800; 7. James Buescher, Chevrolet, 150, \$3,100; 8. Brandon Ward, Ford, 150, \$3,400; 9. Jeff Agnew, Ford, 150, \$2,800; 10. Woody Howard, Chevrolet, 150, \$2,600; 11. Benny Gordon, Ford, 150, \$3,300; 12. Derek Kale, Chevrolet, 150, \$2,400; 13. Michael Ritch, Ford, 150, \$3,400; 14. Beau Slocumb, Chevrolet, 150, \$1,800; 15. Tom Hessert, Chevrolet, 150, \$1,700; 16. Matt Carter, Ford, 150, \$2,600; 17. Jay Fogleman, Ford, 150, \$2,500; 18. Carl Long, Ford, 150, \$1,600; 19. Wade Day, Ford, \$2,000; 20. Bobby Gill, Ford, 150, \$2,600; 21. Mikey Kile, Chevrolet, 150, \$1,400; 22. Billy Bigley, Jr., Ford, 150; 23. Derrick Kelley, Ford, 150, \$1,400; 24. Travis Miller, Ford, 149, \$1,400; 25. J.P. Morgan, Chevrolet, 148, \$1,400; 26. Kirk Leone, Ford, 148, \$1,200; 27. Matt Merrell, Chevrolet, 148, \$1,200; 28. Tim Baine, Jr., Ford, 148, \$1,200; 29. Matt Hawkins, Ford, 148, \$1,600; 30. Gary St. Amant, Chevrolet, 147, \$2,700; 31. Clay Rogers, Chevrolet, 125, \$2,100; 32. Dusty Williams, Ford, 115, \$1,200; 33. Brett Butler, Ford, 99, \$1,200; 34. Ronnie Souders, Chevrolet, 93, \$1,200; 35. Danny Jackson, Chevrolet, 92, \$1,600; 36. Mike Hampton, Ford, 83, \$1,900; 37. Sam Fullone, Chevrolet, 64, \$1,600; 38. A.J. Frank, Chevrolet, \$2, \$1,600; 39. Bryan Silas, Ford, 43, \$2,000; 40. Allen Purkhiser, Ford, 3, \$1,200.

A LESSON IN HISTORY

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A look back at the formative years of racing



R.A. SILVIA COLLECTION PHOTO

THE YELLOW JACKET: Jerry Wall wheels the yellow-jacket midget car in 1971.

Wall Won The Last Sanctioned Race In Rhode Island

By **PETE ZANARDI**

While it was a "first" for New Jersey-racer Jerry Wall, it was a "last" for the state of Rhode Island.

Wall won an American Three Quarter Midget Racing Ass'n event at the Rhode Island Auditorium in Providence on April 18, 1959. It was, according to historian R.A. Silvia, the Ocean State's "last sanctioned race."

"I'm pretty sure it was the first race I ever won," says Wall who remembers racing on plywood over the hockey ice. "I had just started out. I started up front because I was new. It wasn't the greatest place for passing."

A dozen years later (June 5, 1971), Wall's victory in a Northeastern Midget Ass'n race at Stafford Motor Speedway in the "Yellow Jacket" was acclaimed as "the first victory for a rear-engined midget on an oval."

"I could have scrapped the car after that and been happy," says Wall, now 74. "It was fantastic."

Powered by a Chevy V-4 (he had cut a V-8 in half), Wall was "still learning the car" coming to Stafford. Sixth the night before at Albany-Saratoga Speedway in New York, he found himself in the Stafford consi after "over correcting" handling problems.

He still remembers coming up on the leader in the consi: "It was in the back stretch and I was about to pass him. I said to myself 'no, do it in the front stretch' and I did. The feature was easy, like there was no competition."

He went on to win seven more shows in '71 and five more in '72. The car made an "anticipated" visit to Winchester where he missed setting the track record by four hundredths of a second. Wall got "busted up" in the feature.

It was the impetus for major changes in NEMA, leading to the mid-engine Badger that dominated the club for a decade before being outlawed. While he had only \$5,000 in the car, he suspects he was responsible for making midget racing more expensive.

It was the sixth race for the car that Wall started building a year earlier. A mainstay with ARDC, he had some rear-engine experience with a Ken Brenn car ("it was huge, a monstrosity") and with a TQ at Wall Stadium. A body shop owner, Wall used many skills — carpenter, machinist, welder, mechanic, plumber — building the car.

Wall came to NEMA because it was primarily an asphalt club. He actually cut the engine in half with "a big hack saw," using the back half, which gave him mounts for the oil pump and such, and allowed him to hook up the transmission. He built the dry-sump system and used a Chevy V-8 magneto, "shorting out half of it." Starting with a 135-pound piece of steel, he "whittled away on the lathe" until he had a 35-pound crank.

Wall sold the car (he believes it is presently in Rhode Island) and was working on still another creation when a series of physical, legal and family difficulties convinced him it was "time to quit" in the mid '70s.

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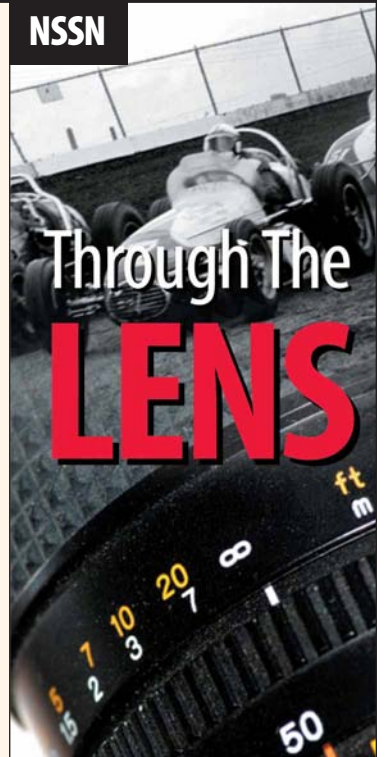
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Through The LENS



A visual tour through the history of motorsports

Bill Vukovich

▶ Born in Fresno, Calif., in 1913, Bill Vukovich remains revered as one of finest racing drivers in the history of motorsports.

Making a name for himself racing midgets and later sprint cars on the West Coast, Vukovich made his way to the East where he found continued success, specifically at Indianapolis Motor Speedway.

Vuky won the 500-Mile Race twice (1953 and 1954) and was leading by more than 15 seconds while contending for a third-consecutive triumph when

he perished in a crash during the 1955 event. He led nearly 72 percent of the laps he drove at Indianapolis.

Vukovich's son, Bill, Jr., later raced in 12 Indianapolis 500s and his grandson, Billy III, competed at Indy three times before he was killed in a supermodified crash.

Featured on this page (clockwise from top left): Celebrating his Indy 500 victory in 1953; Working on car with Jim Travers and Frank Coons in 1952; Waiting for the start of the 1955 Indy 500; Relaxing with wife Esther after winning Indy in 1953; In victory lane at Indianapolis in 1954; Watching the action; At a Mexican road race in 1954; working on his car; Celebrating his victory in 100-lapper in Denver, Colo., with car owner J.C. Agajanian.

—NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: June 5-8.

Thursday

- "NASCAR Now," 12:30 a.m., ESPN2
- Classic Drag Racing: 2004 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Best Buy 400 (taped), 12 p.m., Speed
- Classic NASCAR: 1991 Champion Spark Plug 500, 2 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- NHRA O'Reilly Summer Nationals (taped), 2 a.m., ESPN2
- Classic Drag Racing: 2004 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Pocono 500 practice, 12 p.m., Speed
- "NASCAR Live," 1:30 p.m., Speed
- F-1 Canadian Grand Prix practice, 2 p.m., Speed
- NASCAR Sprint Cup Pocono 500 qualifying, 3:30 p.m., Speed
- NASCAR Nationwide Series Federated Auto Parts 350 practice, 6 p.m., ESPN2
- "NASCAR Now," 7:30 p.m., ESPN2
- "NASCAR Live," 7:30 p.m., Speed
- "NCTS Setup," 8 p.m., Speed
- NASCAR Craftsman Truck Series Sam's Town 400, 9 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- "Formula One Debrief," 12:30 a.m., Speed
- "NCTS Setup," 1:30 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- "Inside Grand Prix," 8 a.m., Speed
- NHRA Sportsman Series from Topeka, Kan. (taped), 10 a.m., ESPN2
- NASCAR Sprint Cup Pocono 500 practice, 10 a.m., Speed
- Grand Am/Rolex Series Six Hours of the Glen, 11 a.m., Speed
- F-1 Canadian Grand Prix qualifying, 1 p.m., Speed
- Grand Am/Rolex Series Six Hours of

TUNE IN TO ...

The Formula One Canadian Grand Prix from Circuit Gilles-Villeneuve, Montreal, Quebec at 1 p.m. Sunday on Fox.

- the Glen, 2:30 p.m., Speed
- NASCAR Nationwide Series Federated Auto Parts 350 qualifying, 3 p.m., ESPN2
- NHRA Route 66 Nationals qualifying, 5 p.m., ESPN2
- "Motorsport Hour," 5 p.m., Vs.
- NASCAR Sprint Cup Pocono 500 practice, 5:30 p.m., Speed
- "NASCAR Countdown," 7 p.m., ESPN2
- NASCAR Nationwide Series Federated Auto Parts 350, 7:30 p.m., ESPN2
- ARCA/REMAX Pocono 200 (taped), 10 p.m., Speed
- IndyCar Series Bombardier Learjet 550, 10 p.m., ESPN2

Sunday

- "NASCAR Performance," 12 a.m., Speed
- "Tradin' Paint," 12:30 a.m., Speed
- "Tradin' Paint," 9 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR RaceDay," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR on TNT Live," 12:30 p.m., TNT
- F-1 Canadian Grand Prix, 1 p.m., Fox
- NASCAR Sprint Cup Pocono 500, 1:30 p.m., TNT
- World of Outlaws from Mechanicsburg, Pa. (taped), 2 p.m., Speed
- NHRA Route 66 Nationals, 5 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- June 4 Prelude To The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
- June 4 USAC Lucas Oil National Sprint Car Series
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 5 USAC Lucas Oil National Sprint Car Series
Big Diamond Raceway, Minersville, Pa., Sprint Cars
- June 5-8 National Hot Rod Ass'n
Route 66 Raceway, Joliet, Ill., Dragsters
- June 5-8 Speed World Challenge Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- June 6 NASCAR Craftsman Truck Series
Texas Motor Speedway, Fort Worth, Texas, Stock Cars
- June 6 O'Reilly POWRi National Midget Series
Morgan County Speedway, Jacksonville, Ill., Midget Cars
- June 6 ASCS Gulf South Region
Sabine Motor Speedway, Many, La., Sprint Cars
- June 6 ASCS Northwest Region
Willamette Speedway, Lebanon, Ore., Sprint Cars
- June 6 ASCS Sprints on Dirt
Cherry Speedway, Fife Lake, Mich., Sprint Cars
- June 6 United Racing Company
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 6 Interstate Racing Ass'n
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Sprint Cars
- June 6 Tampa Bay Area Racing Ass'n
Orlando Speedworld, Orlando, Fla., Sprint Cars
- June 6-7 Advance Auto Parts World of Outlaws
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- June 7 NASCAR Nationwide Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- June 7 IRL IndyCar Series
Texas Motor Speedway, Fort Worth, Texas, Indy Cars
- June 7 Grand Am Rolex Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- June 7 ARCA RE/MAX Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- June 7 The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
- June 7 USAC Lucas Oil National Sprint Car Series
Hagerstown Speedway, Hagerstown, Md., Sprint Cars
- June 7 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- June 7 NASCAR Camping World West Series
Colorado National Speedway, Erie, Colo., Stock Cars
- June 7 Advance Auto Parts Super DIRTcar Series
Fulton Speedway, Fulton, N.Y., Modifieds
- June 7 American-Canadian Tour
Waterford Speedbowl, Waterford, Conn., Late Models
- June 7 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- June 7 ASCS Gulf South Region
Champion Park Speedway, Houghton, La., Sprint Cars
- June 7 ASCS Northwest Region
Cottage Grove Speedway, Cottage Grove, Ore., Sprint Cars
- June 7 ASCS Sooner Region
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- June 7 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- June 7 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- June 7 Golden State Challenge
Petaluma Speedway, Petaluma, Calif., Sprint Cars
- June 7 United Racing Company
Lincoln Speedway, New Oxford, Pa., Sprint Cars
- June 7 O'Reilly United Sprint Car Series
Boyd's Speedway, Ringold, Ga., Sprint Cars
- June 7 Empire Super Sprints
Mohawk Int'l Raceway, Hogsansburg, N.Y., Sprint Cars
- June 7 Interstate Racing Ass'n
Oshkosh Speedzone, Oshkosh, Wis., Sprint Cars



JIM MORRISON PHOTO

CASE CLOSED: Steve Casebolt (19) leads Scott Bloomquist on a final restart for the \$100,000 payoff in The Dream at Eldora Speedway last season.

MARK IT DOWN!

June 7 The Dream

Eldora Speedway, Rossburg, Ohio, Late Models

Late models take center stage at the famed half-mile Eldora Speedway for the 100-lap, \$100,000-to-win Dream. Last year, Steve Casebolt held off four-time Dream victor Scott Bloomquist on a late-race restart to pick up the win in an event that drew 146 entries from across the country.

- June 7 Tampa Bay Area Racing Ass'n
New Smyrna Speedway, New Smyrna Beach, Fla., Sprint Cars
- June 7 Bay Cities Area Racing Ass'n
Lakeport Speedway, Lakeport, Calif., Midget Cars
- June 8 NASCAR Sprint Cup Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- June 8 Advance Auto Parts World of Outlaws
Tri-City Speedway, Pontoon Beach, Ill., Sprint Cars
- June 8 Formula One World Championship
Circuit Gilles-Villeneuve, Montreal, Quebec, Formula Cars
- June 8 NASCAR Camping World East Series
Watkins Glen Int'l, Watkins Glen, N.Y., Stock Cars
- June 8 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- June 11 Advance Auto Parts World of Outlaws
Missouri State Fair Speedway, Sedalia, Mo., Sprint Cars
- June 11 O'Reilly POWRi National Midget Series
1-55 Raceway, Pevely, Mo., Midget Cars
- June 12 USAC Lucas Oil National Sprint Car Series
Winchester Speedway, Winchester, Ind., Sprint Cars
- June 12 UMP DIRTcar Racing Summernationals
Kentucky Lake Motor Speedway, Calvert City, Ky., Modifieds
- June 13 Advance Auto Parts World of Outlaws
Huset's Speedway, Brandon, S.D., Sprint Cars
- June 13 USAC Lucas Oil National Sprint Car Series
Shady Bowl Speedway, DeGraff, Ohio, Sprint Cars
- June 13 ARCA RE/MAX Series
Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
- June 13 ARCA Lincoln Welders Truck Series
Kil-Kare Speedway, Xenia, Ohio, Stock Cars
- June 13 Lucas Oil Late Model Series
North Georgia Speedway, Chatsworth, Ga., Late Models
- June 13 ASCS Sooner Region
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- June 13 All Star Circuit of Champions
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 13 ASCS Sprints on Dirt
Limaland Motorsports Park, Lima, Ohio, Sprint Cars
- June 13 O'Reilly POWRi National Midget Series
Tri-City Speedway, Granite City, Ill., Midget Cars
- June 13 UMP DIRTcar Racing Summernationals
Brownsport Speedway, Brownsport, Ind., Modifieds
- June 13 International SuperModified Ass'n
Toledo Speedway, Toledo, Ohio, Modifieds
- June 13 Empire Super Sprints
Autodrome Granby, Granby, Quebec, Sprint Cars
- June 13-14 ASCS Rocky Mountain Region
Sweetwater Speedway, Rock Springs, Wyo., Sprint Cars
- June 13-14 Interstate Racing Ass'n
Cedar Lake Speedway, New Richmond, Wis., Sprint Cars
- June 14 NASCAR Nationwide Series
Kentucky Speedway, Sparta, Ky., Stock Cars
- June 14 NASCAR Craftsman Truck Series
Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
- June 14 Advance Auto Parts World of Outlaws
Eagle Raceway, Eagle, Neb., Sprint Cars
- June 14 USAC Lucas Oil National Sprint Car Series
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- June 14 USAC Western Sprint Car Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- June 14 USAC Western Midget Series
Ventura Raceway, Ventura, Calif., Midgets

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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6	SCOTT SPEED	1445
7	JUSTIN ALLGAIER	1440
8	PATRICK SHELTRA	1410
9	TAYLER MALSAM	1305
10	KEN BUTLER III	1270
11	DEXTER BEAN	1195
12	BRYAN SILAS	1195
13	BOBBY GERHART	1185
14	DARRELL BASHAM	1060
15	NORM BENNING	1060
16	GABI DICARLO	1045
17	MIKE HARMON	1010
18	MICHAEL ANNETT	925
19	DOMINIC CASOLA	905
20	BRAD SMITH	900



Friday, June 13th
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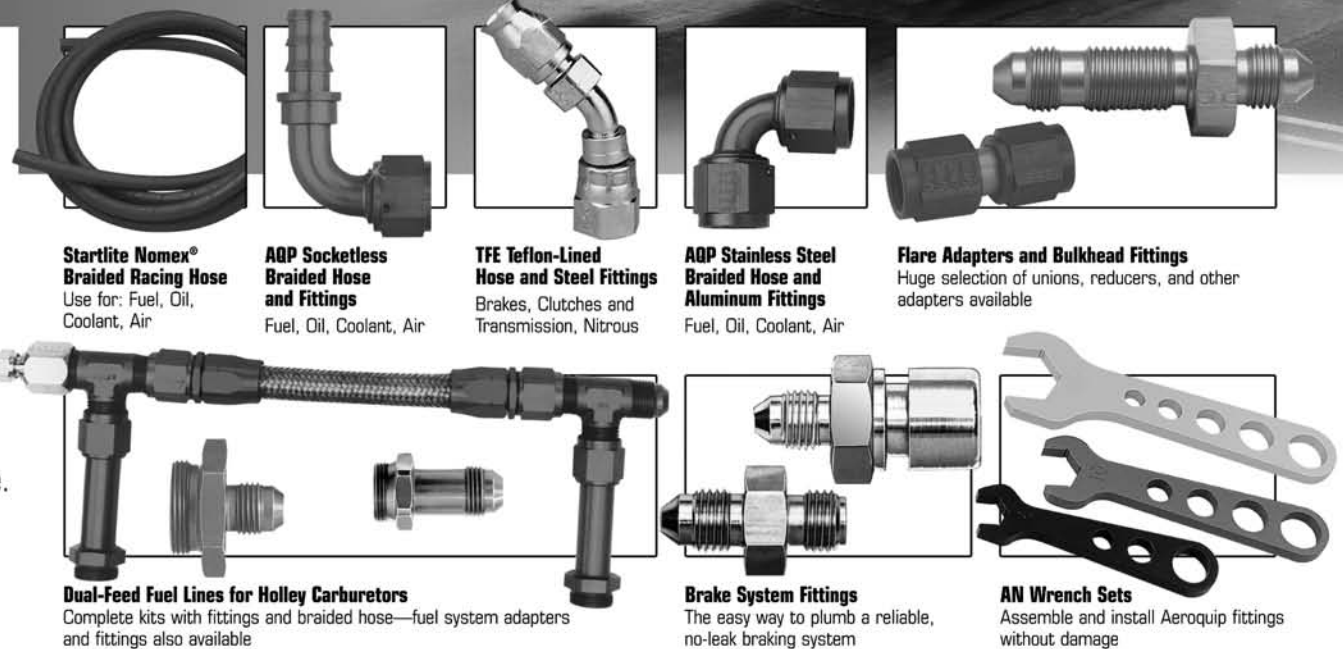
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Smith Captures Masters Classic

KNOXVILLE, Iowa — Six-time Knoxville Raceway track champion Randy Smith returned to his home track and won Friday night's 16th annual Masters Classic.

MASTERS CLASSIC

The Classic is an event presented by the National Sprint Car Hall of Fame & Museum in conjunction with its weekend of hall of fame induction ceremonies and features drivers age 50 and older.

Smith, driving a car owned by Dwight Snodgrass and normally entered in the weekly 360 division at this track, started sixth and worked his way forward while defending-race winner A.J. Weaver set the pace.

However, Weaver crashed after breaking a wheel on lap five, handing the lead to Judi Bates. Bates entered lapped traffic on lap 10 and Smith

steadily closed the gap on the big half-mile oval.

Smith made a dive low in turn one of the 13th lap and took the lead. He led the rest of the distance for the \$3,000 victory, while Bates, who lost her brakes early in the race, finished second.

Mike Peters, Kramer Williamson and Bobby Becker, Jr. rounded out the top five.

The companion program of 305 winged sprint cars found Justin Giannetto in the winner's circle at the end of the 12-lap feature. Tom Lenz, Johnny Anderson, Matt Stevenson and Mitch Alexander filled the top five.

The finish:

Randy Smith, Judi Bates, Mike Peters, Kramer Williamson, Bobby Becker, Jr., Ron Rosenboom, Tony Moro, Joe McCarthy, Greg Rilat, Shane Carson, Terry Alexander, T.J. Giddings, Lonnie Jensen, Rick Weld, Randy Droscher, David Brown, Bill Smith, Earnest Jennings, Mark Amenda, Dan Oswalt, Carl "Midge" Miller, A.J. Weaver, Don Stoutner, Butch Hanssen.

Herrera Is The Man At Aztec Speedway

Herrera Takes Seven Straight

Friday

AZTEC, N.M. — Johnny Herrera continued his winning ways at Aztec Speedway by racing to victory lane in Friday night's 25-lap American Sprint Car Series Rocky Mountain Region feature.

Starting from outside the front row, Herrera gunned into the lead at the outset and led throughout, denying several bids from former series champion Keith Rauch on the way to his sixth-consecutive ASCS Rocky Mountain Region win at Aztec.

Point-leader Derrik Ortega chased Herrera and Rauch to the stripe, with Chad Corken taking the fourth and final lock-in position to Saturday night's main event.

The finish:

Johnny Herrera, Keith Rauch, Derrik Ortega, Chad Corken, Colt Treharn, Jerry Brey, Ben Gregg, James High, Scott Box, Bud Goodwin, Jordan Mattson, Jesse Baker, Jody Williams, Jeremy McCune, Scott Milan, Jake Ossenfort, Bob Schaeffer, Greg Schaefer, Danielle Ossenfort, Patrick Bourke.

Saturday

AZTEC, N.M. — Johnny Herrera left no room for doubt as he completed a sweep of the weekend's American Sprint Car Series Rocky Mountain Region action by charging to victory in Saturday night's 30-lap feature at Aztec Speedway.

Starting fourth, Herrera chased down early leader Jody Williams for the point on the fourth circuit and led the rest of the way in the non-stop affair, lapping all the way up to fourth place as he notched his seventh Aztec win in a row in ASCS Rocky Mountain Region action.

Chad Corken celebrated his 19th birthday by posting his best career ASCS Rocky Mountain Region finish by crossing the stripe in second.

Past series champion Patrick Bourke raced from deep in the field to finish third, with Greg Schaefer the final car on the lead lap.

The finish:

Johnny Herrera, Chad Corken, Patrick Bourke, Greg Schaefer, Jody Williams, Keith Rauch, Derrik Ortega, Ben Gregg, Jesse Baker, Colt Treharn, James High, Bob Schaeffer, Scott Box, Tim West, Billy Page, Jeremy McCune, Scott Milan, Jake Ossenfort, Danielle Ossenfort, Bud Goodwin.

Norman Tops 100th SOD Go

CRYSTAL, Mich. — The Engine Pro ASCS Sprints on Dirt presented by Victor Reinz celebrated Crystal Motor Speedway's 100th point-paying program for the series with a thrilling feature that saw three-time and defending

ASCS SOD

series champion Tim Norman picking up the victory.

Norman, driving the Joe Gaerte owned GLR Investments, Gaerte Engines Maxim chassis, started sev-

enth and ran down John Gall en route to victory.

"It's sweet to win the 100th feature at Crystal," Norman said. "This was the first night on a new engine tonight, and everything worked out great."

J.R. Stewart finished second, with Brett Mann, Gall and Ben Rutan rounding out the top five.

The finish:

Tim Norman, J.R. Stewart, Brett Mann, John Gall, Ben Rutan, Dustin Daggett, Ryan Grubaugh, Dain Naida, Gregg Dalman, Mike Galadja, Mike Daggett, Louie Carufel, Joe Bares, Gary Fast, Aaron Maloney, Aaron Shaffer, Ryan Ruhl, Chris Hettenger, Tim Champlin, Davey Brown.



DENNIS MATTISH PHOTO

DIRT DODGERS: Tyler Walker (24) battles Golden State Challenge point-leader Jonathan Allard Friday night at California's Ocean Speedway.

Walker And Kaeding Grab California Gold

Friday

BY GARY THOMAS

WATSONVILLE, Calif. — Rebounding from a hard crash the previous weekend, Tyler Walker came back to post his third Golden State Challenge Series sprint-car victory of the season Friday night at Ocean Speedway.

Walker survived a bevy of cautions and reds to dominate the final stages of the event as his Lee Lindgren-wrenched SC Motorsports No. 24 was on a rail.

After a wild crash on the initial start, Walker battled point-leader Jonathan Allard into the first turn, with Allard taking the lead. Walker reclaimed the lead on lap four, with Allard back in front on lap six.

Following a caution flag on lap eight, Walker grabbed the lead on the restart and kept the point until the checkered flag after 30 laps.

Bud Kaeding outlasted his brother, Tim, for second spot, with Allard and his brother, Stephen, rounding out the top five.

The finish:

Tyler Walker, Bud Kaeding, Tim Kaeding, Jonathan Allard, Stephen Allard, Jason Statler, Peter Murphy, Tommy Tarlton, Andy Gregg, Jerry Bonnema, Ken Fredenburg, Mark Workentine, Brent Bjork, Mike Henry, Shane Golobic, Ricky Wright, Jr., Jon Maiwald, Dan Simpson, Jason Newton, Evan Suggs.

Saturday

BY GARY THOMAS

PLACERVILLE, Calif. — A night after Tyler Walker became the first driver to win three Golden State Challenge Series events in the season, Tim Kaeding came back and joined him atop the board with a convincing victory Saturday at Placerville Speedway.

"I hope you fans enjoyed that one because it was fun to race at this place tonight," said Kaeding. "I want to thank my car owner Tom Rolfe and this whole team for working their tails off and giving me a great car tonight."

The victory was Kaeding's second in two weeks and paid \$3,900.

Mike Henry took the early lead, but Kaeding jumped to the lead on the third tour of the quarter-mile oval and set the pace through the remainder of the 30-lap event.

Point-leader Jonathan Allard came on at the end to finish second, with Henry, Walker and Kyle Hirst rounding out the top five.

The finish:

Tim Kaeding, Jonathan Allard, Mike Henry, Tyler Walker, Kyle Hirst, Jason Statler, Greg DeCaires, Bud Kaeding, Willie Croft, Andy Gregg, Andy Forsberg, Mike Benson, Ken Fredenburg, Mark Workentine, Billy Strange, Jr., Brent Bjork, Evan Suggs, Dan Simpson, Brandon Carey, Kyle Larson, Chris Masters, Peter Breshears.

McClelland Conquers I-30 Sprints

LITTLE ROCK, Ark. — Reigning American Bank of Oklahoma ASCS Sooner Region champion Brian McClelland outlasted defending I-30 Speedway track champion Zach Pringle to win Saturday night's 25-lap ASCS Sooner Region feature atop the quarter-mile I-30 Speedway clay oval.

After taking the lead at the green flag, McClelland had his hands full with Pringle throughout before finally securing his second triumph of the year aboard the Wesmar-powered Maxwell Oil No. 87 Triple-X.

"That eight kid (Pringle) wore me out, I couldn't get rid of him," McClelland exclaimed. "He definitely made me get up in the seat."

Pringle finished second, ahead of Lewis Jenkins, Jr., Justin Sturch and Donnie Ray Crawford.

The finish:

Brian McClelland, Zach Pringle, Lewis Jenkins, Jr., Justin Sturch, Donnie Ray Crawford, Joe Wood, Jr., Cody Gardner, Joe Young, Kolt Walker, Jerry Kamer, Matt Covington, Brad Bowden, Justin Melton, Sherman Davis, Gary Taylor, Jason Botsford, Rick Pringle, Chad Pitts.

"He definitely made me get up in the seat."

BRIAN MCCLELLAND

Strong Return For Jdrzejek

SANDUSKY, Ohio — Tim Jdrzejek came back strong with a win in Saturday night's PPG Vibrance Collection Midwest Supermodified Ass'n feature event at Sandusky

Speedway in his first full season back since a violent wreck at the

same track more than two years ago.

Pole-sitter Bob Dawson led the 20 big-block roadsters when the green flag waved on the 30-lap event ceding the point to second-starting Denny Fisher, who pulled away while Jdrzejek worked his way through traffic from eighth-starting spot. Using the high groove, Jdrzejek managed to secure fourth by lap three and got around Dawson to secure the second position by lap eight. A caution on lap nine took Fisher's 15-car length lead away and on the restart, Jdrzejek took the point and pulled away to lead the final 21 laps and take the checkered.

Fisher maintained his runner-up spot holding off charges from Charlie Schultz who finished third. Dave Shullick, Jr. took fourth and Dawson settled for fifth.

The finish:

Tim Jdrzejek, Denny Fisher, Charlie Schultz, Dave Shullick, Jr., Bob Dawson, Moe Lilje, Pat Shullick, Randy Burch, Tim Ice, Jack Smith, Jon Henes, Kyle Edwards, Jim Paller, Matt Palmer, Dave Mumaw, Terry Gibson, Brandon Fisher, Robb Stasick, Robbie Evans, Sean Sauer.

Margeson Dominates

ROCHESTER, Wash. — Evan Margeson dominated the field, taking the lead from a hard-driving Tony Seidelman and going on unchal-

WMRA

lenged for the victory in Saturday's Western Midget Racing Ass'n feature at South Sound Speedway.

After starting fourth, Margeson

quickly moved to second, opening up a wide lead on a lap-16 restart.

Spence Gattrell and Seidelman tangled at lap 25, but still managed to finish second and third, respectively as the checkers flew on lap 30. Brea Lopez and Mark Atkinson rounded out the top five.

The finish:

Evan Margeson, Spence Gattrell, Tony Seidelman, Brea Lopez, Mark Atkinson, Rick Brown, Darren Linder, Kerstin Smutny, Dallas Melby.

T. Swanson Wins Again

ROSEVILLE, Calif. — Point-leader Tanner Swanson patiently worked his way to the front and won Saturday night's USAC Western Sprint Car Series feature at All American Speedway.

The fast qualifier, Swanson started sixth, while Nick Rescino, Jr. set the early pace. Swanson steadily made his way to the front in the 100-lap grind on the quarter-mile asphalt oval, and made his winning move on lap 94.

He led the final six laps for the victory, with Rescino finishing second. Porter Smith, Eric Humphries and John Sarale rounded out the top five.

The finish:
Tanner Swanson, Nick Rescino, Jr., Porter Smith, Eric Humphries, John Sarale, JoJo Helberg, Scott Pierovich, Greg Anderson, Chase Scott, Tim Skoglund, Jimmy Riddell, Snake Livemash, Shauna Hogg, Ryan Kaplan, Scott Clough, Joe Hauck, Tony Hunt, Jerry Kobza.

Poirier Cops Ontario Loot

BRICKVILLE, Ontario — The Southern Ontario Sprints took to the Brockville Ontario Speedway for the first time on Saturday, marking the return of sprint-car racing to the track since its resurfacing.

A red flag was displayed just four laps from the finish for a multi-car wreck, but once back underway, Warren Mahoning and Steve Poirier ensured that the series debut would be a memorable one.

Mahoning led at the restart, but Poirier took the position in turn two with just two laps remaining. Mahoning finished second. Keith Dempster, Michael Parent and Chris Jones closed out the top five.

SOS will make its second BOS visit in October for a non-points event.

Rees Breaks Ice

PUEBLO, Colo. — Rocky Mountain Midget Racing Ass'n (RMMRA) rookie driver Brent Rees won his first RMMRA feature Saturday night at I-25 Speedway.

Rees started on the outside of the second row and took the lead from pole-sitter Scott Fennell on lap four.

From there, the rookie had to hold off Tony Rossi, who had set a new track record in qualifying. Rossi settled for second ahead of Kevin Rayburn in third, Fennell in fourth and Mike Heberling completing the top five.



DOUG ALLEN PHOTO

FAST MACHINE: Casey Shuman stands on the gas en route to victory during Saturday's open-competition sprint-car race at Victorville, Calif.

Shuman Collects \$5,000 Pay Day

VICTORVILLE, Calif. — Casey Shuman came away from the High Desert with a \$5,000 victory Saturday night at Victorville Auto Raceway.

Driving the Rex Foster Allstate Utility Construction No. 32 Maxim, Shuman turned the fastest lap in time trials and went on to lead all 27 laps of the curfew-shortened feature.

Danny Sheridan followed Shuman to the finish line in second.

Shuman's victory ended a three-race winning streak at the track by Blake Miller, who finished third ahead of Tyler Brown in fourth and Garrett Hansen in fifth.

The finish:
Casey Shuman, Danny Sheridan, Blake Miller, Tyler Brown, Garrett Hansen, Cody Williams, Seth Wilson, Rickie Gaunt, Josh Ford, Mike Spencer, R.J. Johnson, Eric Severson, Luis Espinoza, Robert Ellis, Tony Jones, J. Hicks, Jimmy Crawford, Alan Ballard, Nic Faas, Don Gansen, Jordan Hermansader, Rodney Argo.

Rahmer Wins, Wears Crown

PORT ROYAL, Pa. — Fred Rahmer scored the victory in a wild, 30-lap sprint-car feature at Port Royal Speedway on Memorial Day Monday.

The victory allowed Rahmer to clinch the Keystone Cup championship for the second-straight season.

Rahmer went into the night third in the standings, but point-leader Jeff Shepard got a flat tire early in the event. He rebounded to finish seventh, but it wasn't enough.

Brian Leppo was running second in the A-main and headed for the title himself when he crashed on lap seven.

Rahmer started sixth and took the lead from polesitter Mark Smith on lap nine. Smith momentarily took the lead back on lap 15, but got too high in the first corner allowing Rahmer to get the lead back and eventually pull away for the win.

It was Rahmer's seventh victory of the season and first at Port Royal. Smith finished second, ahead of Cody Darrah, Todd Shaffer and Todd Hestor.

The finish:
Fred Rahmer, Mark Smith, Cody Darrah, Todd Shaffer, Todd Hestor, Chad Layton, Jeff Shepard, Donnie Kreitz, Jr., Stevie Smith, Sean Michael, Doug Esh, Keith Kauffman, Mike Erdley, Ryan Taylor, Mike Wagner, Mathew Reed, T.J. Winegardner, John Westbrook, Lance Dewease, Brian Leppo, T.J. Stutts, Greg Hodnett, Gale Grubb, Dave Hahn.

ARCA

JUNE SCHEDULE OF EVENTS



Every Friday Night

- Fri., June 6:** Sportsman, Figure 8s, Factory Stocks, 4 Cyl.
- Fri., June 13:** ISMA Supermodifieds & AVSS Super Sprints
- Fri., June 20:** Sportsman, Figure 8s, Factory Stocks, 4 Cyl.
- Fri., June 27:** Late Models 50 Laps, Sportsman 50 Laps, Factory Stocks, 4 Cylinder

Every Saturday Night



- Sat., June 7:** Late Models, Figure 8s, Street Stocks, TKC Go-Karts
- Sat., June 14:** School Bus Figure 8s, Legends Cars, Toledo Factory Stocks, 4 Cyl.
- Sat., June 21:** ARCA Late Model 150 Laps, Figure 8's, Street Stocks
- Sat., June 28:** Late Models, Figure 8s, Street Stocks



Truck Racing

- Fri., June 13:** Kil-Kare Speedway (Xenia, OH)
- Sat., June 21:** Sauble Speedway (Sauble Beach, Ontario)
- Sat., June 28:** Cayuga Speedway Park (Nelles Corner, Ont.)

Stock Car Racing



- Sat., June 7:** Pocono Raceway
- Fri., June 13:** Michigan International Speedway
- Sun., June 29:** Cayuga Speedway Park



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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 12, 13 and 14: May 26, May 30 and May 31

FINAL RESULTS

WINNER



Steve Kinser

May 26

Rolling Wheels Raceway Park, Elbridge, N.Y.

Qualifications: 1. Steve Kinser, \$10,000; 2. Kraig Kinser, \$2,000; 3. Tim Shaffer, \$1,000; 4. Tony Bruce, Jr., \$1,000; 5. Jason Meyers, \$1,000; 6. Shane Stewart, \$1,000; 7. Paul McMahan, \$1,000; 8. Kerry Madsen, \$1,000; 9. Terry McCarl, \$1,000; 10. Donny Schatz, \$1,000; 11. Joey Saldana, \$1,000; 12. Jessica Zemken, \$1,000; 13. Chad Kernenah, \$1,000; 14. Jason Sides, \$1,000; 15. Lucas Wolfe, \$1,000; 16. Chad Hillier, \$1,000; 17. Craig Dollansky, \$1,000; 18. Daryn Pittman, \$1,000; 19. Sam Hafertepe, \$1,000; 20. Mike Lutz, \$1,000; 21. Jac Haudenschild, \$1,000; 22. Bryan Howland, \$1,000; 23. Bobby Breen, \$1,000; 24. Blake Breen, \$1,000; 25. Lance Young, \$1,000; 26. Doug Emery, \$1,000.

First Heat (8 laps): S. Kinser, Schatz, McMahan, Kernenah, Hillier, Hafertepe, Howland, Young, Bruce.

Second Heat (8 laps): Madsen, K. Kinser, Saldana, Meyers, Dollansky, Sides, Lutz, Bo. Breen, Emery.

Third Heat (8 laps): McCarl, Stewart, Zemken, Shaffer, Pittman, Haudenschild, Wolfe, Bl. Breen.

Crane Cams Dash (6 laps): Stewart, S. Kinser, K. Kinser, Meyers, Madsen, Schatz, Saldana, McCarl, Shaffer, McMahan.

B Main (8 laps): 1. Wolfe; 2. Bruce; 3. Howland; 4. Breen; 5. Lutz; 6. Emery; 7. Bl. Breen; 8. Young; 9. \$180.

Feature (25 laps): 1. S. Kinser, \$10,000; 2. Meyers, \$5,500; 3. Schatz, \$3,200; 4. Stewart, \$2,800; 5. K. Kinser, \$2,500; 6. Saldana, \$2,300; 7. McCarl, \$2,200; 8. McMahan, \$2,100; 9. Madsen, \$2,050; 10. Dollansky, \$2,000; 11. Pittman, \$1,500; 12. Kernenah, \$1,200; 13. Shaffer, \$1,100; 14. Haudenschild, \$1,050; 15. Zemken, \$1,000; 16. Hillier, \$900; 17. Bruce, \$800; 18. Wolfe, \$800; 19. Lutz, \$800; 20. Sides, \$800; 21. Hafertepe, \$800; 22. Emery, \$800; 23. Bo. Breen, \$800; 24. Howland, \$800.

STANDINGS

FIRST



Donny Schatz

Top 10

1. Donny Schatz	2,016
2. Jason Meyers	1,993
3. Craig Dollansky	1,958
4. Joey Saldana	1,956
5. Jac Haudenschild	1,843
6. Steve Kinser	1,836
7. Kerry Madsen	1,829
8. Chad Kernenah	1,787
9. Terry McCarl	1,739
10. Shane Stewart	1,704

UP NEXT

- June 6-7, Knoxville Raceway, Knoxville, Iowa
- June 8, Tri City Speedway, Pontoon Beach, Ill.
- June 11, Missouri State Fair Speedway, Sedalia, Mo.
- June 13, Huset's Speedway, Brandon, S.D.
- June 14, Eagle Raceway, Eagle, Neb.
- June 20-21, Dodge City Raceway Park, Dodge City, Kan.
- June 27, River Cities Speedway, Grand Forks, N.D.
- June 28, Red River Valley Speedway, West Fargo, N.D.

WINNER



Donny Schatz

Friday

May 30, Attica Raceway Park, Attica, Ohio

Qualifications: 1. Rob Chaney, \$10,000; 2. Shane Stewart, \$10,000; 3. Jason Meyers, \$10,000; 4. Jac Haudenschild, \$10,000; 5. Paul McMahan, \$10,000; 6. Craig Dollansky, \$10,000; 7. Kerry Madsen, \$10,000; 8. Chris Andrews, \$10,000; 9. Kraig Kinser, \$10,000; 10. Donny Schatz, \$10,000; 11. Kevin Huntley, \$10,000; 12. Chad Kernenah, \$10,000; 13. Sam Hafertepe, \$10,000; 14. David Harrison, \$10,000; 15. Joey Saldana, \$10,000; 16. Andy Shammo, \$10,000; 17. Tony Bruce, Jr., \$10,000; 18. Daryn Pittman, \$10,000; 19. Steve Kinser, \$10,000; 20. Chad Blonde, \$10,000; 21. Dale Blaney, \$10,000; 22. Phil Gressman, \$10,000; 23. Brandon Martin, \$10,000; 24. Lee Jacobs, \$10,000; 25. Chad Hillier, \$10,000; 26. Bruce Robenalt, \$10,000; 27. Greg Wilson, \$10,000; 28. Jason Sides, \$10,000; 29. Mark Keegan, \$10,000; 30. Lucas Wolfe, \$10,000; 31. Caleb Griffith, \$10,000; 32. Brock Mayes, \$10,000; 33. Scott Curren, \$10,000; 34. Randy Hannagan, \$10,000; 35. Mike Linder, \$10,000; 36. Scott Euler, \$10,000; 37. Cap Henry, \$10,000; 38. Tim Shaffer, \$10,000; 39. Mike Dussel, \$10,000; 40. Byron Reed, \$10,000; 41. Jeremy Campbell, \$10,000; 42. Mike Hogan, \$10,000; 43. Aaron Middaugh, \$10,000; 44. Terry McCarl, \$10,000; 45. Roger Campbell, \$10,000; 46. Roddy Bellbown, \$10,000; 47. \$18,357.

First Heat (10 laps): K. Kinser, McMahan, Blaney, Hafertepe, Chaney, Hillier, Bruce, Henry, Keegan, J. Campbell, Curren, R. Campbell.

Second Heat (10 laps): Schatz, Dollansky, Harrison, Stewart, Wolfe, Hannagan, Gressman, Hogan, Shaffer, Bellbown, Pittman.

Third Heat (10 laps): S. Kinser, Saldana, Huntley, Madsen, Meyers, Martin, Linder, Griffith, Wilson, Dussel, Middaugh.

Fourth Heat (10 laps): Kernenah, Haudenschild, Shammo, Blonde, Reed, Sides, Jacobs, Andrews, Mayes, Euler, McCarl.

Crane Cams Dash (8 laps): Haudenschild, McMahan, Schatz, Saldana, S. Kinser, Stewart, Kernenah, Dollansky, K. Kinser, Chaney.

C Main (10 laps): 1. Linder; 2. Hannagan; 3. Shaffer, \$125; 4. J. Campbell, \$125; 5. Hogan, \$125; 6. R. Campbell, \$100; 7. Bellbown, \$100; 8. Euler, \$100; 9. Middaugh, \$100; 10. Dussel, \$100; 11. McCarl, \$100; 12. Henry, \$100.

B Main (12 laps): 1. Andrews; 2. Martin; 3. Jacobs; 4. Bruce; 5. Mayes; 6. Linder; 7. Keegan; 8. Hillier; 9. Wilson; 10. Robenalt; 11. Hannagan; 12. Griffith; 13. Sides; 14. Curren; 15. Gressman; 16. Pittman, \$150.

Feature (40 laps): 1. Schatz, \$10,000; 2. Saldana, \$5,500; 3. Stewart, \$3,200; 4. Kernenah, \$2,800; 5. Meyers, \$2,500; 6. Haudenschild, \$2,300; 7. Madsen, \$2,200; 8. Shaffer, \$1,300; 9. Blaney, \$2,050; 10. Dollansky, \$2,000; 11. K. Kinser, \$1,500; 12. Harrison, \$1,200; 13. Reed, \$1,100; 14. Martin, \$1,050; 15. Andrews, \$1,000; 16. Shammo, \$900; 17. Bruce, \$800; 18. Jacobs, \$800; 19. Wolfe, \$800; 20. Sides, \$800; 21. McMahan, \$800; 22. S. Kinser, \$800; 23. Hafertepe, \$800; 24. Blonde, \$800; 25. Huntley, \$800; 26. Chaney, \$800.

WINNER



Donny Schatz

Saturday

May 31, Eldora Speedway, Rossburg, Ohio

Qualifications: 1. Joey Saldana, \$10,000; 2. Jason Meyers, \$10,000; 3. Shane Stewart, \$10,000; 4. Terry McCarl, \$10,000; 5. Jac Haudenschild, \$10,000; 6. Donny Schatz, \$10,000; 7. Chad Hillier, \$10,000; 8. Phil Gressman, \$10,000; 9. Daryn Pittman, \$10,000; 10. Dean Jacobs, \$10,000; 11. Kerry Madsen, \$10,000; 12. Paul McMahan, \$10,000; 13. Craig Dollansky, \$10,000; 14. Lucas Wolfe, \$10,000; 15. Ed Lynch, Jr., \$10,000; 16. Randy Hannagan, \$10,000; 17. Rob Chaney, \$10,000; 18. Sam Hafertepe, \$10,000; 19. Tony Bruce, Jr., \$10,000; 20. Steve Kinser, \$10,000; 21. Kraig Kinser, \$10,000; 22. Tim Shaffer, \$10,000; 23. Brian Paulus, \$10,000; 24. Butch Schroeder, \$10,000; 25. Chad Kernenah, \$10,000; 26. Greg Wilson, \$10,000; 27. Dale Blaney, \$10,000; 28. Tim Hunter, \$10,000; 29. Paul May, \$10,000; 30. Jason Sides, \$10,000; 31. Brock Mayes, \$10,000; 32. Chad Blonde, \$10,000; 33. Matthew Reed, \$10,000; 34. Lee Stark, \$10,000; 35. Kevin Huntley, \$10,000; 36. Jeremy Campbell, \$10,000; 37. Hud Horton, \$10,000; 38. \$15,000.

First Heat (8 laps): Pittman, McMahan, Dollansky, Haudenschild, K. Kinser, Chaney, May, Kernenah, Reed, Horton.

Second Heat (8 laps): Jacobs, Meyers, Wolfe, Schatz, Hafertepe, Sides, Shaffer, Wilson, Stark.

Third Heat (8 laps): Madsen, Stewart, Lynch, Hillier, Paulus, Blaney, Bruce, Mayes, Huntley.

Fourth Heat (8 laps): McMahan, McCarl, Hannagan, S. Kinser, Gressman, Blonde, Hunter, Campbell, Schroeder.

Crane Cams Dash (6 laps): Meyers, Stewart, McCarl, Saldana, Schatz, McMahan, Pittman, Jacobs, Madsen, Haudenschild.

B Main (12 laps): 1. Chaney; 2. Kernenah; 3. Blaney; 4. Bruce; 5. Sides; 6. Schroeder; 7. Mayes; 8. May; 9. Hunter; 10. Huntley; 11. Wilson; 12. Stark; 13. Reed; 14. Blonde; 15. Blaney; 16. Horton; 17. Campbell; 18. \$150.

Feature (30 laps): 1. Schatz, \$10,000; 2. Saldana, \$5,500; 3. Stewart, \$3,200; 4. Haudenschild, \$2,800; 5. Pittman, \$2,500; 6. McCarl, \$2,300; 7. Madsen, \$2,200; 8. Hafertepe, \$2,100; 9. Dollansky, \$2,050; 10. Kernenah, \$2,000; 11. McMahan, \$1,500; 12. S. Kinser, \$1,200; 13. Gressman, \$1,100; 14. Sides, \$1,050; 15. Blaney, \$1,000; 16. Wolfe, \$900; 17. K. Kinser, \$800; 18. Paulus, \$800; 19. Lynch, \$800; 20. Bruce, \$800; 21. Hannagan, \$800; 22. Hillier, \$800; 23. Chaney, \$800; 24. Meyers, \$800; 25. Jacobs, \$800.

Schatz Tops Attica

ATTICA, Ohio — Donny Schatz not only had 25 other drivers chasing him on Friday night, but he also had Mother Nature knocking at his door, as she tried her best to derail the Advance Auto Parts World of Outlaws Sprint Car Series event at Attica Raceway Park.

Schatz bested the field and the weather at the third-mile oval to score his second A-Feature victory of the season and the 72nd of his World of Outlaws career.

Schatz took the lead from Paul McMahan on the 11th lap, exiting the fourth turn as he charged down the front straightaway and quickly began to pull away. He endured a couple of cautions over the course of the 40-lap contest, but strong restarts each time kept him handily in front of the field aboard the Armor All J&J for Tony Stewart Racing.

With the win, Schatz remains the only Advance Auto Parts World of Outlaws Sprint Car Series driver that has finished in the top 10 in all 13 events this season.

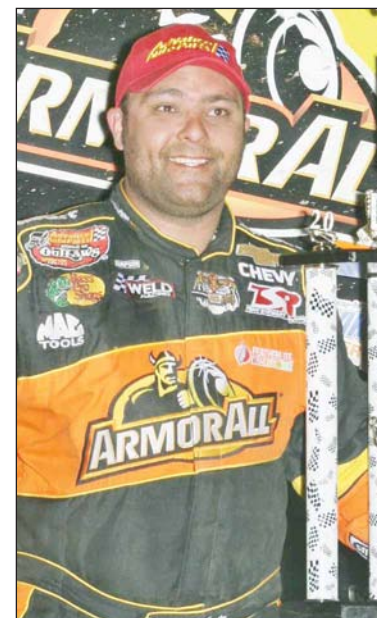
"It was a good night for us," said Schatz. "We keep working hard to get that feel I like back, and each day we keep making big strides. I think we have our hand on what it is, and I am very excited about that."

Schatz lined up third and ran there for the first four laps of the race before getting around Jac Haudenschild to move into the runner-up position. He then began to reel in Paul McMahan, who led from the green flag.

"I knew we would be good when we got to traffic," Schatz noted. "We just had to wait through our car a little bit. We had a really good car, but had to wait for the fuel load to come off. That's something we have been working on all year, to get our car better late in the race, like it's been the last couple of years, and we got it tonight."

The race began with a light mist, which intensified throughout the event, though with 24 cars running all over the surface, there was not much room for the rain to actually hit the track. The checkered flag flew just around 9:30 p.m. as officials did everything they could to make sure the capacity crowd was able to see the full 40-lap event.

"You could see it a little, but it wasn't



Donny Schatz

coming down real bad," said the winner of the rain late in the event. "My car was stuck so good through the middle and the top that it didn't really affect me. I know there are some people that probably would have wished it would have rained halfway through while they were leading, but not me. Every lap I do, I get better and I need every lap I can get. I'm glad to run all 40 laps and get away with a victory."

Joey Saldana, who finished second, earned his seventh top-five finish of the season aboard the Budweiser-Open Joist Mopar-powered J&J.

"It was a good run for us," said Saldana. "We had a driver error in qualifying and I had to redeem myself in the heat race. We got up through there in the (Crane Cams) Dash. In the feature, we kind of fell back and stuck with it and got going. I thought I was catching him with five to go. I was catching him off of (turn) two, but catching him is one thing and passing him is another. It was definitely a good run for us."

Shane Stewart finished third to earn his third top-five finish in the last four events, driving a Steve Kent-built machine for the Roth Motorsports team.

Chad Kernenah and point-leader Jason Meyers rounded out the top five.

Kinser Rolls To No. 545 With Rolling Wheels Victory

ELBRIDGE, N.Y. — Steve Kinser has a lot of laps at Rolling Wheels Raceway Park and he proved it Memorial Day night, rolling to his 545th-career Advance Auto Parts World of Outlaws Sprint Cars Series victory.

Kinser led all 25 laps to post his second triumph of the season.

Kinser started outside the front row aboard the Q Oil Maxim and was dominant throughout. He led the full distance on the five-eighths-mile oval, taking the checkered flag in eight minutes and 14 seconds.

"We've always run around this place pretty good, and always have a good set-up," Kinser said. "It's one of those race tracks that fits our race cars and fits my style of driving. We've always been exceptionally fast here. I always

enjoy coming here."

Kinser entered lapped traffic just five laps into the 25-lap contest. He ran the high side of the track, as he opened a sizeable lead.

"I got held up a little bit," Kinser said. "I tried to run in the middle of (turns) one and two and finally, I went back up there and was easing into the throttle coming off of (turn) two and got a pretty good run at them."

Point-leader Jason Meyers got around polesitter Shane Stewart for second on the 21st lap, with Donny Schatz just behind him. Kinser pulled away at the end to win by nearly three seconds.

"The way it worked out it was pretty good," Kinser said. "Anytime you get the checkered flag first, you can't complain about anything."

Meyers earned his 10th top-five finish of the

season, as he came home second in the GLR Investments KPC. He wrapped up the East Coast swing with three finishes of first or second, with a win at Virginia Motor Speedway on Saturday night highlighting that.

"It's been a great weekend for this entire team," said Meyers. "They worked hard for it and we are proud of it. I thought we may have had something for him tonight, but we weren't good enough early. We got kind of close there at the end in lapped traffic, but Steve has always been good here. He was good enough tonight that we could not quite get to him. We'll take second here tonight, and it capped off a great weekend."

Schatz took third, ahead of Stewart and Kraig Kinser.

WORLD OF OUTLAWS SPRINT SERIES RACE REWIND

Schatz Vaults To No. 1

ROSSBURG, Ohio — Donny Schatz was hired by Tony Stewart to win races with the Advance Auto Parts World of Outlaws Sprint Car Series and he did exactly that this weekend, sweeping both events in the state of Ohio, capped off by a win at his car owner's track, the famed Eldora Speedway Saturday night.

Schatz, who took the lead from Jason Meyers on the 26th lap of the 30-lap event, also took over the series point lead, after earning his third A-Feature victory of the season.

He remains the only driver that has finished in the top 10 in all 14 events this season.

"I'm glad to get two wins this weekend," said Schatz. "We had a team pow-wow the other day and it really seems to have helped. We're excited to head into the big-money events this summer."

Schatz, aboard the Armor All J&J, chased Meyers down in traffic to take the lead with four laps remaining. Meyers charged back down the front straightaway and into the first and second turns, before stopping on the backstretch after his right-rear tire exploded, ending his night.

Schatz, the two-time defending series champion, led on the restart and pulled away to pick up his 73rd WoO triumph, with Joey Saldana in second and Shane Stewart third.

"Any time you take the point lead you are excited," noted Schatz. "We have been there the last few years and are excited to be back there. The other guys have been working very hard and it's unfortunate to see them have bad luck tonight. The hand of the matter was that we needed to get our car better. We passed him in open race track and we were operating."

Saldana got around Stewart on the opening lap and shadowed Schatz for



JIM MORRISON PHOTO

TWO NIGHTS, TWO SCORES: Donny Schatz blasts around Ohio's Eldora Speedway en route to victory Saturday night.

the remainder of the race, as the pair chased Meyers for the majority of the event.

"We had a very good car," said Saldana. "I think we had the best car actually. I ran them down, but it's hard to get a run on a guy when everyone is using the whole race track up, because they watered it so much. We came home second and can't be too disappointed."

Stewart picked up his fourth top-five finish in the last five races. He also moved into the top 10 in points.

"It was another good night," Stewart

said. "The crew did a great job on the car. Paul Kistler really hustled this week to get us our motor back. That is our best motor, so I have to thank him for working hard. We just have to keep it going. Hopefully, we can get ourselves back up in the points, where this car belongs."

Jac Haudenschild picked up his fourth top-five finish in the last five races, taking fourth, while Daryn Pittman returned to action after taking a precautionary trip to the hospital on Friday night after an accident, finishing fifth.



JEFF ARNS PHOTO

ROYALTY RULES: Todd King notched his first-career 410 sprint-car victory Saturday night at Charter Raceway Park in Beaver Dam, Wis.

King Crowned With First 410 Triumph

BEAVER DAM, Wis. — Todd King collected an improbable victory in round two of the Duel At The Dam for the Bumper to

IRA SPRINTS

Saturday night at Charter Raceway Park.

King, who lost round one at the third-mile oval when he ran out of fuel during the closing laps of the race, started 17th and provided fans with a thrilling finish after driving through the field.

Driving Bob Warren's JEI sprint car, King raced past Donny Goeden,

who ironically won when King ran out of fuel during the last visit to Charter, as the pair raced under the white flag.

From there, King held the low line and was first to the checkered flag to earn his first-career 410 sprint-car triumph.

Goeden held on to finish second, with Steve Meyer, Jerry Richert, Jr. and Brian Kristan rounding out the top five.

The finish:
Todd King, Donny Goeden, Steve Meyer, Jerry Richert, Jr., Brian Kristan, Billy Balog, John Haeni, Mike Kertscher, Mike Reinke, Todd Hepfner, Tim Vandervere, Scotty Neitzel, Kurt Davis, Jason Johnson, Billy Hafemann, Matt Wasmund, Kurt Winker, Andy Hunt, Kim Mock, Dave Uttech, Scott Bietzer, Scott Young.

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Reuvers Romps In 33-Minute Go

WISCONSIN DELLS, Wis. — Donny Reuvers wasted no time getting to victory lane in Sunday's ASA Kwik Trip Midwest Tour Miller Lite 100 presented by Arby's at Dells Raceway Park.

Reuvers led every circuit of the 100-lap event, which included only two caution periods and took only 33 minutes to complete.

Steve Carlson challenged Reuvers in the latter stages of the race, which included a restart with six laps remaining that saw Carlson bump and get under Reuvers, who recovered and held back Carlson in turn one.

Carlson settled for second ahead of Andrew Morrisey in third, Travis Sauter in fourth and Johnny Sauter in fifth.

The finish:
Donny Reuvers, Steve Carlson, Andrew Morrisey, Travis Sauter, Johnny Sauter, Kenny Richards, Dan Fredrickson, Chris Wimmer, Jamie Iverson, Kenny Reiser, Jeff Kendall, Jacob Goede, Nick Murgic, Don Turner, Matt Kocourek, Tim Sauter, Nathan Haseleu, Kyle Calmes, Blake Horstman, Russ Blakeley, Kris Kelly, Tim Schendel, Jeff Storm, Frank Kreyer, Jonathan Eilen, Mike Gunderson.

Streaking Lee Takes Junebug

JUNCTION CITY, Ky. — Victor Lee became the first driver in the history of the Battle of the Bluegrass DirtCar Series to win three consecutive features in the series for dirt late models Friday night at Ponderosa Speedway. Lee earned \$3,000 for winning the ninth annual Hugh "Junebug" Rowland Memorial, and his third-straight triumph came in the seventh event of the season for the series.

Lee was chasing leader Eric Wells through lapped traffic when Wells tangled with the slower car of Rocky Hodges on lap 14. The contact sent Wells to the pits with a broken suspension and Lee inherited the lead.

He led the remaining distance, with Tyrel Todd finishing second, ahead of Mike Marlal, Jeff Watson and Brad Neat.

The finish:
Victor Lee, Tyrel Todd, Mike Marlal, Jeff Watson, Brad Neat, Don O'Neal, Dustin Linville, Mike Jewell, David Webb, Bobby Wolter, Jr., Zach Carney, Dustin Neat, Royce McGowan, Larry Gray, Arnie Fields, Aaron Hatton, Bobby Carrier, Jr., Joey Daniel, Chris Combs, Michael Chilton, Damon Eller, Eric Wells, Rocky Hodges, Tim Tungate.

Collins Scoots Along At Golden Isles Oval

BRUNSWICK, Ga. — Johnny Collins survived a race of attrition to visit victory lane Saturday night at Golden Isles Speedway.

Collins battled with Jimmy Lee Davis, Tyler Ivey and Stacey Roberts for most of the 40-lap feature. Davis and Ivey suffered mechanical problems, and Roberts and Mark Whitener didn't have enough time to chase down Collins at the end.

Collins, who was also fast qualifier, pocketed \$3,000 for the victory.



JEFF ARNS PHOTO

TWO LANES: Scottt Hatton (15) battles Jerry Coons, Jr. during Badger Midget Series action Saturday at Charter Raceway Park.

Hatton & Coons Control Badger

Saturday

BY BRYAN GAPINSKI

BEAVER DAM, Wis. — Scott Hatton held off a late charge from Jerry Coons, Jr. to win round two of Duel at the Dam, the 30-lap Badger Midget Series feature, Saturday night at Charter Raceway Park.

Hatton led from the start, but Dave Darland was on the move, passing eight cars in the first four laps to move to third.

Hatton held a 4.8-second lead at the midway point, when he began lapping the tail of the field. Coons moved into second two laps later. By lap 20, Coons cut Hatton's advantage to 2.6 second as the pair pulled away from the field. Coons closed to within a car length of Hatton with five laps remaining.

Coons made a pass for the lead on the 27th lap, but brushed the wall exiting turn four and Hatton was back out front.

Hatton, driving the Huston Solution owned Stealth/Mopar No. 15 finished two car lengths ahead of Coons. It was Hatton's first series victory since Sept. 4, 2005.

Darland, Bobby East and Brandon Waelti completed the top five.

The finish:
Scott Hatton, Jerry Coons, Jr., Dave Darland, Bobby East, Brandon

Waelti, Bubba Altig, Mike Hess, Bob Shreffler, Nick Lundgreen, Aaron Fiscus, Chase Barber, Brad Loyet, Davey Ray, Jake Slotten, Bradley Galedrige, Chad DeSelle, Joe Wipperfurth, Robbie Ray, Kody Swanson, Tim Noble, David Gough, Buddy Luebke.

Sunday

BY BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Jerry Coons, Jr. increased his point lead by capturing the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The victory was his third straight at the track.

Scott Hatton jumped into the lead at the start. Coons, the fast qualifier, moved from 10th starting position into second during the first five laps. Hatton's engine began to misfire on the sixth lap, and he dropped out a lap later. Coons assumed the lead and quickly pulled away from the field.

On a lap-19 restart, Mike Hess drew even with Coons, taking the lead entering turn three. Coons drove under Hess exiting turn four and regained the lead.

Coons, driving the Ralph Wilke-owned Spike-Mopar No. 5, finished 2.37 seconds ahead of Hess. Davey Ray, Darland and A.J. Fike completed the top five.

The finish:
Jerry Coons, Jr., Mike Hess, Davey Ray, Dave Darland, A.J. Fike, Brad Loyet, Aaron Fiscus, Brandon Waelti, Chad DeSelle, Jake Slotten, Joe Wipperfurth, David Gough, Robbie Ray, Rob Keelan, Buddy Luebke, Tim Noble, Dan Mecum, Bob Shreffler, Chase Barber, Cody Brewer, Jon Lejuene, Scott Hatton.

Gas Gamble Pays Off

PENSACOLA, Fla. — Scott Carlson topped the second round of the Blizzard Series for late models Friday night at Five Flags Speedway.

Carlson took the lead on lap 69, just 10 laps after making a stop for right-side tires. He drove from outside the top five to the lead, and looked like a superhero as the laps ticked off.

"It could have gone either way," said Carlson. "The way they are doing it this year, by not counting caution laps, it makes you have to be ready for

anything. We could have been in a lot of trouble if we had gotten some more yellows there at the end."

But Carlson held off the competition, which had fresher tires at the end, including Josh Hamner, who finished second, to win the 100-lap event on the half-mile asphalt oval.

Augie Grill, Chris Davidson and Ryan Crane rounded out the top five.

The finish:
Scott Carlson, Josh Hamner, Augie Grill, Chris Davidson, Ryan Crane, Eddie Mercer, Donald Long, Dennis Schoenfeld, Grant Enfinger, David Hole, Mitch Cobb, Stanley Smith, Lee Carter, Rob Joyner, Ryan Sieg, Dwayne Buggay, Casey Smith, Roger Reuse, Gary Sullivan, Ken McFarland, Ron McDonald.

Huggy-Pole Buckwalter Grabs New Egypt Victory

NEW EGYPT, N.J. — Steve Buckwalter had his wheels firmly planted in the low groove at New Egypt Speedway Saturday night.

He hugged the pole to rocket from 17th starting spot to take the lead from Randy Monroe, Jr. late in the race and drive to his second

ARDC

American Racing Drivers Club midget victory of the season.

Monroe, who tangled with another car on the initial start but recovered nicely, grabbed the lead from Tracy Readinger on lap five. Meanwhile, Buckwalter was working his way through the field.

But when Readinger stopped on the track, the battle was between Monroe and Andy Martin. However, a few laps later Martin crashed hard, flipping

his machine. He was taken to a local hospital for observation.

Planted in the low groove, Buckwalter took the lead and romped to victory.

"I guess I got a little mad because they kept telling us on the radio that they were cutting laps from the feature and putting us on a time limit because rain was on the way," Buckwalter explained. "I figured I didn't have much time, so I just had to gas it up and go."

Monroe finished second, ahead of Nick Wean, Frank Polimeda and Billy Pauch, Jr.

The finish:
Steve Buckwalter, Randy Monroe, Jr., Nick Wean, Frank Polimeda, Billy Pauch, Jr., A.J. Ernesto, Eric Heydenreich, Carey Becker, Drew Heistand, P.J. Gargiulo, Scott Zipp, Zack Martini, Bruce Buckwalter, Brett Conkling, Lew Blair, Chris Rupp, Mark Lawshe, Steve Lenig, Chris Zrinski, Tracy Readinger, Andy Martin, Brett Arndt, Stephanie Stevens, Jack Spence, Jimmy Comstock.

Another Hoosier Ride For Jon Stanbrough

BLOOMINGTON, Ind. — Looking for his third-consecutive King of Indiana Sprint Series crown, Jon Stanbrough scored

KISS SPRINTS

his second KISS feature victory of the campaign Friday night at Bloomington Speedway.

Stanbrough led the second half of the race, taking the lead from A.J. Anderson on a restart just after the halfway mark. Brady Short grabbed second from Levi Jones on the last lap, as Hunter Schuereberg and Anderson filled the top five.

Starting 15th, Stanbrough was in heavy traffic early, as Cole Whitt pushed his Red Bull F-5 machine into the lead from the pole.

Stanbrough picked off cars methodically, one after the other, giving a clinic on how to handle race traffic. With Anderson in the lead, Stanbrough

used a restart to power into the lead. He sailed the remaining distance for his 13th KISS triumph.

"I didn't have much choice but to run everywhere on the race track while I was in traffic," he said. "Once I got clear, I thought we were pretty good anywhere we wanted to run, so I just found a line and stuck with it. There's not a whole lot you can do once you're out in front unless someone sticks a nose under you, then you have to change your line or try to do something different. But I never saw anybody, so I just stuck with what I was doing and it worked."

Sixty cars were on hand for the non-winged sprint-car event.

The finish:
Jon Stanbrough, Brady Short, Levi Jones, Hunter Schuereberg, A.J. Anderson, Arin McIntosh, Robert Ballou, Ty Decker, Jesse Cramer, Jeff Bland, Jr., Kyle Cummins, Danny Holtzclaw, Bret Mellenberndt, Cole Whitt, John Memmer, Todd Kimmel, Matt Goodnight, Jimmy Light, Chase Stockon, Shain Matthews, Kenny Niflis, Kenny Carmichael, Sr.

Hahn Wins Third Straight

FLAT ROCK, Mich. — Paul Hahn dominated the ARCA Lincoln Welders Truck Series Heritage Newspapers 100 at Flat Rock Speedway Saturday night, securing his third-consecutive series victory at Flat Rock and in 2008.

ARCA TRUCKS

Hahn started his 80th-series start on the outside of row three after an inversion of six, and slipped underneath leader Steve Christman off turn two on lap 12. Hahn briefly lost the point on lap 21 when Christman maneuvered inside of Hahn in lapped traffic, but regained the point on lap 32 and rode to victory, leading at total of 78 laps in the 100-

lap feature. Hahn led the field to the checkered with a half-lap lead to secure his 18th-career victory, sporting the image of the missing 16-year-old Sheniesha Kennedy, who has been gone since February 26.

Christman finished his No. 19 Bagman Racing Chassis-R&B Fabrication Chevrolet in second with T.J. Stineman finishing in third for the second-consecutive race. Bill Withers and Mike Young rounded out the top five.

The finish:
Paul Hahn, Steve Christman, T.J. Stineman, Bill Withers, Mike Young, Norm Weaver, Duane Bischoff, Brad Yunker, Robbin Slaughter, Kenny Kirsch, Nick Gullatta, Ash Hawkins, Mark Otting, Craig Meyers, Kurt McLennan, Paul Vanderhoff, Tom Adams, Ron Wells, Randy Moyes, Tim Schafer.



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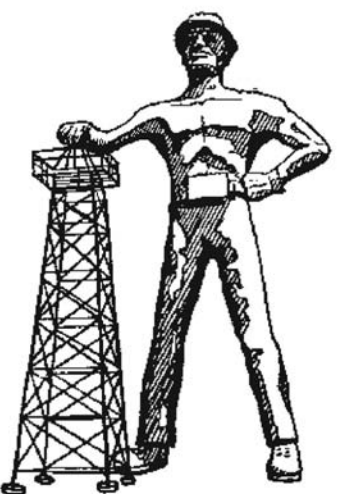
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2002 - Tony Stewart
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NSSN celebrates the competitors, fans, owners, sponsors, crew members, media and all others that have been a part of 75 priceless years! Thanks for enjoying this rich history of racing through the eyes of National Speed Sport News!



CHRIS ECONOMAKI PHOTO
THE GLORY DAYS: A large crowd looks on during the 1970 Can-Am event at Watkins Glen Int'l in scenic Watkins Glen, N.Y.



GRAND AM PHOTO
THUNDERING HERD: The field heads for turn one during last year's Six Hours of the Glen Grand Am Rolex Series race at Watkins Glen (N.Y.) Int'l.

Modern Day Watkins Glen Road Course Hosts Stock Cars, Indy Cars And Traditional Sports-Car Racing

By AL ROBINSON
NSSN CORRESPONDENT

When the green flag waves on Saturday's Sahlen's Six Hours of The Glen Grand Am Rolex Series race at Watkins Glen, N.Y., it will mark more than the 60th anniversary of the revival of American road racing in the Finger Lakes region village.

It will also usher in the 25th year of racing under the management of Watkins Glen Int'l, which rescued the former home of the United States Grand Prix from bankruptcy and brought it back to prominence.

It's been 50 years since the first international race at the track and 40 years since the inaugural Six Hours, although the history of the endurance classic includes a 15-year hiatus.

On a less celebratory note, it will be the first race at The Glen since the passing on April 22 of founder Cameron Argetsinger, whose vision began with a club race for amateurs and peaked with a jewel of the

Formula One calendar.

Today, of course, Watkins Glen Int'l is a unit of International Speedway Corporation, the sole owners of the track since 1997. The history of WGI is more complex, however, and before there was a WGI, there were 34 years of operation as a not-for-profit community enterprise.

First came the 6.6-mile public road course, often called "round the houses," but more accurately "round the state park." Argetsinger, then a law student at Cornell University and an early SCCA member, envisioned the park's perimeter road as a race course, despite such obstacles as a New York Central grade crossing on the return leg. Argetsinger's determination made his dream a reality on Oct. 2, 1948.

Also making history as the inaugural race for the SCCA, the eight-lap feature for two-dozen widely assorted sports cars was optimistically titled "Grand Prix." The choice of title would prove remarkably prophetic.

After a spectator fatality in 1952, the race moved to an interim circuit outside the village until the permanent course was constructed in 1956. Professional racing arrived with a NASCAR Grand National event in 1957, and the first FIA international race, a joint sanction with USAC, was a Formula Libre (free formula) event in September 1958. With that foundation, the Grand Prix Corporation picked up the homeless 1961 U.S. Grand Prix sanction just six weeks before race day.

While the existing Formula International date meant that an organizational framework was in place for a race on Oct. 8, the challenge was like turning a YMCA tournament into the NCAA Final Four on six weeks notice.

Despite American Phil Hill clinching the title in the previous race, press reports quoted attendance at 65,000, although half that number at the general admission price of \$4 was probably closer to the mark. Whatever the real ticket sale, it was a huge success

and a 20-year tradition had began.

The USGP became a trendsetter. In 1966, the time-honored system of negotiated starting money and a small prize fund was replaced with a U.S.-style purse of \$102,000. It rose to \$250,000 by the 1970s. Three times, in 1965, 1970 and 1972, the USGP was to be voted the best-organized race of the year by the Grand Prix Drivers Ass'n.

Meanwhile, the schedule expanded to include the Six Hours for the World Sports Car Championship and the Trans Am series in 1968 and the CanAm series in 1969. In short order, the July date became the second largest road-racing event in the USA, trailing only the USGP itself.

Success always has its price, and in this case the non-profit, politically influenced Grand Prix Corporation, whose directors were appointed by the local chamber of commerce, was stretched to its limit. Argetsinger, the executive director, arranged financing to buy the circuit and turn it into a

commercial enterprise, but the majority of the board repeatedly backed President Henry Valent's determination to keep the status quo as a "community trust."

Argetsinger resigned in 1970. Meanwhile, \$3.4 million in bonds were sold through the Schuyler County Industrial Development Authority to finance the expansion and renovation that debuted in 1971.

While the improvements were initially acclaimed, a variety of factors soon began to eat away at the success of the track's events and the corporation's ability to service its debt. "Really, the minute they signed the papers, their fate was sealed. They would need blockbuster crowds at every event to pay for it. By 1973, their reserve was gone," track historian Bill Green explained.

SCCA Pro Racing, which had grown rapidly in the 1960s, experienced hard times in the '70s, and by 1974, the once-mighty CanAm collapsed. The promoters of the monumental July 1973

"Summer Jam" rock festival failed to meet their obligations. Local media coverage of the rowdiness at the Bog outside turn eight and the many arrests there often took headlines away from the racing itself.

The demands of the Formula One Constructors Ass'n under Bernie Ecclestone escalated the price of the only remaining profitable event. The record attendance in Mario Andretti's 1978 world championship season was the last shining moment. Despite the addition of a short-course CART race to the August SCCA National weekend, the track's perilous financial state became public knowledge in 1979.

Formula One made its final appearance in 1980. It was suggested that Ecclestone was willing to bring his circus on the "race now, pay later" plan to boost the title chances of his employee, Brabham team driver Nelson Piquet. If so, Ecclestone was a double loser: Piquet lost to Alan Jones and FOCA was never paid.

The Grand Prix Corporation declared bankruptcy on Aug. 13, 1981 shortly before a final CART event was held on the traditional USGP weekend, reportedly attracting no more than 4,500 customers.

On Nov. 10, 1982, the property was auctioned on the courthouse steps, with the Bank of New York bidding \$1.25 million on behalf of the bondholders. It looked like Watkins Glen would join the list of lost circuits. A few club races were held in the "Dark Years" of 1982 and 1983, but that was it.

Yet, much was taking place behind the scenes. Among the participants in exploratory discussions were officials of the Glen Region SCCA and Corning Enterprises, the regional development subsidiary of the area's largest industry, Corning Glass Works. One of the missions of Corning Enterprises was to promote the region's economic, cultural and recreational development to help attract and retain the skilled work force necessary to remain competitive

globally.

The revival of racing at Watkins Glen fit those criteria. Someone with vision and influence was needed to make it happen. That someone was Jim Riesbeck, president of Corning Enterprises and a vice president of the parent company.

While most of his work was behind the scenes, Riesbeck was always the key figure in the track's revival until his untimely death from a heart attack in 1993. The trophy awarded to the winner of the annual NASCAR Sprint Cup event is named in his honor.

Key to the Corning Enterprises plan was a management contract with International Speedway Corporation, which included a 20-percent stake in the new entity, Watkins Glen Int'l. In the short run, it paved the way for two IMSA Camel GT races per season, starting with the reopening in July 1984 and the NASCAR Winston Cup return in 1986. ISC finally bought full control of Watkins Glen in 1997.

While sports-car racing has experienced well-documented ups and downs over the post-Camel GT period, the NASCAR Sprint Cup Series weekend has become as much a powerhouse as Formula One at its peak. That is a strength enjoyed by only one other U.S. road course — Infineon Raceway — but it also echoes the situation in which the Grand Prix Corp. found itself in 1974.

Craig Rust, who took over the reins as president of WGI in 2002, was aware of the fate of the previous management when it allowed all its eggs to be carried in one basket. There are differences to be sure, since ISC and NASCAR are both controlled by the France family, but Rust was determined to diversify the WGI schedule. Fortunately, the Indy Racing League was also in the diversification mode as he sought to strengthen his track for the long term.

A key decision was to place the IndyCar Series on the long course, essentially the F-1 layout of a genera-

tion ago brought up to modern safety standards.

In its first three years, the event has proven successful with three different calendar positions — September, June and July. The Fourth of July weekend date will be repeated in 2008 and most likely into the future.

"The positive about a Fourth of July race is that kids are out of school," Rust said. "In the fall, you compete with other major sports, primarily college and pro football. The Fourth of July, you compete against family vacations and traditions. It will take time for us to become part of that tradition." Further growth remains a priority to WGI.

"There's three things we're missing," said Rust, "a motorcycle race, a Craftsman Truck race and a music festival. Not the old rock concert, but I think we could have a great jazz-blues festival weekend by taking a page out of the book we use for our Finger Lakes Wine Festival. That diversity is very important to us."



The Glen Courses:

1948-1952: 6.6 miles of public roads circling the state park. All the roads and most of the landmarks exist in recognizable form today, with numerous historical markers. Tour guidebooks are available from the International Motor Racing Research Center, 610 S. Decatur St. in Watkins Glen.

1953-1955: 4.6 miles of public roads overlapping the current course. The northbound leg (Baker Hill Road), eastbound leg (County Road 16), most of the southbound leg (Seagraves Road today, formerly Rinehart Road), and some of the westbound leg (Hedden Road) exist today but the section from Seagraves to Hedden is beneath the area of turns eight and 11.



1956-1970: 2.3 miles, basis of current short course. Pits were located between current turns one and two. Chicane used for club races just past current Inner Loop.

1971-1974: 3.37 miles, basic layout of current long course without Inner Loop. New pit straight and Boot section added. Famous "blue rail" enclosed course.

1975-1981: Uphill chicane between turns two and three added at the instigation of the GPDA, whose spokesman was Jody Scheckter; it was sometimes derided as Jody's Joke. Extensive use of catch fences produced long delays when repairs were required. Short course returned to use for CART races in 1979-80.



1984-1991: Both long course for sports cars and short course for stock cars available without chicanes. Gravel traps and tire barriers replaced catch fences.

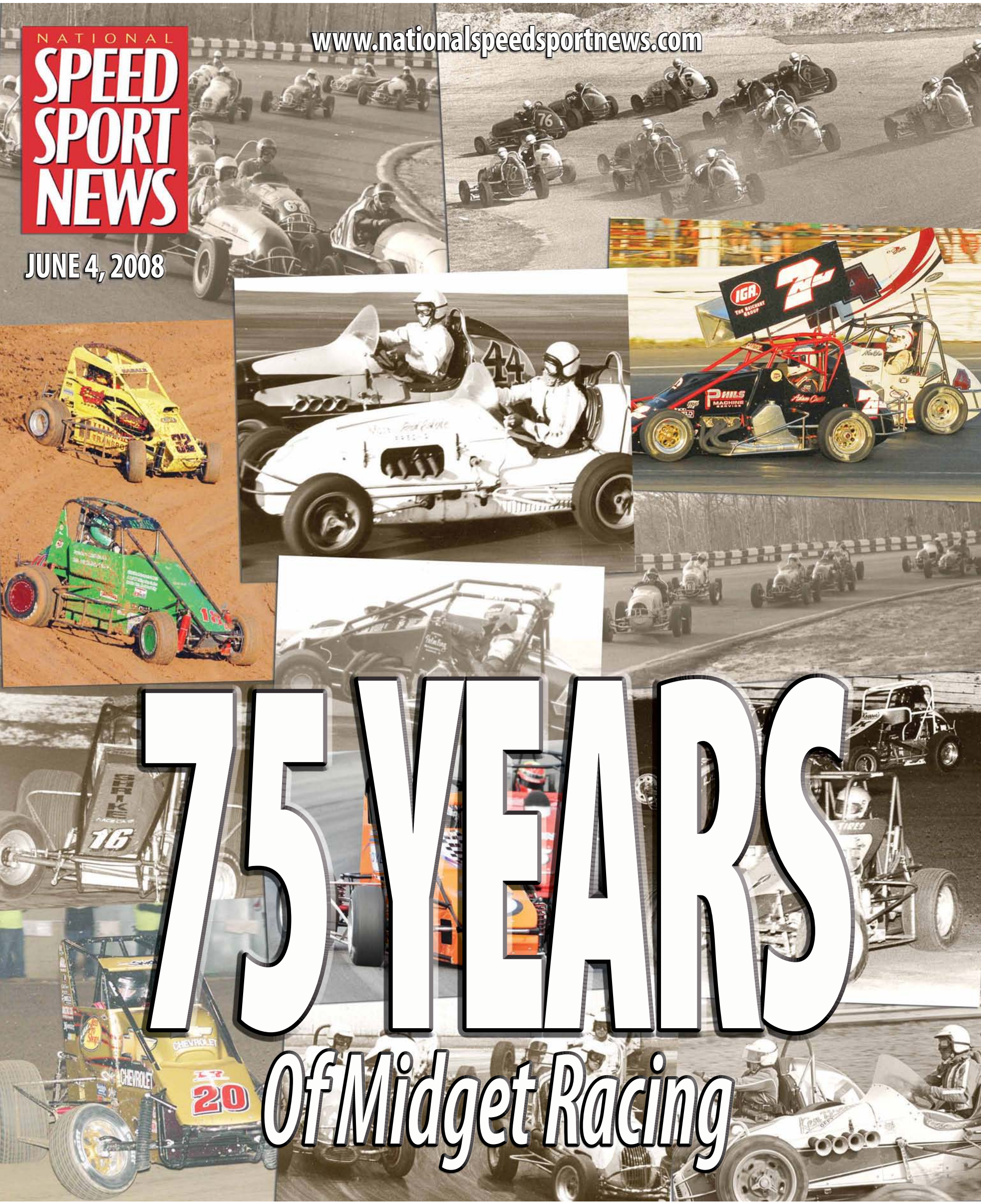
1992-present: Addition of Inner Loop increased safety at the south end. Despite reduced speeds in that sector, Davy Jones lapped the short course at 150.3 mph in the Jaguar XJR14 GTP car, which remains the fastest lap ever recorded on a road course in North America. Addition of asphalt runoff area at turn one in 2006, replacing gravel trap, has reduced need for caution flags to extract "beached" cars.



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75 YEARS

Of Midget Racing

Midget Racing Is Still Going Strong After

75 YEARS

Midget Racing's Living Legacy

The first midget-car race was held June 4, 1933, at Hughes Stadium in Sacramento, Calif. That race was the first of thousands of "small car" events held across the country during the coming years.

Midgets, still a prominent form of motorsports today, changed the course of auto racing in this country. First, midget cars brought auto racing, which at the time could only be seen at fairgrounds tracks, to the masses.

Today, midget racing is seen as a popular training ground for stock-car racers. Through 75 years, midget racing has changed a great deal. It is far more expensive than it once was and today's technology would have been unheard of in 1933, but the appearance of the cars hasn't changed a great deal since the early days. A midget is still a midget.

National Speed Sport News Editor Chris Economaki remembers the midget craze, as it is when he first became interested in auto racing.

"The advent of the midget racing car was perhaps the most significant development in the history of American automobile racing," Economaki explained. "I say that because prior to the advent of the midget, to go to a race was a day-long exercise, one had to drive to the track which was usually far from town, and the guy had to get approval from his wife and go through all that aggravation, plus it was expensive.

"When the midget arrived, every high school stadium, athletic field and playground had the capability of becoming an auto speedway and hundreds did, and they did so overnight."

Midget car racing brought motorsports to people who otherwise would not have had the opportunity to attend auto races.

"What that meant was the man of the house could come home from work on Friday, have dinner with his family, go downtown and watch the races and get home at a reasonable hour," Economaki said.

"What the midgets did was bring racing to the people whereas in the past the people had to go to the races. That was a significant step in the increase of interest in automobile racing."

Cary Agajanian, whose family still promotes the annual Turkey Night Grand Prix for midgets, which was first run in 1934 and was brought to prominence by his father, J.C., shares a similar opinion.

"Wherever midget racing started, it brought auto racing to prominence on tracks that couldn't handle any other type of car. The cars were inexpensive and pretty much anyone could afford to race one. Midget racing is the reason for the huge jump and eventual success of American motorsports."

Midget racing also helped launch the careers of more than a few great drivers.

"Midget racing gave the common man a place to showcase his racing talents. Midget racing provided outstanding entertainment for the fans in the early years and still does today," said Steve Lewis, who owns the Nine Racing midgets wheeled by Dave Darland and Kody Swanson. "Midget racing provided a driver talent pool for the owners of the big cars. Many of the midget drivers made it on to the big time and the Indy 500.

"To me personally, midget racing to this day is still the most exciting form of motorsports," Lewis continued. "If a driver can master the art of driving a midget on dirt, pavement, big track, small track, then he is a 'real' driver. The competition is furious and the entertainment value is spectacular."

Midgets were clearly different than other types of race cars.

"I always liked running the midgets," said four-time Indy 500 winner A.J. Foyt. "The quickness of them made them stand out. The quickness in the steering and throttle — it was a very responsive race car and a lot of fun to drive. They've changed quite a bit from when I drove and I'm not sure it's for the better. My favorites were the 105-cubic-inch Offy and the V-8 60s. I think those days were the greatest days of midget racing."

Foyt's career-long rival, Mario Andretti, also cut his teeth driving midgets.

"I value my midget days as the most important time of my career," Andretti told NSSN. "Midgets launched me into the sport and I got a good sprint-car ride. I ran midgets until 1966 when I won my last feature with USAC."

Two-time NASCAR champion Tony Stewart first made a name for himself racing midgets. It is experience he values to this day.

"You just learn so much car control," he explained. "Not only did you learn what the car drove like, but you were able to learn how you could manipulate it and make it do exactly what you wanted it to do. Once you learn that, that helps you the rest of the way through your career no matter what you drive."

— Mike Kerchner and Corinne Economaki contributed to this report

Oliver Wins First Midget Auto Race

JUNE 4, 1933

SACRAMENTO, Calif. — Before a crowd of more than 5,000, Dave Oliver won the first organized midget auto race held June 4, 1933, at Hughes Stadium on the grounds of Sacramento Junior College.

After turning the fastest qualifying time, Oliver started last in the 10-car field to score the victory driving Bob Allinger's Overland-powered No. 2. Oliver, an accomplished big-car driver, was the only driver in the field with previous racing experience.

The event was sanctioned by Midget Auto Racing Ass'n and was popular enough that the group secured another event two weeks later at Baxter Stadium in Stockton, Calif.

Early forms of the sport existed as early as 1914, when a group of teenagers built small replicas of the day's popular race cars. A series of exhibitions were run on the West Coast, including at the 1916 World's Fair in San Diego. World War I interrupted any possible progress.

No serious attempt was made to run an organized midget race during the 1920s. However, they appeared as exhibition events regularly during auto race events.

Ken Brenneman and "Hap" Woodman each began to build cars and convinced local promoters to allow them to run exhibition events at motorcycle and big-car races during the 1932 season.

In May 1933, Brenneman convinced promoter Charlie Curryer to cancel his motorcycle races and give the midget cars a try at Hughes Stadium.

Midget racing spread quickly with hotbeds for the sport on the East and West Coasts. From there, the small cars spread to all points of the nation.

And the rest is history, 75 years worth of it.

— Bryan Gapinski



Dave Oliver

COURTESY DICK WALLEN'S "DISTANT THUNDER"



MIDGET CHAMPIONSHIPS IN 2008

There will be 16 midget champions crowned.

SERIES	INCEPTION
Badger Midget Auto Racing Ass'n (BMARA)	1936
American Racing Drivers Club (ARDC)	1939
Rocky Mountain Midget Racing Ass'n (RMMRA)	1940
Bay Cities Racing Ass'n (BCRA)	1942
North Eastern Midget Ass'n (NEMA)	1953
United States Auto Club (USAC)	1956
Washington Midget Racing Ass'n (WMRA)	1964
United Midget Auto Racing Ass'n (UMARA)	1987
Arizona Midget Racing Ass'n (AMRA)	1989
Southern Midget Racing Series (SMRS)	1996
National Midget Driver of the Year (NMDOTY)	1999
Southern States Midget Ass'n (SSMA)	2002
Wolverine Outlaw Midget Series (WOMS)	2004
Professional Open Wheel Racing, Inc. (POWRi)	2006

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CONGRATULATIONS

CHASE SCOTT

Congratulations to Chase Scott for an exhilarating performance at O'Reilly Raceway Park in the "Night Before The 500" midget race. After taking over for Chuck Gurney, Jr. in a last minute change, Chase won the semi by half a lap, and despite starting 22nd in the main event, he blasted through a stellar field to finish 2nd. Also, a special thank you goes out to Jeff West and Chuy.

Best of luck for the rest of the season!

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Tommy McAndrew ('70)	Leigh Earnshaw, Jr. ('73-'75, '80)	Bob Cicconi ('76)
Lenny Boyd ('77)	George Ferguson, Jr. ('78)	Hank Rogers, Jr. ('79, '81)
Nick Fornoro, Jr. ('82-'86, '95)	Brett Mowrey ('87)	Billy Hughes ('88-'90)
Lou Cicconi, Jr. ('91, '93, '94)	Joey Coy ('92)	Phil DiMario ('96)
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Who's The Best?

The Readers Talk

Response by *National Speed Sport News* readers to the question "Who is the best midget driver of all-time" was overwhelming.

Responses ranged from two-word e-mail answers to handwritten letters that stretched for six pages. This is clearly a subject that *NSSN* readers are passionate about. Many readers did more than name their favorite driver, but offered stories of days long ago, which were fascinating reading.

Unfortunately, we do not have the space available to share all of the responses, but in this two-page spread, which features the 10 best midget drivers as voted by the *NSSN* readership, we share with you excerpts of the many responses we received.

We thank everyone for participating and we hope you all enjoy this tribute to midget racing's enduring history.

— Mike Kerchner, *NSSN* Senior Editor

Top 10 Midget Drivers Of All Time

As Selected By *National Speed Sport News* Readers



Mel Kenyon



Rich Vogler



Bob Tattersall



Bill Schindler



Bob Swanson

1 Mel Kenyon
18 percent

2 Rich Vogler
13 percent

3 Bob Tattersall
11 percent

4 Bill Schindler
4 percent

5 Bob Swanson
3 percent

6 Shorty Templeman
3 percent

7 Jeff Gordon
3 percent

8 A.J. Foyt
3 percent

9 Dutch Schaeffer
2 percent

10 Jimmy Davies
2 percent



Shorty Templeman



Jeff Gordon



A.J. Foyt



Dutch Schaeffer



Jimmy Davies

About the vote

Forty-nine different midget drivers received votes as the best midget driver of all-time. Three drivers easily outdistanced the field. And at several points as the votes rolled into *NSSN* headquarters, Mel Kenyon, Rich Vogler and Bob Tattersall were tied as the best, but in the end Mr. Midget, Mel Kenyon, received the most votes, with Vogler and Tattersall close behind. In our opinion, all three would have been deserving of the honor.

Others receiving votes

Fred Agabashian, Tony Bettenhausen, Billy Boat, Billy Cantrell, Danny Carruthers, Jerry Coons, Jr., Johnny Coy, Dave Darland, Len Duncan, Ted Duncan, Nokie Fornoro, Stan Fox, Steven Graham, Perry Grim, Sam Hanks, Allen Heath, Jack Hewitt, Parnelli Jones, Danny Kladis, Jud Larson, Jason Leffler, Johnny Mauro, Johnnie Parsons, Ralph Pratt, Troy Ruttman, Bob Ryan, Lowell Sachs, Ron Shuman, Joe Sostilio, Tony Stewart, Paul Stoehr, Ted Tappett, Ron "Sleepy" Tripp, Bill Vukovich, Bob Wente, Tony Willman, Wally Zale.

I've been watching midgets for many years, and truly believe Dave Darland to be the best driver I've seen. He can drive anywhere on the track — and can drive any type car, not just midgets — can out-manuever almost any other driver, uses his head — not just his foot, and is about the most courteous driver on the track. He knows how to work on his car, and what kind of set-up to use. He's just an all-around good guy who happens to be an excellent driver also.

Richard "Hoss" Hawkins
South Whitley, Ind.

I was not around to see the real old timers. I always heard Tattersall was great. I did however see two Hoosiers that always were fast, two completely different personalities. Rich Vogler was a master in a midget, had the personality of a paper bag. Mel Kenyon was always a delight to watch and the kind of guy you hope your children grow up to be. Both men were INTENSE when they practiced their craft. I do believe if Tony Stewart and Jeff Gordon would have stuck with the midgets all of the record books would be broken. You just knew those two guys were special.

Jeff Palazzolo
Pacific, Mo.

I nominate Mel Kenyon as the best midget driver. Mel raced on dirt, asphalt or concrete tracks, always looking for the win. I believe he still owns the record for the most wins, which is why drivers race. I was chief mechanic for an Eastern midget racing team and we had some of the best drivers (Jiggs Peters, Len Duncan, Johnny Coy to name a few) and won many races, but when we raced against USAC we knew we had to beat Mel Kenyon to win. Mel has raced for many years and I wouldn't be surprised if he hopped into a car today.

Dick Briggs
Berkeley Heights, N.J.

The best midget driver I have ever watched was Al Bonnel at Bedford, Ohio, 1946-1947. Al was not a driver, but a racer. He was fast, brave and smart.

Rex O'Leary
Dayton, Wyo.

I have seen A.J. Foyt, Mel Kenyon, Bobby Grim, Bill Holland and so many more in my 65 years. Without a doubt, the one leading the parade one in all my years get through traffic and get to the front with more determination than Vogler. Once in front, your chances of getting around him were slim to none. Always, very impressive on the dirt tracks, no matter where it was.

Del Habben
Danville, Ill.

My vote may not count because I never saw this driver race, but his records speak for themselves. The No. 1 driver is Wally Zale. Close behind is Shorty Templeman.

Robert Pochinkas
Beech Grove, Ind.

Here is my best midget driver vote, plus four runner-ups:

1. Rich Vogler
2. A.J. Foyt
3. Jack Hewitt
4. Sleepy Tripp
5. Bob Wente

Gary Bewley
Aledo, Ill.

Who is the best midget driver? SIMPLE — Ron Shuman. Shuman's record says it all and much more eloquently than I could.

Mike Wall
Taft, Calif.

I had the honor of covering the Northeast Midget Ass'n for 20 years, including some with *NSSN*. I saw a lot of talent, but the guy who will always stick out for me is Paul Stoehr. He gave his life to NEMA for 35 years. Never won a feature. Closest he came was one night at Star Speedway where he led 23 laps and was passed by his son Russell with two to go. Russ became a three-time NEMA champ, and Paul's other son Greg is still winning features.

Chris Romano
New Bern, N.C.

The best midget driver ever is Rich Vogler, but he could drive almost anything.

Hazel Cotton
Texarkana, Texas

The best midget driver I ever saw was Bill Schindler who won 53 features two years in a row in the era of 1948-50. I could be off a year either way. He drove Mike Caruso's Offy and was a member of the ARDC.

Ray B. Smith
Concord, N.C.

I offer my thoughts on the best midget racer. During my generation, since 1960, I would offer two suggestions. The great Mel Kenyon is tops for sheer skill, determination and longevity. After Mel, I would offer the late Rich Vogler because of his fearlessness, determination and tremendous win record in a relatively short time span. You had to see both these gentlemen attack the treacherous Winchester (Ind.) Speedway to appreciate their daring and skill. As for me, racing at the "cathedral of speed" is the gold standard by which all great open-wheel racers should be measured. Mel Kenyon and Rich Vogler proved themselves at a speedway that many great American racers avoided.

Jerry Whitney
Fenton, Mich.

In his prime, A.J. Foyt was the greatest all-around race driver who ever lived. He did it on dirt, pavement, high banks, flat tracks, big cars, sprint cars, stock cars — and yes, the mighty midgets. Foyt has left a record that is unparalleled in racing history. I saw him race many times. With great respect to Mel Kenyon, Bob Wente, Gene Hartley, Shorty Templeman, Rex Easton, Jimmy Davies, Jack Turner and all the many who concentrated on Offy 110 competition, Foyt was the greatest.

Darrell E. Wible
Muncie, Ind.

The best midget car driver I ever saw was Tony Bettenhausen. I was convinced after seeing him race for the first time in either 1939 or 1940. Track conditions were poor on the dirt at the Fairgrounds in Danville, Ill. After warm-ups, qualifying and heats, conditions became almost impossible. In the center of the back straight, a crater-sized depression had drivers scrambling to avoid tempting fate. That is, all but one. From the start of the feature to the end, Tony challenged that hole on every lap without lifting and with all four wheels in the air lap after lap. He nearly lapped the whole field. His performance was such that I still remember it well, almost 70 years later.

Howard R. Jackson
Indianapolis, Ind.

I'll nominate Ted Tappet, whose real name was Phil Walters. After midgets, he went on to star in road racing, especially with the Cunningham team in the U.S. and at Le Mans.

Roger Meiners
Farmington Hills, Mich.

I can't go back to the '30s, but I've been watching midgets race since 1949 and I feel like I've seen some great ones. The best I've ever seen, bar none, was the late Rich Vogler. I saw him do things with a car that later seemed impossible. One Thursday night at the Indianapolis Speedrome, they were starting a big field of cars in the feature, and USAC's Dick Jordan asked me to help him score. I said I didn't think I could handle that big a field on that short a track any better than he could. He pointed out that Rich was starting 20th in a field of about 30, and said, "You don't have to take the whole field, just score from Vogler on back." I thought about it for a minute, and said, "OK, but after about 15 laps I'm going to be scoring the whole pack." Sure enough, it turned out that way, but they had strung out enough to make it easier.

John Potts
London, Ky.

I watched midgets in the 1950s as a youngster. I was at the last race at 16th Street Speedway in Indy. I have seen Johnny Boyd, Pat Flaherty, Lloyd Ruby, A.J. Foyt. But the best I ever saw for that era was Shorty Templeman driving the No. 2 Hardwood Door Special. I also saw Jeff Gordon drive to victory in the 1991 Belleville Nationals and that was the most impressive drive that I witnessed in the recent era.

Jeff Willett
Liberty Hill, Texas

I saw my first midget race in 1940 at Gilmore Stadium and have been watching them ever since. Most of the tracks were in California, but I have also seen races in Arizona, Colorado, Indiana, Illinois and Wisconsin. The best, in my opinion, were Bob Swanson, Troy Ruttman, Bill Vukovich and A.J. Foyt. The thing they had in common was the ability to pass cars. No matter where they started, you always knew they would go fast, try different lines and move forward.

Robert L. Ray
Tucson, Ariz.

There is no doubt about it, Bill Schindler was the best midget race car driver. Bill lost his left leg in a race in 1936. A reporter, who witnessed the accident, wrote that Schindler would never race again. He was wrong. Bill rehabilitated himself and resumed racing and became the best, most-admired midget driver of all time.

Flo Gries
Hicksville, N.Y.

I wish to vote for Bob Tattersall as the best midget driver.

Dee Tattersall (Mrs. Bob Tattersall)
Streator, Ill.

WORDS FROM THE INSIDE

National Speed Sport News polled a collection of motorsports industry leaders, including former drivers, promoters, car owners and car builders, and asked their thoughts on who is the best midget driver of all time.

On this page, you can see, their opinions reflect those of the *NSSN* readers reflected elsewhere in this issue.

Steve Lewis, *Owner of Nine Racing*

"It is very difficult for me to say which driver is the best that I ever saw. However, when I first started going to midget races at the wonderful Orange Show Stadium track in San Bernardino in the early 1950s, there was one particular driver who caught my eye as a young fan. His name: Billy Cantrell. Billy drove hard, but he was smooth. He won many races and championships on the West Coast. He was great with the fans and the kids. I remember distinctly the time he signed his autograph on my program. That was a big moment for me."

Bob East, *former driver and car builder*

"Stan Fox. When he applied himself, he was really good."

A.J. Foyt, *four-time Indy 500 winner*

"Johnnie Parsons because he was so smooth. He didn't back up to anyone. I remember the first time I saw him race at Playland Park. I was a little kid. I admired his clothes. He had a turtleneck shirt that zipped up sideways [diagonally across the chest]. When I started driving, I copied it and that's where I got the nickname Fancy Pants. Johnnie was a smooth-looking and smooth-driving guy."



RON COFFMAN PHOTO

KEVIN OLSON



ROGER HAMILTON PHOTO

GAS AND GO: Brandon Waelti powers around Angell Park Speedway during BMARA action last season.

Tony Stewart, *three-time USAC, two-time NASCAR and 1997 IRL champion*

"I think we need to think about this one for a minute. You've got pavement and dirt you've got to consider in this. My final answer — Rich Vogler. It didn't matter where he went, whether it was pavement or dirt, he could win. He was one of those guys who could take anybody's car and he could put four tires on it and win in it. He was the best all-around guy. There were guys who were really, really good at specific regions of the country, but I think he was probably the best guy nationwide."

Bill Smith, *owner, Speedway Motors*

"Billy Boat at the 16th St. Speedway put on a show that got him a ride with Foyt. He looked like a jackrabbit jumping through a cornfield. Jeff Gordon, when he was 18, lapped the Belleville Nationals field except for one car in a car that wasn't nearly as good as the others. Tony Stewart was also one of the good ones and Jerry Coons at Belleville last year. He's smooth, meticulous and stays out of trouble. Every year at the Chili Bowl, someone comes out of the crowd who looks good and who gets talked about all year; if you win that race, you can talk about it the rest of your life."

Bill Hill, *historian and author*

"The best was Sam Hanks. He was a pre-WWII driver who raced into the '50s, was a national midget champion, won the Indy 500 and retired. He was the best 'money' driver I ever saw. He ran for the big prizes instead of points, and still managed to win a couple of championships."

Dick Wallen, *historian and author*

"My favorite was Perry Grim. He was the 1950 Pacific Coast champion. Troy Ruttman was overall the better driver, but Perry had a very long, successful midget career."

Mario Andretti, *1969 Indy 500 winner*

"My first choice for best midget driver is Len Duncan. Dutch Schaefer is the second. Even though Len went to Champ Cars and wasn't that successful, he knew more tricks and survived midget racing. I remember him at Williams Grove — a slick track — he was artful, smooth and fast."

"When I ran ARDC, the first thing I did in the warm-ups was latch onto Dutch or Len. I learned more from them than any other individuals."

Cary Agajanian, *Motorsports Management International*

"There were a lot of great midget drivers — Parnelli Jones, A.J. Foyt, Tony Bettenhausen, Sr., Bill Vukovich, Sr., and they all became Indy car drivers."

"Of the 'true' midget drivers, I'd put Mel Kenyon on top. Plus Danny Oakes, Joe Carson, Rich Vogler, Sleepy Tripp and Bob Wente, Sr."

"But one of the toughest, hard-nosed true midget drivers — someone who really made their living driving midgets — was Bob Tattersall. He could beat Parnelli and Foyt and the rest of them."

"I'd put Tattersall and Kenyon in the same league. Of course Ron Shuman, Billy Boat, Tony Stewart and Jason Leffler were also terrific midget drivers in their day."

John Cooper, *former president of Indianapolis Motor Speedway and Daytona Int'l Speedway and avid racing fan*

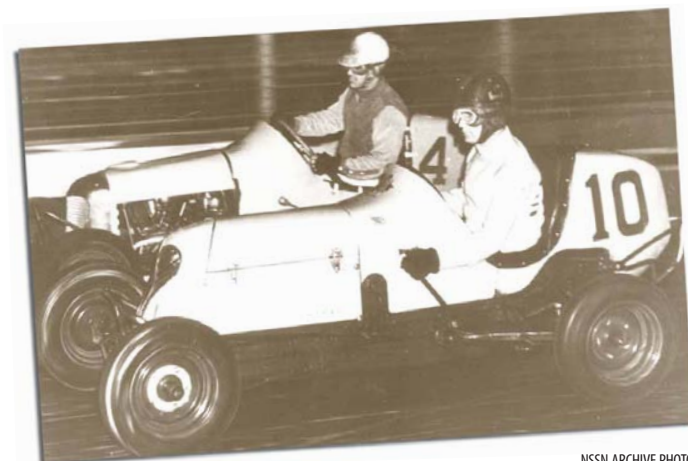
"Mel Kenyon was the best midget driver I ever saw. But even though I only saw him a couple of times, Bob Swanson was considered the absolute best of his time. He was killed in '48, but was dynamite on the West Coast before that."

Ken Schrader, *former USAC champion*

"I didn't see all 75 years of midget racing, and am not even sure I saw Jimmy Davies, but I'll say he was the best. He was winning a whole lot in the '60s (won 48 USAC events and was USAC midget champion 1960-1961-1962). I raced with Mel Kenyon, and he holds a majority of records, but Mel only ran midgets and some of the other greats like A.J. would run other types of cars and do well in midgets, too."

Kevin Olson, *former USAC and Badger Midget champion*

"I think Bob Tattersall was as good as any I ever saw run in a golden time of midget racing when USAC ran 60 to 70 races or more a season. One tough driver who raced hard and lived just as hard until the day he died of cancer. Sleepy Tripp was another I would rate as one who could win anywhere and did. He was not only one of the best drivers I ever saw, he also understood how a midget worked and always did a lot of the work on the car and had a lot of innovative things debut on his cars. He won on all tracks from indoor to the mile and if he raced today would be a natural for the Chili Bowl. If you ran into him on the track, there was no doubt you would get the favor returned back twice as hard before that race was over."



NSSN ARCHIVE PHOTO

OLD SCHOOL: Bill Morrissey (10) races with Bill Schindler Dec. 1, 1940 at the New York Coliseum.

Larry Rice, *1973 USAC Midget champion*

"A.J. Foyt was the best I ever raced against. He came to Australia to a very difficult track, and had not been in a midget in 10 years. He beat me and Mel Kenyon, and I figure if he could do that, it was a pretty big accomplishment. If that hadn't happened, I would say Mel Kenyon."

MR. MIDGET

Midget Racing And Kenyon Will Always Go Hand-In-Hand

Midget racing can look back at 1933 as a watershed year, as the first organized race was held in June of that year in California. But that same year — just a few weeks prior to that historic race and some 2,000 miles away — a child was born in DeKalb, Ill., who would rise up to become the most accomplished midget racer in the illustrious history of the sport.

Mel Kenyon chuckles as he thinks about the coincidence. Indeed, his life and the sport have shared a common timeline. Kenyon, in every sense of the word, is Mr. Midget, both in terms of his dazzling numbers and his lifelong passion for the sport.

His is a romantic story, the kind adventure writers in another era would thrive on. He was walking to Sunday school as a boy in 1946 when he saw a midget car, and his interest was piqued. He later raced stock cars and modifieds before making the transition to midgets in 1958, and from that moment his life was never the same.

Today, at age 75, Kenyon looks back at unparalleled success in the sport: seven USAC National titles, three NAMARS championships and an incredible 375 (estimated) victories, including 111 USAC National wins.

Kenyon also had success in championship cars in the 1960s and early '70s, despite suffering terrible burns in a 1965 champ car race at Langhorne. His Indianapolis 500 record includes four top-five finishes in just eight starts. But midgets were the cars that captured his heart and commanded his attention.

"I think it's because the cars were affordable, and there was plenty of racing," Kenyon says today from the Lebanon, Ind., shop of 3-K Racing, which he and brother Don continue to operate. "The championship cars, there was too much work for too little racing.

"And I think the fact that we could build our own piece — with our ideas — and be competitive, that was unique to midget racing. We liked doing it that way. It's what we could afford and still be competitive."

Indeed, their "own piece" included a historic car built in 1964 which dominated midget racing like no car before or since. The car was known as "Herbie," featuring an Offy engine (with titanium rods) and a special torsion bar suspension using ideas borrowed from contemporary sprint cars.

It was a heady time, and the Kenyon brothers — and "Herbie" — forever established their place in midget racing history. The USAC schedule was arduous — in 1969 Kenyon made 63 midget starts in USAC alone — and incredibly competitive, featuring the unforgettable trio of Kenyon, Bob Tattersall and Bob Wente, fighting it out night after night. It's unlikely any period in midget racing can rival the 1960s for pure competition and characters.

In time, Kenyon was the last man standing. Tattersall died of cancer in 1971, while Wente began curtailing his schedule in the mid-1970s. But Kenyon forged on, facing a new generation of challengers — Tom Bigelow, Larry Rice, Sleepy Tripp, Rich Vogler, Kevin Olson, among others, and later Jeff Gordon, Stevie Reeves, Russ Gamester and Ryan Newman.

Kenyon remains immersed in the sport, nearly every day. He continues to race on smaller tracks in the Indiana area, which is quite amazing when you consider how thoroughly race cars have beaten him up through the years. He and Don remain staunch advo-

cates of the sport, particularly in looking for ways to race effectively on a smaller budget.

"I'm still using my old Gaerte engine, and it's got 125 races on it," he says proudly. "My engine is competitive with the \$45,000 'hot dog' engines at all but the really big tracks, such as Winchester. I've not touched that engine in 125 races other than to put in some valve springs. So it is still very possible to be competitive even without spending a great deal of money.

"The whole issue of high costs, that's nothing new. When we started, the Offy engines were quite expensive, and we had to find a way to race within that situation. And they required a lot of maintenance, every 12 races or so. It's not all that different for people who come in to the sport today. You can still race competitively on a budget if you work hard and do your homework."

Statistically, Kenyon's numbers dwarf nearly all others. One reason, which Kenyon is quick to point out, is that few drivers dedicated so many years to midget racing.

"There were a lot of great racers who have come through midgets, but most of them didn't stick around all that long before moving

on," he says. "There have been a lot of people I've raced against who were very, very good, but they moved on to something else.

"Mike McGreevy, he had his time. Leroy Warriner had a great career. But they weren't steady at it, not for a long, long time, and I'm talking about 15, 20 years. Tattersall, he was super good, just fantastic on dirt. Jimmy Davies, he was really good on pavement, and he had a trick little car.

"We saw the transition of people a lot more in the later years. Jeff Gordon came to me the night of his first midget race at IRP (Indianapolis Raceway Park, now O'Reilly Raceway Park) and said, 'I've never been on a track like this, can you show me around and help me?' So, I did, and showed him the fast line, things like that. He had quick time, and passed me on the last lap in the last corner to win the race. I told him, 'No more talking to you, Jeff!' He was that good. But then of course he moved on. The same with Ryan Newman.

"I don't know who is the best, and I'm not sure how to answer that. But in my own way, I can only hope that whatever we've accomplished, it's enough to be considered as having been a good racer. That's really all you can ask when you get right down to it."



BERNIE THRASHER PHOTO



ARMIN "ARMY" KRUEGER PHOTO

MAN IN THE MIDGET: Mel Kenyon — seen here in 1980, in 2000, at the Milwaukee 200 in Aug. 1968 and behind the wheel of the No. 61 in 1963 — is regarded as Mr. Midget and captured seven USAC titles, three NAMARS championships and an estimated 375 victories during his racing career.

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UPCOMING EVENTS ...

- June 8 Angell Park Speedway (Sun Prairie, WI)
- June 15 Angell Park Speedway
- June 20 Knoxville (IA) Raceway
- June 21 Knoxville Raceway
- June 22 Angell Park Speedway



2008 is NEMA'S 56th Year



The NEMA Midgets and the new-for-2008 NEMA Lite Series join in the celebration of the 75th ANNIVERSARY of MIDGET RACING!

Watch for NEMA & NEMA Lite action:

- Friday, June 27 - Lee USA Speedway - Lee, NH
- Thursday, July 3 - Thompson Intl. Speedway, Thompson, CT
- Tuesday, July 8 - Stafford Motor Speedway, Stafford Springs, CT
- Wednesday, July 16 - Seekonk Speedway, Seekonk, MA
- Saturday, July 26 - Monadnock Speedway, Winchester, NH

www.NEMARACING.com

RACE REWIND

Race 13 of 36: Best Buy 400, Sunday, June 1
Dover Int'l Speedway, Dover, Del.

FINAL RESULTS



Kyle Busch

Carl Edwards

Greg Biffle

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	3	18	Kyle Busch	Combos Toyota	400	\$302,550	Running
2	14	99	Carl Edwards	Office Depot Ford	400	235,375	Running
3	1	16	Greg Biffle	3M Ford	400	183,525	Running
4	21	17	Matt Kenseth	DeWalt NANO Ford	400	173,541	Running
5	7	24	Jeff Gordon	DuPont Chevrolet	400	159,386	Running
6	20	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	400	145,433	Running
7	4	48	Jimmie Johnson	Lowe's Chevrolet	399	152,136	Running
8	38	31	Jeff Burton	AT&T Mobility Chevrolet	399	147,383	Running
9	18	22	Dave Blaney	Caterpillar Toyota	399	119,583	Running
10	5	26	Jamie McMurray	Crown Royal Ford	399	106,425	Running
11	12	28	Travis Kvapil	Yates Racing Ford	399	120,239	Running
12	35	42	Juan Pablo Montoya	Texaco/Havoline Dodge	399	119,458	Running
13	6	83	Brian Vickers	Red Bull Toyota	398	90,675	Running
14	11	12	Ryan Newman	Alltel Dodge	398	132,775	Running
15	23	6	David Ragan	AAA Insurance Ford	398	99,450	Running
16	17	38	David Gilliland	freecreditreport.com Ford	397	104,233	Running
17	39	5	Casey Mears	Kellogg's/Carquest Chevrolet	397	101,700	Running
18	16	77	Sam Hornish, Jr.	Penske Truck Rental Dodge	397	130,150	Running
19	41	7	Robby Gordon	Jim Beam Dodge	397	108,308	Running
20	2	2	Kurt Busch	Miller Lite Dodge	396	85,900	Running
21	29	01	Regan Smith	Principal Financial Group Chevrolet	396	93,875	Running
22	13	15	Paul Menard	Menards Chevrolet	396	92,175	Running
23	30	8	Mark Martin	U.S. Army Chevrolet	394	118,633	Running
24	27	96	J.J. Yeley	DLP HDTV Toyota	394	92,175	Running
25	10	40	Jeremy Mayfield	Target Dodge	394	90,700	Running
26	42	41	Reed Sorenson	Target Dodge	394	108,764	Running
27	37	44	David Reutimann	UPS Toyota	394	81,000	Running
28	40	55	Michael Waltrip	NAPA Toyota	393	91,608	Running
29	36	10	Patrick Carpentier	Auto Value/Bumper-Bumper Dodge	393	77,300	Running
30	32	00	Michael McDowell	Microsoft Small Business Toyota	393	87,197	Running
31	15	9	Kasey Kahne	Budweiser Dodge	392	106,991	Running
32	19	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	391	113,786	Running
33	24	21	Bill Elliott	Air Force Ford	389	95,995	Running
34	31	78	Joe Nemechek	Furniture Row Racing Chevrolet	388	76,500	Running
35	25	88	Dale Earnhardt, Jr.	AMP/National Guard Chevrolet	387	84,275	Running
36	26	07	Clint Bowyer	DIRECTV Chevrolet	381	94,150	Running
37	8	84	AJ Allmendinger	Red Bull Toyota	365	76,005	Running
38	34	29	Kevin Harvick	Shell/Pennzoil Chevrolet	326	122,831	Running
39	28	66	Scott Riggs	State Water Heaters Chevrolet	308	75,780	Running
40	43	34	Tony Raines	doorstopnation.com Chevrolet	296	75,650	Transmission
41	22	20	Tony Stewart	Home Depot Toyota	199	124,256	Accident
42	9	19	Elliott Sadler	Best Buy Dodge	16	101,785	Accident
43	33	11	Denny Hamlin	FedEx Kinko's Toyota	16	110,699	Accident

RACE STATISTICS

Race time: 3 hours, 18 minutes, 4 seconds
Average speed: 121.171 miles per hour
Victory margin: 4.224 seconds
Caution flags: Five for 26 laps
Lead changes: 15 among nine drivers
Lap leaders: Greg Biffle 1-23; Michael McDowell 24;

Biffle 25-147; Carl Edwards 148-149; Kyle Busch 150; Jimmie Johnson 151-152; Biffle 153-170; Edwards 171-232; Busch 233-234; Jeff Gordon 235-236; Busch 237-317; Matt Kenseth 318; Gordon 319; Jamie McMurray 320; Ryan Newman 321-326; Busch 327-400.

TALK OF TIME TRIALS

Greg Biffle's lap of 155.219 miles per hour was plenty fast enough to earn the No. 16 Ford the pole ahead of the Busch brothers, Kurt and Kyle, at 153.971 mph and 153.767 mph, respectively.

STANDINGS



Kyle Busch

Jeff Burton

Dale Earnhardt, Jr.

Top 12

1. Kyle Busch	2,050	7. Jimmie Johnson	1,644
2. Jeff Burton	1,908	8. Clint Bowyer	1,633
3. Dale Earnhardt, Jr.	1,779	9. Denny Hamlin	1,630
4. Carl Edwards	1,713	10. Kevin Harvick	1,566
5. Greg Biffle	1,658	11. Tony Stewart	1,551
6. Jeff Gordon	1,646	12. Kasey Kahne	1,524

The Monster Kyle

By AL ROBINSON
NSSN CORRESPONDENT

DOVER, Del. — There are some things you just don't do. As the late-balladeer Jim Croce warned, "you don't spit on Superman's cape, you don't spit into the wind and you don't pull the mask from the Lone Ranger."

Now you can add another prohibition to that list: You don't give Kyle Busch an extra dose of motivation.

NASCAR's hottest and most controversial driver approached Sunday's Best Buy 400 Sprint Cup race at Dover Int'l Speedway in a determined mood. He lost two races he had dominated earlier in the weekend, not to mention the Sprint All-Star Race and Coca Cola 600 in Charlotte last month.

On top of that, his helmet had briefly been stolen from the Joe Gibbs Racing trailer earlier in the weekend. Unlike some past cases of the man called "Rowdy" putting on his game face, this episode resulted in a near flawless performance that left all but the next five cars a lap down at the checkered flag.

"That's four races in the last two or three weeks that I feel like we could have gotten. Is it greed? That's a good question. I just want to win everything, man. That's what I'm here for, to win as many races as I can," he proclaimed after his fourth Sprint Cup win of the season extended his point lead to 142.

After Busch's Combos Toyota came out of a round of green flag stops just past the halfway mark in the lead, it was all over but the shouting. He led the Roush Fenway Fords of Carl Edwards, Greg Biffle and Matt Kenseth and Jeff Gordon's Chevrolet to the green flag at the final restart on lap 247.

That was still the order 153 laps later. Martin Truex, Jr. passed Jimmie Johnson for sixth on lap 366 and managed to stay on the lead lap, barely, to the end. Johnson, Jeff Burton, Dave Blaney and Jamie McMurray completed the top 10, one lap down.

"We were able to get to the right place at the right time when it mattered most," said Busch in a masterpiece of understatement. "But you



HHP/ERIK PEREL PHOTO

TAKE FOUR: Kyle Busch is sprayed with champagne by crew chief Steve Addington after Busch's victory Sunday at Dover's "Monster Mile."

know, I still have to say that Carl (Edwards) and Greg (Biffle) definitely had the cars to beat today. We were just able to capitalize on pit road a little better than they were and keep our momentum up."

Crew chief Steve Addington seconded the winner's assessment. "The way we got ahead was just great pit stops, green flag stops," Addington said. "I think those guys busted off 12-second stops every time we were on pit road. That gave us a big advantage."

Busch wasn't totally off base in saying the Roush Fenway Fords were faster. Biffle led 146 of the first 147 laps from the pole and a race-high 164 laps overall, while Edwards was out in front for 64 mid-race circuits. But when it counted, the table tilted in Busch's direction.

"That last run, I believe his car was the best car," said Edwards. "I think over the day, our car was the best on average. We just didn't put it together. We weren't fast enough at the end."

Busch's margin of victory was 4.224 seconds as he backed off in the closing laps.

Biffle's early advantage slipped away due to ignition issues that were cured with the flip of a switch. Late in the race, it was traffic that frustrated him.

"It's just the guy in front has such an advantage," he lamented. "I couldn't run him down. I could run the same lap times as him. In fact, I caught him

a little bit. Our cars were so equal."

The Best Buy 400 was an unusual race for Dover with six cautions for 26 laps and three complete cycles of green flag stops. It wasn't all clear sailing, however, as a massive lap-17 wreck on the narrow backstraight brought out a 16-minute red flag.

The race for Elliott Sadler and Denny Hamlin ended on the spot, and Tony Stewart lost more than 100 laps, finally parking when he could not improve his position further. Dale Earnhardt, Jr., Kevin Harvick and Scott Riggs were all garage bound for long periods.

The melee started when David Gilliland appeared to turn Sadler coming off turn two. Stewart drilled Sadler in the right side as he came off the outside wall, spinning him back into traffic. Hamlin came in late, and Riggs arrived even later, each hammering the crumpled Sadler machine. No drivers were injured.

The results left Busch, Burton and Earnhardt in the top-three places in the standings, with Edwards up from sixth to fourth, Biffle from 11th to fifth, Gordon from 10th to sixth and Johnson from ninth to seventh.

The biggest loser was Hamlin, who plummeted from fourth to ninth, while Stewart slipped from eighth to 11th. Clint Bowyer, 36th after a long pit stay, dropped from fifth to eighth. Kasey Kahne hung on to 12th, and the last Chase spot, by eight points over David Ragan.

Heavy Penalties Issued To CNC Haas Teams

DAYTONA BEACH, Fla. — NASCAR officials came down hard on the two CNC Haas teams, imposing record penalties for tampering with the mounting brackets of the rear wing prior to the May 25 Coca-Cola 600, issuing heavy fines, suspensions and confiscating both race cars.

NASCAR has issued penalties, fines and suspensions to the No. 66 and No. 70 teams in the NASCAR Sprint Cup Series. The No. 66 car driven by Scott Riggs and the No. 70 car driven by Johnny Sauter were found to be in violation of Sections 12-4-A (actions detrimental to stock-car racing) and 20-3.1.3A (wing mounting locations were not as specified by the NASCAR

Sprint Cup Series Rule Book). The infractions were discovered May 24 at Lowe's Motor Speedway.

As a result, Riggs and No. 66 car owner Joe Custer have been penalized 150 championship-driver and 150 championship-owner points, respectively, as have Sauter and No. 70 car owner Margaret Haas. Both the crew chiefs and the car chiefs for the two cars — Bootie Barker and Derick Jennings for the No. 66 and Dave Skog and Thomas Harris for the No. 70 — have been suspended from the next six NASCAR Sprint Cup Series events, suspended from NASCAR until July 9 and placed on NASCAR probation until Dec. 31. Additionally,

Barker and Skog have each been fined \$100,000 apiece.

The 150-point penalties are the largest in NASCAR history. The owner-points penalty dropped the No. 66 to No. 35 in the owner's standings. After a difficult weekend at Dover Int'l Speedway, the team fell out of the top 35 and currently ranks 36th.

The No. 70, with Jason Leffler at the wheel, sat 44th in the standings entering Dover, but failed to qualify, dropping the team further.

The penalty also includes NASCAR's confiscation of team No. 66 Serial Number HMS 12 06 415 race car and team No. 70 Serial Number HMS 04 08 507 race car.



AUTOSTOCK IMAGES PHOTO

MONSTER MESS: Elliott Sadler (19) and Tony Stewart (20) collide as Kasey Kahne tries to avoid becoming involved in a wreck that eventually involved 10 cars Sunday at Dover Int'l Speedway.

Gordon, DuPont Extend Deal

Toyota Scores 1st Weekend Sweep; Speed's Comments Irksome To Some

By **AL ROBINSON**
NSSN CORRESPONDENT

DOVER, Del. — **Jeff Gordon**, Hendrick Motorsports and DuPont will continue as the longest active driver-owner-sponsor combination in the NASCAR Sprint Cup Series through 2010.

The three parties announced the extension at DuPont's global headquarters in Wilmington, Del., prior to the race at Dover.

"I started my career with DuPont and I hope to end my career with them as my primary sponsor," Gordon said.

■ **Elliott Sadler** signed a multi-year contract extension to remain with Gillett Evernham Motorsports.

"This is the place where I want to race," Sadler said. "I think what we are building here is special and something other drivers and crew members envy."

■ Toyota scored its first weekend sweep of Craftsman Truck Series, Nationwide Series and Sprint Cup Series races at the same track.

Despite the **Joe Gibbs** Racing Toyota dominance of the two stock-car series and the combined efforts of **Bill Davis**, **Billy Ballew**, Germain Racing, etc., in the NCTS, **Kyle Busch** in the Cup Series is the only Toyota point leader.

Chevrolet's **Clint Bowyer** heads the Nationwide point chart and Ford's **Rick Crawford** clings to the CTS lead.

■ **Greg Biffle** won the Coors Light Pole Award for the Best Buy 400 in

Friday's time trials with a 155.219 mile-per-hour lap that was far off the track record set in 2004 by **Jeremy Mayfield** at more than 161 mph.

Failing to qualify were **Jason Leffler** in the No. 70 Haas Automation Chevrolet and **Chad McCumbee** in the No. 45 Petty Enterprises Dodge.

■ It's not the Bronx Zoo of the 1970s New York Yankees, but there is not total harmony in the house of Toyota, either. While he said most of the right things after his Craftsman Truck Series win on Friday, **Scott Speed** offered the opinion that Dover, and by implication oval tracks in general, weren't that hard because, "There are only two turns to figure out every week."

When pressed, he went on record as saying there is no one in NASCAR who could win a place on a front running Formula One team. Kyle Busch, said to be in line for a Toyota F-1 driving experience if not a formal test, took issue.

"You know, he's got a rude awakening when he gets going a little bit further," Busch remarked from the forum of the Sprint Cup winner's chair. "Just because he won in his fifth (truck) start doesn't mean it comes that often."

Assuming Speed will be a Sprint Cup driver in the near future, Busch offered this counsel: "It's not as easy as it looks here, that's for sure. You have 43 of the best competitors in the whole world every weekend racing together. It's obviously hard for a lot of them to figure out two different corners at a track."

■ Red Bull Racing F-1 driver **David Coulthard** was a guest at his first NASCAR race. Contrary to Speed's analysis, he ventured the opinion that a top-line NASCAR driver could move into F-1 with less difficulty than an F-1 driver, i.e., **Juan Pablo Montoya**, Speed, or more distantly

Dario Franchitti, can move into NASCAR.

Coulthard pointed out the dramatic difference between the way F-1 and NASCAR teams are housed at the track. In F-1, team cars are grouped together in lock-up garages, as private from other teams as from the public. In NASCAR, of course, cars are parked virtually cheek-by-jowl in a common garage. Coulthard pointed out there are no secrets in the NASCAR garage. **Bill France, Sr.**, who insisted on the open-garage arrangement, would certainly approve.

■ After trying on one of the Red Bull Toyotas for size, Coulthard was also amazed at the lack of visibility with modern driver-restraint systems in use. "It must take a great deal of spatial awareness," he remarked. He also noted that in F-1 there are no spotters, and that he can go through a whole race without saying a word to his pit, except to confirm a call to pit the next lap.

■ **Matt Crafton** qualified **Robby Gordon's** car on Friday while Robby was off-road racing in Baja, Calif. His Hummer broke a hub and failed to finish that event, so he flew to Dover on Sunday. While officially dropping to the tail of the field at the start, it mattered little as the Jim Beam Dodge was scheduled to start 41st anyway. Gordon had a quiet day working up to 19th at the finish.

■ In the all-important Sprint Cup owner points where a top-35 standing means exemption from the dreaded "knockout" qualifying, **Roger Penske's** No. 77 driven by **Sam Hornish, Jr.** was the big winner. Hornish's 18th place allowed him to climb from 36th to 33rd. Meanwhile, the No. 66 from the Haas Automation team, nominally owned by **Joe Custer**, dropped out of the top 35.

Logano Lives Up To All The Monstrous Hype

DOVER, DEL.

Last week at Indianapolis, it was all Danica, all the time. Until Saturday's rain-delayed Nationwide Series race finished and dusk settled over Dover Int'l Speedway, it was all Joey Logano, all the time.

Those with better perspectives than mine can decide if Ms. Patrick's month of May in Indiana lived up to expectations. I will state for the record that young Mr. Logano lived up to the hype of his national series debut at the Monster Mile.

For those who don't dig beneath the Sprint Cup Series headlines, here's the scoop on Logano. Starting at home in Connecticut and moving to North Carolina before he was ready for junior high school, he has blown through every division available from quarter-midgets to Legends to weekly late models to Hooters Pro Cup to last year's NASCAR Busch East Series title.

At 15, his talent was endorsed by Mark Martin, and at 16, he signed a development deal with Joe Gibbs Racing. The only impediment was NASCAR's minimum age of 18 for national series drivers, believed by some to have been adopted with him in mind. While waiting to reach that milestone two weeks ago, he tested extensively for Gibbs and dismissed the ARCA field at the Rockingham Speedway reopening on May 4 like a man racing against boys, to use the obvious analogy.

The net result of his success was a level of anticipation not seen since Kyle Busch, his teammate in waiting at Joe Gibbs Racing, came riding out of the West in 2004.

There was no hiding behind the facade of a development team or research-and-development effort. His mount at Dover was the full-fledged JGR Toyota No. 20, a winner under any driver picked from the Gibbs stable of superstars in 2008.

A group of long-standing media types, not easily impressed by the flavor of the month, fell into a heated discussion of Logano's prospects while waiting for a table at Sambo's Tavern, the legendary seafood empori-

HERE AND THERE



AL ROBINSON

um out by the bay, the night before the uniquely named Heluva Good! 200.

"It's like the shortstop who's compared to Derek Jeter after he's hit .358 in double-A ball," ventured one. "We know he's good. He's handled everything they've thrown at him, but he hasn't had to face a hard slider. Until he hits one of those out of the park, we won't really know how good."

"Every place Joey has been, he's had the best equipment," this pundit continued. "Now he's matched against 12 or 15 more experienced drivers with the same hardware and professional teams behind them. He's not shooting rabbits with a machine gun any more."

Another in the company added, "Ever since he's moved up to touring series, he's run time trial races with that superior stuff, so he's usually started up front. I'd be a lot more sold on him if he had stayed in New England, and I'd seen him win a bunch of 40-lap features at Stafford from 16th in a handicapped lineup with old pros like TC (Ted Christopher) and Bo Gunning there to work him over."

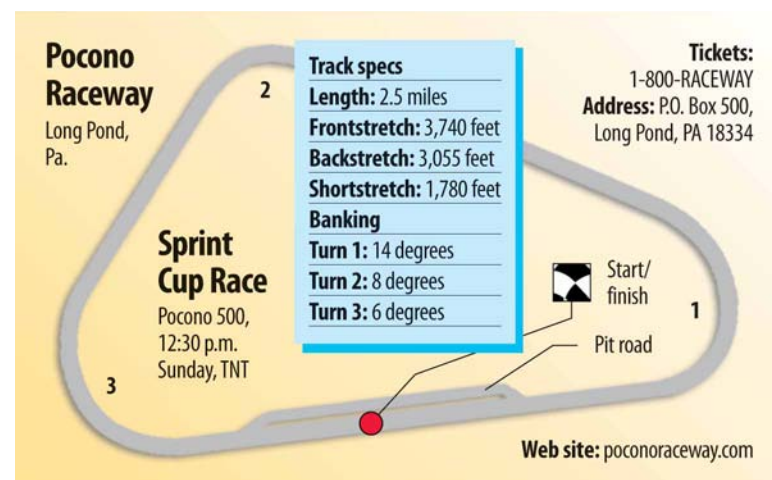
If Joey Logano had been listening to the doubters, he might have made a checklist for the following day.

He wasn't perfect on race day, but he impressed in dealing with his imperfections. Qualifying ninth for the impound race, i.e., he was hung up in a pit traffic jam at the first caution, pitted and restarted 27th. He arrived back in the top 10 35 laps later, and passed no less a rival than Kasey Kahne for fifth with 70 to go.

Eventually, Greg Biffle demoted him to sixth, but the point was made: No panic when he got behind, controlled aggressiveness in traffic and no bashfulness about taking on the big boys.

A significant hurdle was cleared at Dover, and at least one roundtable of skeptics was converted to the ranks of the believers.

UP NEXT



RACE REWIND

INDY RACING LEAGUE

Race 7 of 19: ABC Supply/A.J. Foyt 225, Sunday, June 1
The Milwaukee Mile, West Allis, Wis.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Ryan Briscoe	Scott Dixon	Tony Kanaan

Fin.	St.	Car	Driver	Car	Laps	Status
1	11	6	Ryan Briscoe	Team Penske Dallara-Honda	225	Running
2	3	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	225	Running
3	6	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	225	Running
4	7	10	Dan Wheldon	Target Chip Ganassi Racing Dallara-Honda	225	Running
5	5	3	Helio Castroneves	Team Penske Dallara-Honda	225	Running
6	9	5	Oriol Servia	KV Racing Technology Dallara-Honda	225	Running
7	22	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	224	Running
8	10	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	224	Running
9	13	7	Danica Patrick	Motorola Dallara-Honda	224	Running
10	19	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	224	Running
11	21	23	Townsend Bell	EMU/Dreyer & Reinbold Racing Dallara-Honda	224	Running
12	14	27	Hideki Mutoh	Formula Dream Dallara-Honda	224	Running
13	20	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	223	Running
14	4	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	223	Running
15	12	17	Ryan Hunter-Reay	Rahal Letterman Racing Dallara-Honda	223	Running
16	8	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	222	Running
17	18	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	222	Running
18	15	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	222	Running
19	16	24	John Andretti	Roth Racing Dallara-Honda	222	Running
20	17	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	221	Contact
21	1	26	Marco Andretti	Team Indiana Jones Dallara-Honda	221	Contact
22	26	4	Vitor Meira	Delphi National Guard Dallara-Honda	220	Contact
23	23	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	218	Running
24	24	34	Jaime Camara	Sangari Dallara-Honda	218	Running
25	2	06	Graham Rahal	Hole-in-the-Wall Camps Dallara-Honda	129	Contact
26	25	96	Mario Dominguez	Visit Mexico City/PCM Racing Dallara-Honda	107	Handling

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

RACE STATISTICS

Race time: 1 hour, 42 minutes, 41 seconds
Average speed: 133.428 miles per hour
Victory margin: Under caution
Caution flags: Four for 29 laps
Lap leaders: Five among four drivers

Lead changes: Marco Andretti 1-40; Scott Dixon 41-176; Ryan Briscoe 177-193; Dixon 194-204; Helio Castroneves 205-206; Briscoe 207-225.

TALK OF TIME TRIALS

Marco Andretti became the youngest polesitter in IndyCar Series history, lapping The Milwaukee Mile at 168.079 miles per hour Saturday, edging rookie driver Graham Rahal for the top spot.



JEFF ARNS PHOTO

QUICK LAP: Marco Andretti stands on the gas during qualifying at The Milwaukee Mile.

STANDINGS

FIRST	SECOND	THIRD
		
Scott Dixon	Helio Castroneves	Dan Wheldon

Top 10

1. Scott Dixon	234	6. Marco Andretti	142
2. Helio Castroneves	206	7. Oriol Servia	140
3. Dan Wheldon	185	8. Ryan Briscoe	134
4. Tony Kanaan	174	9. Ed Carpenter	132
5. Danica Patrick	144	10. Hideki Mutoh	131



AL GRAF PHOTO

SURFING: Ryan Briscoe dives into the arms of his Team Penske teammates Sunday at The Milwaukee Mile.

BRISCOE: Briscoe Drives To The Front For First IndyCar Triumph

CONTINUED FROM PAGE 5

It was the 300th victory in Team Penske history covering all forms of auto racing.

Briscoe drove to victory lane for the first time in an IndyCar race by beating the best in the series on the race track and in the pits.

Scott Dixon led twice for 147 laps and appeared to be on a Sunday drive to his second victory in a week, which would have made him the 10th driver to follow up his Indy 500 win with a checkered flag at Milwaukee.

Briscoe started 11th, but drove his way through the field on the tight one-mile flat oval. He passed Team Penske teammate Helio Castroneves for second on lap 161, and 14 laps later, he pulled to the rear of Dixon's Dallara.

On lap 177, Briscoe and Dixon charged out of the fourth turn. Briscoe drove to the inside of Dixon at the start-finish line and took the

PENSKE: 15 Drivers Have Won For Team Penske

CONTINUED FROM PAGE 5

"To me, I remember when we were sitting there for a long time trying to get our 100th win Gil de Ferran gave us on a short track (at Nazareth, Pa.) and he had to beat upon Toyota that day, and that was a pretty big challenge in itself. And to see Ryan be able to race clean with the 9 car with Dixon, it's a great day. And for our people, this is a great thing, not for me; it's about everybody that's committed to us and there are so many people that have been with us for a long time, many people, 30 years with us, and that makes a difference."

By winning the race, Briscoe became the 15th different driver to

lead heading into turn one.

That was the first time in Briscoe's tumultuous IndyCar career that he led a lap on an oval.

But on lap 194, Briscoe dropped off the track to make his final pit stop.

"I knew we had to fuel and we were coming up on the 26 car (Marco Andretti), and the 27 (Hideki Mutoh) and maybe the 7 (Danica Patrick) were coming up into traffic and we had to pit within the next four or five laps," said team owner Roger Penske, who calls Briscoe's race strategy. "I said, 'Let's roll the dice, come in now, get fresh tires on.' So we had five or six or maybe eight laps on fresh tires, so that gave us the chance to get ahead of those guys when they came in and pitted.

"I guess it was pretty much our day."

The pit stop shuffled Briscoe back in the standings, but when Dixon, Castroneves and Tony Kanaan all made green-flag pit stops, Briscoe was in the lead.

He remained ahead of Dixon's fast race car before the final yellow flag for the three-car crash ended the race.

One of the best crowds in years came to The Milwaukee Mile to watch

the race under perfect skies, making it seem like the good old days at the Wisconsin State Fair Park race track. The 26-car field was also the biggest since 1996, with 24 cars still running before the crucial crash with three laps to go.

With just four yellow flags for 29 laps, the average speed was 133.428 miles per hour.

Briscoe and Dixon were followed by Kanaan, Dan Wheldon and Castroneves.

Redemption was sweet for Briscoe after leading twice for 36 laps.

"It's been a tough start to the season, and we've been knocking on the door," Briscoe said. "We've been running in the front, just not getting the results. It definitely feels good to come here — and definitely to win. Even a top-five finish here would have been satisfying for me.

"To win is just amazing. Since Indy and the incident and a lot of media attention, the one thing I always said was that I wanted to put it in the past and move forward and move on. There's no better way to do that than to win here on the following weekend."

win an IndyCar race for Team Penske, and it came on the 30th anniversary of when Rick Mears won his first IndyCar race, which came at Milwaukee in 1978.

"We're getting old here," Penske quipped. "I think it's not just the drivers. We have tried to pick the right people and we have a homogenous group of guys working together. From adversity, you think about '95 at Indianapolis when we didn't make the race and we went home as a proud team. We didn't make it, and I think that we pulled together, just like today when Briscoe was faster than Helio Castroneves.

"I called Tim Cindric (team president) and said, 'looks like we are running a little better' and he said, 'let Helio go by on the outside.' When you have multiple-car teams, they both can't win, and to me, if Penske Racing wins a race, everybody wins in our company. We have got 40,000 employ-

ees, so it's pretty important."

The 300th win was one of the sweetest because it helped Penske prove why he had so much faith in Briscoe, even after the string of crashes and mistakes that have happened this season, including the pit-road crash that took out Danica Patrick late in the Indy 500.

"He has had a monkey on his back for a couple of years," Penske said. "He showed that he can run now. We needed that one.

"The good news is when they introduced him, they didn't boo him, so today wasn't as bad as we thought after what happened at Indy. I'm sure he's read about it and has been interviewed by many of you, and I think he's taken the high road and that's what he's supposed to do.

"I like Danica and I think she's a terrific driver and a great credit to the sport. It was just unfortunate that happened."

INDY RACING LEAGUE RACE REWIND



PHIL RIDER PHOTO

ON THE BREAK: Polesitter Marco Andretti leads the field at the start of Sunday's IndyCar Series event at The Milwaukee Mile.

Marco Is Youngest IRL Pole Winner

By **BRUCE MARTIN**
NSSN CORRESPONDENT

WEST ALLIS, Wis. — One week after getting blasted by **Tony Kanaan** for driving him up the race track in last Sunday's Indianapolis 500 which took Kanaan out of the race, **Marco Andretti** hopes the incident is behind him and the two can move on.

"I hope so," Andretti said Saturday. "We're not going to end an awesome friendship over something like that. I'm sorry for what happened. It was definitely a tough deal, not only for a teammate, but for an awesome friend. All we can do is move on. If it were up to me, I would have done something different and he knows that."

IRL NOTES

"He is the reason I was able to be here at 19. My team owners believed in me by having three great teammates because I was able to move over here quicker."

Andretti became the youngest driver in IndyCar Series history to win the pole when the 21-year-old was the fastest qualifier on Saturday. The previous youngest was **Tomas Scheckter**.

Kanaan, however, said that while the two drivers have talked, they did not go over the incident at the Indy 500.

"It's been out of the way for a while," Kanaan said. "Nobody knows what happened this week. We did not talk about what happened and I don't think we will. We both have our opinion and there is no point talking about it. If you have one opinion and I have another one, especially being as competitive the as we are, talking about it is not going to take us anywhere. "We've put it behind us and we're moving forward."

■ When young Marco Andretti and even younger **Graham Rahal** started on the front row for Sunday's race, it was the first Andretti-Rahal front row since New Hampshire during the 1992 CART season. In total, **Bobby Rahal** and **Michael Andretti** started side by side on the front row three times that season with Andretti earning the pole in Phoenix and Detroit and Rahal on pole in New Hampshire. Rahal won all three events.

But to the second-generation racers, they didn't pay much attention

to the rivalry when they were kids.

"As kids, we didn't think about that too much," Graham Rahal said. "It was more about playing in the dirt at the race track rather than caring about what was going on on the track. I'm sure they've got some good stories."

A Rahal and an Andretti have started on the front row in 13 Indy-car races.

■ After a strong showing at the Indianapolis 500, Luczo Dragon Racing added two races to its 2008 schedule, including the Bombardier Learjet 550 at Texas Motor Speedway next week.

In addition to Texas, the team, with driver Tomas Scheckter, will race in the Peak Antifreeze Indy 300 at Chicagoland Speedway Sept. 7. With the two new dates added to the schedule, Luczo Dragon's No. 12 Symantec car will compete in at least five races this season.

"Given the strong performance of the car at the Indy 500, and the exceptional driving displayed by Tomas, we feel that it makes sense to expand our effort this season in order to position LDR as competitively as possible for our full run next year," Luczo Dragon co-owner **Steve Luczo** said. "Tomas has won at Texas before and we feel that this is a great opportunity to build on his, and the team's, success."

■ The Milwaukee Mile is considered Newman/Haas/Lanigan Racing's "home track" because of the one-hour distance from its Lincolnshire, Ill., headquarters. Before joining the IndyCar Series for 2008, the team competed at The Mile from its first season (as Newman/Haas Racing) in 1983 until 2006.

Mario Andretti, **Nigel Mansell**, **Paul Tracy**, **Michael Andretti** and **Sebastien Bourdais** combined for seven victories in 24 races. Team co-owner **Carl Haas** was the promoter of racing events at the historic venue from 1992 to 2003.

■ **Will Power** started fourth and finished 14th for KV Racing Technology while his teammate, **Oriol Servia**, overcame a broken front wing early in the race to finish sixth.

Power believes tracks like Milwaukee allow the transition

teams in the IndyCar Series to have a fighting chance of being competitive.

"It just feels great to be at a track that we can be competitive on," Power said. "It's not closing the gap, it's having a track that we can be competitive on. It's tracks like these where you have to get good points because we aren't going to get points on any of these really fast ovals. If you finish in the top 10, you've done a really good job. Tracks like this and the road courses and the street courses, you can't make up ground, you just have to be there."

■ **Ron Dixon** is the spotter for **John Andretti** and the father of Indy 500 winner **Scott Dixon**. That makes for some interesting times on the spotter's stand when he is calling the race for one team and hoping to see his son do well for Target Chip Ganassi Racing.

"Now that's hard," Dixon said. "I do my job purely because I get paid for it. I called John all the way on that last lap until he disappeared behind the tower, but knowing Scott had just won was an incredible feeling. It didn't take me long to change shirts and get downstairs."

"I enjoy spotting. I'd never spot for Scott in a million years. That was the big one when it really got at me. I got the shakes with about five or six laps to go. I had to take my finger off the button in case I pressed it and started yelling at John or something. The good thing is that they were a good half-lap apart so I could have a quick look when John disappeared and Scott was coming up."

■ **Mario Dominguez** and Pacific Coast Motorsports returned to action after failing to qualify for this year's Indy 500. Dominguez started 25th and finished 26th, but said it's important for his team to gain experience as a late arrival in IndyCar.

"That was very bad, but now we have to put it behind us," Dominguez said. "We are here again. We lack a lot of experience with this car. We need to work hard and improve it. It's just going to be a slow process because of the lack of testing. I give credit to the whole team, they have done a fantastic job and we just have to learn as we go on."

John Andretti Is Getting Second Try At Indy Cars

WEST ALLIS, WIS.

When John Andretti arrived at The Milwaukee Mile on Friday and discovered that IndyCar Series officials were giving newcomers to the series an hour of practice, he wanted to be a part of it.

Andretti was turned down because of his "vast experience racing at The Milwaukee Mile," which includes a second-place finish in 1991 to his cousin, Michael.

The only problem — it has been 16 years since Andretti raced at Milwaukee in an Indy car.

"I might as well have never been here for as long ago as it has been," said Andretti, who competed in four CART races at Milwaukee with three top-10 finishes.

After finishing 16th in the Indianapolis 500 for Roth Racing, Andretti agreed to drive the No. 24 car at Milwaukee and in Saturday night's race at Texas Motor Speedway.

"I came here because I want to be here and it will help me at Indy," Andretti said. "I had a good time at Indy, but I always want to learn more for Indy. I really felt like there were times we could have been better if I knew more. Also, from the race team as well. None of these guys are pushovers. They are really, really good race drivers. They've got great teams and it is like racing anywhere else. There are no freebies, you have to work for it."

"I'm enjoying it, too. It's fun. I haven't raced up here in a long time, except in Busch cars. I always liked racing up here."

Andretti started 16th and finished 19th at Milwaukee, three laps down to the winner. But Andretti also made a "rookie mistake" in Saturday's qualifications when he tried an old racing line that doesn't work anymore.

"I know the feel and what I want out of the car," Andretti said. "We were getting there, but it is not as happy as it would like to be. I have enough experience to know what to do, but that was a big rookie mistake getting into the dirty part of the track down there."

LAST WORD



BRUCE MARTIN

"Ron Dixon, my spotter, said, 'whatever you do don't get high down there because you will flat-wall it.' I didn't get high, but when I went toward the wall his face came up in my visor."

Dixon should know a thing or two about what makes a successful race driver. After all, his son, Scott, won the 92nd Indianapolis 500 on May 25.

Ron Dixon began the season serving as the spotter for rookie driver Jay Howard, but with his status at Roth Racing in limbo, Dixon has enjoyed his two races working with Andretti.

"I think he is adapting very well and he seems to be enjoying it which is the important thing," Dixon said. "He is right into it. He eases himself into it. He doesn't charge. I'm impressed with the guy. He's a good guy."

"He has the feel for them, and it hasn't taken him long to get the feel back. He is doing a good job. He was as high as 10th in the 500. That was good going. He looked good there. That was solid, too. I think he is the type of guy that deserves to be here full-time."

That has become a realistic possibility to Andretti, who left CART after the 1992 season to become a full-time competitor in NASCAR Cup racing.

He won two Cup races in his career, but hasn't had a full-time ride in that division since 2002. He has driven in three of the 14 Sprint Cup races this season and admits that he may be lured back to the cockpit of an Indy car on a more regular basis.

"I really enjoyed Indianapolis and had a great experience with Roth Racing," Andretti said. "The opportunity arose to do some more races, and I really kind of jumped at the chance, as the opportunity to get more experience in the series and in the cars is a good thing for the future. My goal is obviously to get as competitive as possible at Indianapolis, and I'd still like an opportunity to win that race."

UP NEXT

Texas Motor Speedway

Fort Worth, Texas

Track specs

Length: 1.5 miles
Frontstretch: 2,250 feet
Backstretch: 1,330 feet
Banking
Turns 1-4: 24 degrees
Frontstretch: 5 degrees
Backstretch: 5 degrees

IRL Race

Bombardier Learjet 550,
10 p.m. Saturday, ESPN2

Pit road

Start/
finish

Web site:
texasmotorspeedway.com

Tickets:
(817) 215-8500
Address: P.O. Box
500, Fort Worth, TX 76101

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 9 of 24: O'Reilly NHRA Summer Nationals, May 30-June 1
Heartland Park Topeka, Topeka, Kan.

FINAL RESULTS

TOP FUEL	FUNNY CAR	PRO STOCK
		
Hillary Will	John Force	Ron Krisher

Top Fuel

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Brandon Bernstein	4.625	311.99	def.	9	J.R. Todd	4.667	286.74
7	Tony Schumacher	5.862	235.97	def.	10	Alan Bradshaw	11.201	84.69
14	Morgan Lucas	4.749	305.98	def.	3	Rod Fuller	4.856	261.98
1	Larry Dixon	4.630	308.85	def.	16	Bye	No Time	NoSpeed
2	Cory McClenathan	4.587	314.46	def.	15	Bob Vandergriff, Jr.	13.150	74.69
4	Antron Brown	4.612	294.50	def.	13	David Grubnic	8.328	89.43
12	Joe Hartley	4.727	311.85	def.	5	Doug Kalitta	5.327	208.84
11	Hillary Will	4.633	310.91	def.	6	Doug Herbert	4.672	308.43
SECOND ROUND								
1	Larry Dixon	4.691	302.14	def.	8	Brandon Bernstein	4.698	309.70
4	Antron Brown	4.617	318.99	def.	12	Joe Hartley	12.117	82.84
11	Hillary Will	4.757	292.58	def.	14	Morgan Lucas	4.780	278.52
2	Cory McClenathan	4.660	307.51	def.	7	Tony Schumacher	5.657	165.01
SEMIFINAL								
11	Hillary Will	4.809	291.51	def.	2	Cory McClenathan	7.197	116.27
1	Larry Dixon	4.787	302.01	def.	4	Antron Brown	5.079	236.01
FINAL								
11	Hillary Will	4.744	304.53	def.	1	Larry Dixon	4.960	281.42

Funny Car

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
14	Tim Wilkerson	4.889	307.79	def.	3	Frank Hawley	4.849	306.95
16	Gary Densham	4.962	304.32	def.	1	Tony Bartone	6.648	135.43
2	Bob Tasca III	4.939	309.06	def.	15	Tony Pedregon	6.199*	150.16
5	Melanie Troxel	4.940	297.81	def.	12	Jack Beckman	4.976	303.03
4	Ron Capps	4.956	307.37	def.	13	Cruz Pedregon	5.021	254.33
6	Jerry Toliver	4.946	305.22	def.	11	Tommy Johnson, Jr.	4.950	305.36
10	Gary Sceizi	4.927	305.70	def.	7	Robert Hight	5.237	219.72
9	John Force	4.890	291.95	def.	8	Ashley Force	4.880	307.93
SECOND ROUND								
14	Tim Wilkerson	5.005	298.01	def.	6	Jerry Toliver	5.021	292.27
4	Ron Capps	4.969	300.06	def.	5	Melanie Troxel	5.016	298.01
9	John Force	4.980	295.34	def.	16	Gary Densham	7.356	114.60
10	Gary Sceizi	4.997	298.14	def.	2	Bob Tasca III	4.983	296.83
SEMIFINAL								
14	Tim Wilkerson	6.009	194.32	def.	10	Gary Sceizi	6.138	210.70
9	John Force	5.009	296.37	def.	4	Ron Capps	7.119	126.99
FINAL								
9	John Force	4.996	299.66	def.	14	Tim Wilkerson	6.183	152.61

Pro Stock

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Larry Morgan	6.772	203.03	def.	8	Allen Johnson	6.787	203.34
10	Rickie Jones	6.772	202.82	def.	7	Warren Johnson	6.741	205.44
6	V. Gaines	6.777	203.19	def.	11	Jason Line	6.757	203.25
3	Kurt Johnson	6.757	204.11	def.	14	Greg Anderson	6.790	202.67
13	Jeg Coughlin	6.751	203.52	def.	4	Greg Stanfield	6.770	203.00
1	Dave Connolly	6.737	204.32	def.	16	Justin Humphreys	6.769	203.03
5	Mike Edwards	6.754	203.68	def.	12	Jim Yates	6.761	203.12
2	Ron Krisher	6.732	203.92	def.	15	Todd Hoerner	6.817	202.76
SECOND ROUND								
3	Kurt Johnson	12.660	67.98	def.	6	V. Gaines	6.785*	203.16
13	Jeg Coughlin	6.774	204.17	def.	5	Mike Edwards	6.793	203.28
9	Larry Morgan	6.772	203.22	def.	1	Dave Connolly	14.645	56.77
2	Ron Krisher	6.745	204.01	def.	10	Rickie Jones	6.779	203.25
SEMIFINAL								
9	Larry Morgan	6.768	203.25	def.	13	Jeg Coughlin	8.007	124.43
2	Ron Krisher	6.750	203.83	def.	3	Kurt Johnson	6.755	204.54
FINAL								
2	Ron Krisher	6.758	204.70	def.	9	Larry Morgan	12.144	62.96

*—Denotes red light



NHRA PHOTO

A-LIST: Kurt Johnson, pictured here at Bristol Dragway, now leads the Pro Stock points.



NHRA PHOTO

'I DID IT!' John Force hoists his Wally after beating Tim Wilkerson in the final round of Funny Car eliminations Sunday.

HILLARY:
Force Beats Wilkerson
For Funny Car Honors

CONTINUED FROM PAGE 4

months. "I didn't want to go winless, not after that wreck and I didn't want to get mental where I thought I had to quit," said Force. "If you can't do the job, then you've got to get out, and I didn't want to get mental. I just told Wilkerson, 'thank you, I needed this more than you needed the points or the money, I needed this mentally.' Winning is what it's all about."

Wilkerson kept his point lead with his runner-up finish and built an 81-

point cushion over second-place Ashley Force after Ashley lost in the first round to her father John.

In Pro Stock, Ron Krisher drove his Valvoline Chevy Cobalt past Larry Morgan for his first victory of the season. Krisher's run of 6.758 at 204.70 mph was enough to put him in the winner's circle and give him his first win in more than five years.

"I got my driving back, or more confidence in my driving and that's what I needed," said Krisher. "I lost confidence in my driving, but we've got it back. We drove good today; nobody beat us up out there. We took every round."

Kurt Johnson's second-round win was strong enough to push him to the top of the Pro Stock point standings and give him a 20-point lead over second-place and defending world champion Jeg Coughlin.

Koretsky Survives Violent PS Crash

TOPEKA, Kan. — Kenny Koretsky, a.k.a. "Captain Chaos," emerged like a superhero from his violent crash in Saturday's qualifying at the O'Reilly Summer Nationals at Topeka — unhurt and even using a bit of humor to describe the scary experience.

His new NitroFish/Indicom Electric Pontiac GXP got loose, went up on its two right-side tires, hit the wall at a frightening angle and so hard that it sliced the front end of the car up to the hood scoop, flipped over, slid across the track, smacked the opposite wall and left him upside down with shrapnel littering the racing surface.

"I hit the wall really hard," Koretsky, 50, said before he left Sunday morning for his Richboro, Pa., home. "I really got a jolt. I'm still sore in my lower back, left leg and elbow. My lower back and left leg hurt right now, but I feel OK. I'm going to go home and see the chiropractor."

The car went to Jerry Bickel's shop and is expected to be ready for the mid-June Lucas Oil Nationals at Englishtown, N.J. Engine builder Sonny Leonard will fix the engine.

"I am upset that our new Pontiac GXP wrecked like this. It was just a freak thing. I got out towards the center line and tried to push the clutch in, and before I knew it, the thing just went haywire," he explained. "I probably should've shut it off a little earlier. The car started shaking so quickly...and then I didn't know what was going on. It flipped over so fast. When it flipped over, I was hanging in there like a monkey, and that wasn't good because I'm claustrophobic. I've crashed before, but this was the first time it was my fault."

He said later that he thought he might have hit an oil patch. Whatever the cause, Koretsky said he knew what protected him — the HANS device and helmet. "I am thankful I was wearing the HANS device, because that definitely prevented injuries to my neck and head," he said, adding, "Hey, this is racin', man."

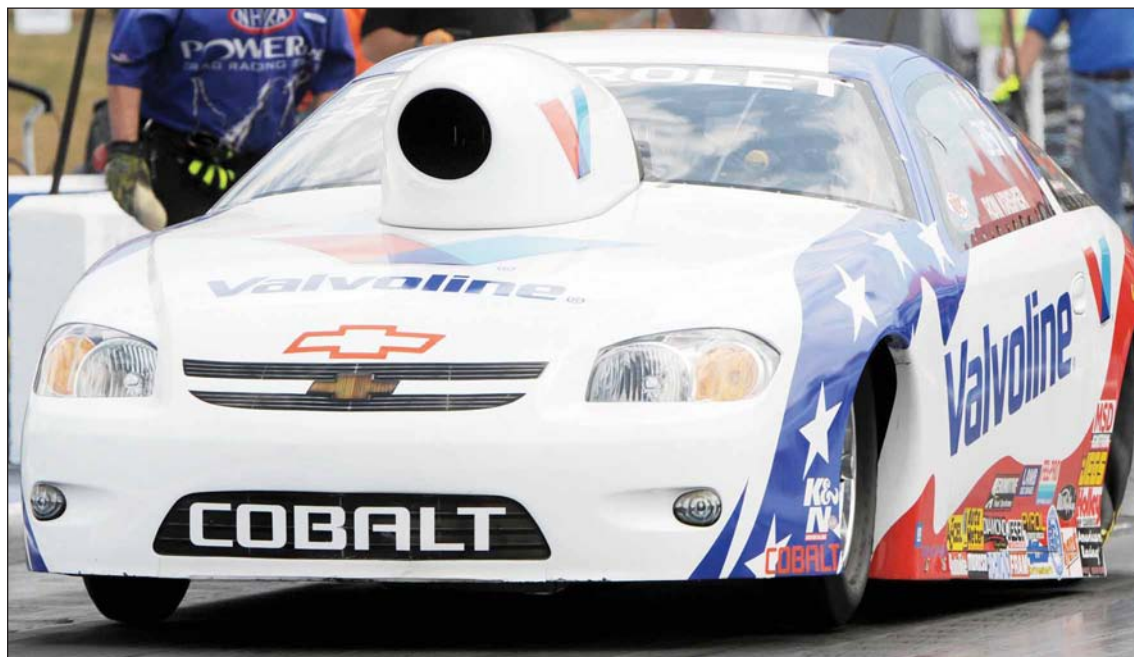
Because Koretsky was injured seriously in a two-car racing accident with Bruce Allen in 2005 at Dallas, some wonder if the Captain is considering ditching some of the chaos.

"I thought about being just a team owner. We'll see — maybe we'll let somebody else drive the car. We'll see... but I still have the passion. I'm not ready to quit yet."

— Susan Wade contributed to this report



Kenny Koretsky



NHRA PHOTO

COOL COBALT: Ron Krisher, seen here in April at Atlanta Dragway, broke a 111-race winless streak Sunday at Heartland Park Topeka with his victory over Larry Morgan.

Krisher KO's Pro Stock Field

TOPEKA, Kan. — Pro Stock winner **Ron Krisher**, who won Sunday's Pro Stock final at Heartland Park Topeka, said not to pay any attention to the fact that he waited 111 races between victories.

"If I ever came out here with the thought I'd never win again, then I'd quit," Krisher said. "We've won this one, and we're going to win some more this year, you wait and see."

The Valvoline Chevy Cobalt driver's previous victory came at St. Louis in June 2003, and his last final-round appearance was last July at Denver.

"We won here at Topeka a long time ago (2001), and we have a lot of respect for this race track," Krisher said. "I think we know a lot about how to race it. We have a good crew chief (**Tommy Utt**), good people, good sponsors, Valvoline, Chevrolet — you can't beat them. They've been with me a long time, and I can't say enough about how much I appreciate them for staying with me through the drought. But we're over it. Nobody beat us out there today — we took every round."

■ **John Force** and daughter **Ashley** met again, this time in the first round. After he defeated her with a holeshot with a victory margin of just .0119 second, she said, "Good for him. He has the energy today. I don't — I'm sick."

Eventual winner Force, who reacted to news Saturday that he would face Ashley by saying, "Bring 'er on!" said after that first run, "I told Ashley today, 'I'm gonna go after you, baby.' At the end of the day, winning is what it's all about. I know every driver says that, but when you've won like me, you begin to take it for granted. And then I got slapped (with the accident) and I don't take it for granted no more."

Force said he had debated about

returning driver **Phil Burkart**, his fill-in after last September's crash, to the seat of his Castrol GTX Ford Mustang.

"You watch these kids (his crew members) work around the clock and you think it just ain't fair," he said. "If you can't deliver as a driver, it's not fair to them (to stay in the seat) just 'cause I own it."

He and crew chief **Austin Coil** debated whether to put Burkart back in the cockpit to give Force time to heal.

"Coil held me to a verbal contract we had," Force said. "He said, 'You always told me, Force, that if we go down, we go down together. If I suck, you're staying with me and if you suck, I'm staying with you.' So he said, 'there ain't nobody else driving this car but you, unless you just ain't got the strength to get back in it.'"

■ **John Force's** Mustang had trouble firing during warm-up for the final, but he said he knew what to do when it kept backfiring.

"We changed the mags. The cam was wrong in it. The timers were all screwed up. I couldn't do anything about that, so I told them to go to work and I was going to go to Eric," Force said. "**Eric Medlen** (his late teammate) always gets my heart right. He's always with me. I know I'm beginning to sound like an ol' preacher, but you been through my stuff, you get religion."

■ **Frank Hawley** drives a limited schedule and serves as consultant to the **Mike Ashley-Melanie Troxel** Funny Car team. But urgent business drew defending event-winner Ashley back to New York at the last minute Friday, and Hawley found out that he would substitute, arriving less than 20 minutes before making his first qualifying run in the Dodge Charger.

His experience showed, as he qualified third in the 16-car order and lost by a mere eight inches — 0.0015 sec-

ond in the opening round to eventual runner-up and points leader **Tim Wilkerson**.

■ Top Fuel runner-up **Larry Dixon** was No. 1 qualifier and drew a bye for his first-round run because the field was a car short at 15 entries. It was only the second time in Dixon's 13-year dragster career that he had a solo pass.

■ **Joe Hartley**, the Top Fuel class's darkhorse low qualifier here last season, was No. 12 this year. But he continued to surprise, beating No. 5 **Doug Kalitta** in an opening-round thriller that saw both cars blow up. Kalitta's came at about 400 feet down the quarter-mile, and Hartley's was much later, allowing him to coast across the finish line first. **Antron Brown** and a loss of traction ended Hartley's day in the quarterfinals.

■ Pro Stock's **Greg Anderson's** 14-7 record this season and two victories in the first four races belie the recent frustration the one-time dominator has experienced recently. He lost the points lead he had regained at Bristol, Tenn. He got the jump on **Kurt Johnson** in the opening round, but faded and lost by about a foot. Johnson took the lead, and Anderson fell to third place.

"I don't think I've been more puzzled. Apparently something's wrong under the hood," Anderson said. "We know we have the power. We just didn't show it here."

■ Pro Stock rookie **Rickie Jones** is 21, class icon **Warren Johnson** 64. Jones had six races under his belt, WJ 532. Jones had one elimination round-win, WJ 846. Jones had no victories, WJ a class-record 96. But Jones cut a .009-second light to WJ's more-than-respectable .045 reaction time and won on the holeshot. He ran a 6.772-second pass at 202.82 mph to WJ's quicker and faster 6.741/205.44.

Testing Moratorium Throws Some Teams For A Loop

SEATTLE

Some National Hot Rod Ass'n nitro-class drivers wouldn't give up their testing sessions for all the pollution in China.

Now they have to. China, the sole supplier of the nitromethane these 8,000-horsepower monsters gulp at 12 gallons per run, is making an Olympic effort to clean up for the Beijing Summer Games. The Chinese government has decided to limit/halt the production and shipment of nitro until late summer or fall.

That prompted the NHRA to call a moratorium on testing after national events. That policy will be in effect through the U.S. Nationals, the Labor Day classic, which will begin the Countdown to the Championship.

Normally, that would at least level the playing field and make every driver feel, as Top Fuel's Doug Herbert said he did, that "everybody's pretty much in the same boat." But everybody isn't, particularly the Funny Car competitors.

Complicating matters is last Thursday's introduction of the new Goodyear D2550 rear slick that all Top Fuel and Funny Car teams must use by the mid-July Denver event.

That's the same race at which all Funny Car teams must comply with the new car-safety specs that NHRA announced before the start of the season.

Fifteen nitro drivers, including three currently inactive, have tested with the new tire. And some Funny Car drivers have gotten a jump on using the newly mandated chassis.

The double-whammy for some lies in, as Funny Car's Jack Beckman said, "the teams that were first in line at Murf McKinney's to get the big-tube chassis got an enormous advantage. They got to go test and implement their new chassis at the races. The teams that got later numbers in line were kind of screwed."

Tommy Johnson, Jr. tested the Kenny Bernstein-owned Monster Energy Dodge Charger at Indianapolis a couple of weeks ago, although not with the new D2550s underneath. And he has had limited racing time with the new chassis, but said, "I like the progress I've seen

THE STRAIGHTLINE



SUSAN WADE

with this car."

Boss Bernstein said, "The moratorium won't help our team, but we have to conserve fuel and it's a necessary mandate. It may, however, give a bigger advantage to the multi-car teams."

Beckman, who drives the Valvoline/MTS Charger, said not in Don Schumacher Racing's case.

"People say, 'Well you've got three other cars to tune off of. You'd be the last people who should complain.' But we run three different chassis. We just put a Johnny West tune-up in and we have to go run it." Chicago

was going to be his testing ground this weekend. "You don't want to take a brand-new, untried chassis, even if it's a carbon copy," he said. "They have different personalities."

Del Worsham, who tested the new tire, said he and crew chief, dad, Chuck Worsham are not overly concerned about it, and they had the new chassis issue under control at the start of the season.

Furthermore, they hadn't planned to test their Checker Schuck's Kragen Chevy Impala until August at Indianapolis, anyway. Now, he said, "We're all in this together. Basically, it's like spilled milk right now. The situation is what it is, so there's no use crying about it. We can't test, but no one else can either."

Or can they?

"I've thought about going to another IHRA race to test," frontrunner Tim Wilkerson said. "There is one in Maryland between (the) Joliet and Englishtown (races), but if I did that, my guys wouldn't have a weekend off till September or something like that. I don't know what we're going to do yet. I'm trying to get NHRA to lift the moratorium on the new chassis for Denver. Or at least make some concessions, like letting us switch cars without throwing out the runs. I've only had my new chassis two weeks and I'd like to go run it somewhere. If we can't get something worked out, we'll just have to sneak off somewhere to test."

UP NEXT

Torco Racing Fuels Route 66 NHRA Nationals, June 5-8, Route 66 Raceway, Joliet, Ill.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Kurt Johnson

Top Three

1. Tony Schumacher	779
2. Antron Brown	670
3. Larry Dixon	659

1. Tim Wilkerson	643
2. Ashley Force	562
3. John Force	520

1. Kurt Johnson	621
2. Jeg Coughlin	601
3. Greg Anderson	592

RACE REWIND

NASCAR NATIONWIDE SERIES

Race 14 of 35: Heluva Good! 200, Saturday, May 31
Dover Int'l Speedway, Dover, Del.

FINAL RESULTS

FIRST



Denny Hamlin

SECOND



Carl Edwards

THIRD



David Stremme

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	18	Denny Hamlin	Joe Gibbs Driven Hot Rod Oil Toyota	200	\$47,595	Running
2	1	60	Carl Edwards	Save-a-lot Ford	200	37,850	Running
3	18	64	David Stremme	Atreus Homes Chevrolet	200	32,193	Running
4	15	99	David Reutimann	Aaron's Dream Machine Toyota	200	22,075	Running
5	10	16	Greg Biffle	CitiFinancial Ford	200	20,300	Running
6	9	20	Joey Logano	GameStop Toyota	200	24,968	Running
7	5	88	Brad Keselowski	U.S. Navy Chevrolet	200	24,228	Running
8	17	7	Mike Wallace	Geico Toyota	200	24,988	Running
9	21	2	Clint Bowyer	BB&T Chevrolet	200	17,775	Running
10	14	9	Kasey Kahne	Wisk Dodge	200	18,275	Running
11	26	66	Steve Wallace	Atreus Homes Chevrolet	200	23,043	Running
12	16	29	Scott Wimmer	Holiday Inn Chevrolet	200	16,450	Running
13	8	47	Kelly Bires	Clorox/Giant Ford	200	25,568	Running
14	19	25	Bobby Hamilton, Jr.	Smithfield Ford	200	22,693	Running
15	23	40	Dario Franchitti	Fastenal Dodge	200	24,368	Running
16	24	11	Jason Keller	America's Incredible Pizza Chevrolet	199	22,943	Running
17	13	33	Kevin Harvick	RoadLoans Chevrolet	199	16,000	Running
18	4	1	Mike Bliss	Miccosukee Resorts Chevrolet	198	22,718	Running
19	11	22	Josh Wise	Supercuts Dodge	198	22,368	Running
20	29	28	Kenny Wallace	U.S. Border Patrol Chevrolet	198	23,318	Running
21	33	30	Stanton Barrett	Grandstay.net Chevrolet	198	15,800	Running
22	35	89	Morgan Shepherd	Victory in Jesus Dodge	196	22,168	Running
23	20	12	Sam Hornish, Jr.	Penske Truck Rental Dodge	195	15,625	Running
24	41	4	Derrick Cope	JVC Chevrolet	193	22,443	Running
25	7	5	Landon Cassill	National Guard Chevrolet	191	22,168	Running
26	42	24	Eric McClure	Hefty Chevrolet	188	21,943	Running
27	22	38	Jason Leffler	Great Clips Toyota	169	21,893	Accident
28	3	32	Kyle Busch	Dollar General Stores Toyota	168	15,375	Accident
29	28	6	David Ragan	Discount Tire Ford	161	15,300	Accident
30	12	59	Marcos Ambrose	Kingsford with Hickory Ford	152	21,968	Accident
31	39	81	Bryan Clauson	Vector Security Dodge	130	21,663	Handling
32	6	27	Brad Coleman	Scott Shop Towels/Wal Mart Ford	101	21,603	Accident
33	40	05	Brett Rowe	31W Insulation Chevrolet	45	21,543	Overheating
34	37	52	Donnie Neuenberger	Royal Farms Wraps Ford	43	21,508	Accident
35	27	61	Kevin Lepage	Un-sponsored Ford	38	23,878	Electrical
36	31	0	Kertus Davis	Lori Morgan, LLC Chevrolet	12	14,985	Electrical
37	43	55	Brad Teague	Un-sponsored Chevrolet	11	14,965	Electrical
38	32	01	J.C. Stout	RACEGIRL Chevrolet	9	21,368	Clutch
39	36	90	Johnny Chapman	Un-sponsored Chevrolet	9	14,865	Vibration
40	30	31	Kenny Hendrick	Grandstay.net Chevrolet	8	14,815	Vibration
41	25	91	Terry Cook	Un-sponsored Chevrolet	7	14,795	Vibration
42	34	37	Burney Lamar	Un-sponsored Ford	6	21,228	Transmission
43	38	84	Mike Harmon	RaceFumes.com Chevrolet	4	14,706	Overheating

RACE STATISTICS

Race time: 1 hour, 46 minutes, 46 seconds
Average speed: 112.395 miles per hour
Victory margin: 1.072 seconds
Caution flags: Six for 26 laps
Lead changes: Five among three drivers

Lap leaders: Carl Edwards (Pole); Denny Hamlin 1-22;
Kevin Lepage 23; Hamlin 24-37; Kyle Busch 38-105;
Hamlin 106-200.

TALK OF TIME TRIALS

Carl Edwards drove his Roush Fenway Racing Ford to a lap of 154.387 miles per hour, which was good enough to grab the pole Saturday morning. Eventual race winner Denny Hamlin qualified second.

STANDINGS

FIRST



Clint Bowyer

SECOND



Kyle Busch

THIRD



Carl Edwards

Top 10

1. Clint Bowyer	2,028	6. Mike Bliss	1,772
2. Kyle Busch	1,907	7. David Ragan	1,740
3. Carl Edwards	1,884	8. Jason Leffler	1,634
4. David Reutimann	1,862	9. Mike Wallace	1,624
5. Brad Keselowski	1,816	10. David Stremme	1,619



PHIL CAVALI PHOTO

THE RIGHT TIME: Saturday was the time to celebrate for Denny Hamlin and his Joe Gibbs Racing teammates, as Hamlin took the checkered flag in the Heluva Good! 200 at Dover (Del.) Int'l Speedway.

Hamlin Stands The Test

By AL ROBINSON
NSSN CORRESPONDENT

DOVER, Del. — For a long time, it looked like Mother Nature would be the only winner at Dover Int'l Speedway on Saturday. Instead, Denny Hamlin earned his second NASCAR Nationwide Series triumph of the season.

After a three-hour rain delay, Kyle Busch established his usual place at the front of the field in the Heluva Good! 200. It was not to be his day, thanks to a pit-road skirmish and an on-track accident, which opened the door for Hamlin, who led 131 laps, including the final 95 circuits of the one-mile asphalt oval.

Usually teammates, Hamlin and Busch were racing head to head this time as Hamlin carried the Joe Gibbs colors and Busch was aboard the Braun Racing entry he took to victory lane at Lowe's Motor Speedway one week earlier.

Between them, the pair of Toyotas led 199 of the 200 laps. Kevin Lepage was scored the leader of a single lap under caution.

Pole-winner Carl Edwards failed to lead a lap, but finished runner-up, one second behind Hamlin, while a two-tire stop propelled David Stremme to third. David Reutimann and Greg Biffle completed the top five ahead of Hamlin's teammate du jour, heralded rookie Joey Logano.

"We just bided our time and ran as hard as we needed to and everything paid off in the end," said Hamlin, who has risen through the Joe Gibbs Racing-developmental chain from obscurity to stardom in just four years. "It's a shame to see Kyle get torn up there because it really would have been a great race at the end."

Busch passed Hamlin on lap 38 and led past the halfway mark, but a round of caution-flag pit stops after Brad Coleman crashed on lap 104 started to unravel his race. In the tight confines of the Dover pit road, Brad Keselowski bumped Busch, bending sheet metal behind the left-front wheel and bringing Busch back to the pits.

No harm resulted, but Busch was still trying to crack the top five when he was assisted into the turn-two wall

by the other Braun Racing driver, Jason Leffler, with 31 laps to go.

Typically, Busch lobbed a verbal assault at Leffler after the crash, but Leffler for his part, took full blame for the accident. "I just lost it," he said.

Busch was scored 28th and fell 121 points behind Clint Bowyer for the Nationwide Series point lead.

Logano also lost track position in a pit bump and subsequent inspection stop early in the race, but was able to rally and run in the top five until the closing laps when he lost fifth to Biffle.

Keselowski made it back to seventh, while Mike Wallace passed Bowyer near the end for eighth. Kasey Kahne was 10th.

The unwritten NASCAR rule for tracks without lights has long been that a race will not start if there is not sufficient daylight to run the advertised distance. The cars were fired up at Dover around 6 p.m., looking at a sunset of 8:22 p.m. Trouble with the condition of pit road delayed the green flag until 6:16, but the full distance was completed with plenty of daylight remaining.

California Museum Salutes Midget Racing

By BILL SESSA

SACRAMENTO, Calif. — The Towe Auto Museum, located just a few miles from the birthplace of midget racing, is celebrating 75 years since that historic first race with a special exhibit that showcases the evolution of the sport.

The exhibit, which runs through June, includes artifacts from the first race and cars typical of that era, including a 1934 Henderson powered by a motorcycle engine and a '37 Gilmore Special that is a knock-off Kurtis.

"From a racing perspective, midget racing became a stepping stone for drivers getting to the Indy 500," said Karen McClaffin, executive director of the Towe Museum. "But from a

historical perspective, midgets introduced auto racing as family entertainment, and in the post-war years was much a part of Americana as drive-in movies."

The race, held June 4, 1933 on the quarter-mile oval inside what was then known as Sacramento Stadium, lived up to the pre-race hype offered by promoter Charlie Curryer, who offered each driver \$15 in show-up money. The now-defunct *Sacramento Union*, one of the city's two daily newspapers at the time, described midgets as "one-seat autos of various colors that look like toys, but they burn up gas to the tune of 50-60 miles an hour."

The crowd, estimated by some at 3-5,000 and others at 1,500, saw Dave Oliver of Oakland set the quickest qualifying time on the flat quarter-

mile at 24.20 seconds.

For a fifty-cent ticket (including a five-cent tax), fans saw 13 entries and 10 events billed as the "Australian Pursuit Race."

Midget racing continued at the facility, later renamed Hughes Stadium, until 1964, when it moved across town to the quarter-mile clay oval of West Capital Speedway. Hughes Stadium, on the grounds of Sacramento City College, continues to be used for football, while the track where the "mighty midgets" raced now hosts track and field meets, including Olympic trials over the years.

The Towe Auto Museum is located at 2200 Front Street, on the banks of the Sacramento River. Information on the museum and the "75 Years of Mighty Midgets" exhibit is also available at www.toweautomuseum.org.

Clock Ticking For Mosley

By DAN KNUTSON
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — As this issue of *National Speed Sport News* goes to press, the fate of FIA President **Max Mosley** was set to be decided on June 3.

That was when the representatives of the FIA member clubs were scheduled to vote by secret ballot on whether Mosley should remain president in the wake of his sex scandal.

F-1 NOTES In an effort to get Mosley to resign before the vote, representatives of 24 clubs in 22 countries signed a letter to him to do just that.

"We strongly believe that the only respectable way forward for the FIA, and for yourself, is to have an orderly transition, with an immediate agreement and your commitment to step down," the clubs said.

"The FIA is in a critical situation. Its image, reputation and credibility are being severely eroded. Every additional day that this situation persists, the damage increases. There is no way back."

The clubs that signed the letter were: USA (AAA and AATA), Singapore (AAS), Germany (ADAC), Finland, (AL), Canada (CAA), Brazil (CCB), Denmark (FDM), France (FFA), India (FIAA), Japan (JAF), the Netherlands (KNAC), Sweden (M), Hungary (MAK), Israel (MEMSI), Austria (OEMTC), Spain (RACC and RACE), Belgium (TCB) and Switzerland (TCS).

The Russian club has also added its support.

But Mosley refuses to go quietly, and he wrote a letter in response.

"Your suggestion of a 'crisis' is nonsense," he said. "Although I am personally embarrassed and greatly regret that this affair has become public, no one fails to call for roadside assistance because of it."

"As I said in my earlier letters, the communications I received from club presidents were overwhelmingly in favor of my remaining as president. I therefore had no choice but to submit the question to the FIA membership as a whole. I certainly could not have simply ignored the majority and resigned."

Bernie Ecclestone and Mosley have been friends for 40 years, but now Ecclestone has publicly said that Max must resign.

"He should stand down out of responsibility for the institu-



David Coulthard

tion he represents, including F-1," Ecclestone told *The Telegraph*. "Everyone whom I speak to in a position of authority across F-1 rings me to say he should leave. It is regretful that he has not made that decision."

■ **David Coulthard** visited the NASCAR Best Buy 400 race at Dover's Monster Mile on his way to Montreal.

"I'm interested in all sorts of racing, but hardly ever get a chance to see anything other than F-1," DC said. "So, when Red Bull came up with the idea of shooting a promo film around their NASCAR operation on the week before the Canadian GP, it seemed like a great opportunity to go and see why this form of racing is so popular in the States."

Coulthard was a guest of Red Bull Racing's Cup team and drivers **Brian Vickers** and **A.J. Allmendinger**. The Red Bull F-1 team said this does not mean that Coulthard is considering a career switch.

■ **Max Mosley** has filed a criminal lawsuit in France against the *News of the World* that revealed the embarrassing details of his private life.

■ A year ago, **Robert Kubica** escaped with minor injuries from a horrifying crash in the Canadian Grand Prix. Asked if the accident changed anything in his life, he replied with one word: "No."

"Everybody knows what happened in 2007," he said, "but I don't have to cope because it's already a year ago, and since then I have been driving an F-1 car without thinking about it."

■ Renault and Nissan boss **Carlos Ghosn** says Renault will remain in F-1 despite the team's current struggles.

TWO WORLDS: Rathman Claimed World Race At Monza

CONTINUED FROM PAGE 4

the overall victory.

There was no boycott in 1958 and the top drivers from Grand Prix racing competed in European entries.

When 1958 brought Europe's boycott to an end, the top drivers from Grand Prix racing were there. Stirling Moss had a special Maserati, while Luigi Musso, Phil Hill and Harry Schell were in Ferraris.

The 1958 race featured much closer competition and the top-seven drivers qualified at more than 170 mph. Luigi Musso rose to the challenge, taking his 4.1-liter Ferrari V-12 around the banking in wild powerslides, inspiring Anthony Prichard to devote his Ferrari book to Musso, calling him the bravest of Italy's sons.

Jim Rathmann agreed, "I didn't know the guy, but after a while I knew he was the bravest sum-bitch on the race track," Rathmann said. "He was standing up in the car, up out of the seat."

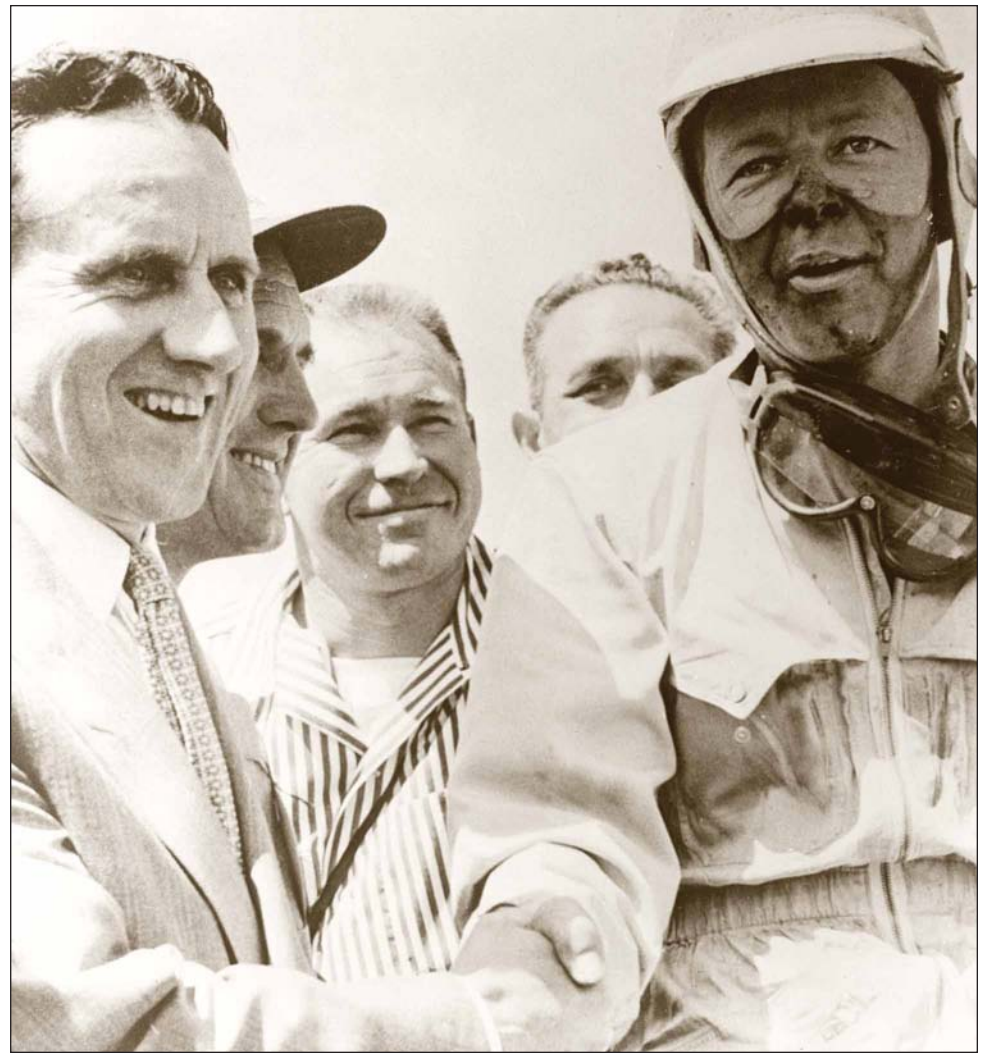
Driving the Ferrari was a baptism of speed for Phil Hill. "The 4.1 Ferrari's handling was horrible... one of the old cars, with a typically horrible negative camber on the inside wheel, in the back, it was a DeDion axle," Hill said. "It was my first race in a big, powerful car. It had 400 horsepower. It was tremendously fast, going more than 180 mph on the straights. Dan Gurney and I went down to one of the corners and watched Musso get almost out of the car. It was the first race I that ever wore a seat belt, it was the only way you could stay in the car."

Hanging on for dear life, Musso took the pole in the Ferrari at an average speed of more than 174 mph. Soon after Monza, this same fearless approach to racing cost Musso his life at the French Grand Prix.

Musso was to start in the Ferrari V-12, while Hill was relegated to a Ferrari V-6.

"My engine started to seize in practice," Hill explained. "I was to become a reserve driver for the 4.1 car."

Musso was in the battle up front until he came into the pits, groggy from methanol



NORM DEWITT COLLECTION PHOTO

THE WINNER: Jim Rathmann after winning The Race of Two Worlds at Monza, Italy.

fumes. Mike Hawthorn jumped in and drove to a sixth-place finish. In race two, it was a similar result for Musso, and relief-driver Phil Hill finished ninth.

Stirling Moss' Maserati had its steering fail on the banking. The car slammed into the railing, taking down a long section of guardrail. Moss was lucky to escape with his life. When asked if that spindly guardrail on the banking was a concern, Rathmann had his typical response.

"Nah, I never even gave it a thought," he said. "Wherever the fastest part of the race track was, that's where I'd run. The fastest part of Monza was about two feet away from the guardrail. I always believed that if you snap a tire or something breaks on the car, you don't have as far to go toward the fence."

Was Rathmann flat out all the way around?

"Yeah, I had to be to be lead-

ing that baby," he continued. "It was just a good car, with a good mechanic."

The Leader Card Special had designer A.J. Watson, as chief mechanic. The Watson was the premier Indy roadster of the time, being the weapon of choice through the end of the roadster era.

Rathmann dominated The Race of Two Worlds, winning all three heat races.

When asked if winning Monza was second only to his 1960 Indy 500 triumph, Rathmann agreed.

In the V-12 Ferrari, Mike Hawthorn brought the Ferrari in, sickened from fumes. Phil Hill, again, was the relief driver and took the car to a third-place finish, good enough for

third overall.

"I got along fine, driving in my T-shirt," Hill explained.

Finishing between Rathmann and Hill was 1957 Monza-winner Jimmy Bryan.

Sadly, the race was not a financial success for the Automobile Club of Milan and there was no third event.

The Monza banking still stands today, overgrown with weeds. The resultant ruinous quality only adds to its image as motor racing's Parthenon, in a class with no other.

Let us hope that Italy recognizes the value of its 20th century Coliseum and preserves the high banking as a monument to those who raced on the fastest track in the world.

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RACE REWIND

Race 8 of 25: AAA Insurance 200, Friday, May 30
Dover Int'l Speedway, Dover, Del.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Scott Speed	Jack Sprague	Ron Hornaday, Jr.

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	22	Scott Speed	Red Bull Toyota	200	\$67,525	Running
2	6	2	Jack Sprague	American Commercial Chevrolet	200	34,650	Running
3	5	33	Ron Hornaday, Jr.	Camping World Chevrolet	200	29,120	Running
4	20	09	Travis Kvapil	Zaxby's Ford	200	20,285	Running
5	16	88	Matt Crafton	Menards Chevrolet	200	19,835	Running
6	15	11	David Starr	Red Horse Racing Toyota	200	16,985	Running
7	1	5	Mike Skinner	Toyota Tundra Toyota	200	18,385	Running
8	10	6	Colin Braun	Con-way Freight Ford	200	16,585	Running
9	12	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	200	15,885	Running
10	2	23	Johnny Benson	Toyota Certified Used Toyota	200	16,810	Running
11	9	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	200	15,135	Running
12	11	8	Chad McCumbee	Malcolmson Construction Chevrolet	200	14,860	Running
13	23	60	Terry Cook	Wylers.com Toyota	200	14,760	Running
14	19	15	Shane Sieg	Miccosukee Resorts Toyota	200	14,660	Running
15	26	21	Jon Wood	Air Force Ford	200	15,510	Running
16	7	9	Justin Marks	Germain Motor Company Toyota	200	14,860	Running
17	8	71	Donny Lia	NationRides.com Chevrolet	199	14,360	Running
18	30	18	Dennis Setzer	Tahoe Dodge	199	14,260	Running
19	13	13	Shelby Howard	Bobcat Chevrolet	199	14,160	Running
20	27	10	Brendan Gaughan	International Maxx Force Ford	197	13,510	Running
21	17	40	Chad Chaffin	Key Motorsports Chevrolet	197	12,710	Running
22	31	7	Andy Lally	TRG Motorsports Chevrolet	197	11,610	Running
23	29	4	Stacy Compton	LenStoler.com Dodge	197	11,510	Running
24	24	46	Landon Cassill	GoDaddy.com Chevrolet	197	11,410	Running
25	18	99	Erik Darnell	Northern Tool + Equipment Ford	195	11,310	Running
26	28	20	Scott Lagasse, Jr.	Nicholson Group Ford	188	11,210	Running
27	3	51	Kyle Busch	Miccosukee Resorts Toyota	183	11,110	Running
28	22	07	Ryan Lawler	Manheims Dealers Chevrolet	179	11,010	Engine
29	21	30	Todd Bodine	Lumber Liquidators Toyota	170	10,885	Accident
30	25	08	Jason White	GunBroker.com Dodge	129	10,785	Engine
31	32	91	J.C. Stout	Stars & Stripes Tool Chevrolet	121	10,685	Accident
32	14	16	Brian Scott	Albertsons Chevrolet	47	10,610	Accident
33	35	89	Ryan Seaman	Lafferty Performance Chevrolet	13	10,585	Accident
34	33	74	Larry Gunselman	Un-sponsored Dodge	7	10,510	Handling
35	34	73	Nick Tucker	Un-sponsored Dodge	7	10,485	Vibration
36	36	0	Butch Miller	ASI Limited Chevrolet	6	10,427	Axle

RACE STATISTICS

Race time: 1 hour, 59 minutes, 40 seconds
Average speed: 100.279 miles per hour
Victory margin: 3.379 seconds
Caution flags: Eight for 40 laps
Lead changes: Five among five drivers

Lap leaders: Mike Skinner (Pole); Kyle Busch 1-96; Ron Hornaday, Jr. 97-132; Terry Cook 133-134; Todd Bodine 135-149; Scott Speed 150-200.

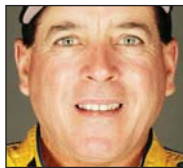
TALK OF TIME TRIALS

Mike Skinner captured his first pole of 2008 and the 43rd of his career with a fast lap of 155.407 mph in the No. 5 Toyota Tundra Toyota. Skinner's Bill Davis Racing teammate Johnny Benson started second in the No. 23 Toyota Certified Used Vehicles Toyota. Kyle Busch and Scott Speed, also in Toyotas, started third and fourth.



AUTOSTOCK PHOTO

STANDINGS

FIRST	SECOND	THIRD
		
Rick Crawford	Matt Crafton	Ron Hornaday, Jr.

Top 10

1. Rick Crawford	1,131	6. Jack Sprague	1,066
2. Matt Crafton	1,111	7. Mike Skinner	1,064
3. Ron Hornaday, Jr.	1,107	8. David Starr	1,063
4. Todd Bodine	1,082	9. Terry Cook	1,049
5. Johnny Benson	1,077	10. Chad McCumbee	1,026

Speed Indeed

Former Formula One Competitor
Notches First NASCAR Victory At Dover

DOVER, Del. — Making the most of his sixth start in NASCAR's Craftsman Truck Series — and capitalizing on transmission troubles that temporarily sidelined Kyle Busch's dominant Toyota — former Formula One driver Scott Speed ran away from the field to win the AAA Insurance 200 Friday at Dover Int'l Speedway.

Speed, whose previous best finish was eighth at Kansas Speedway, is the third-straight first-time winner in the series, following Matt Crafton (Lowe's Motor Speedway) and Donny Lia (Mansfield, Ohio) to victory lane.

Jack Sprague held off Chevrolet teammate Ron Hornaday, Jr. for second, as Sprague crossed the finish line 3.379 seconds behind Speed. Travis Kvapil finished fourth and Crafton was fifth.

"Today we had a good strategy and an awesome truck, and we got everything we could out of it," Speed said of his No. 22 Bill Davis Racing Toyota. "The learning curve I've had has been amazing. Every time I go out on the track, I feel I come away with a lot of knowledge.

"I'm just having an awesome time trying to learn this sport."

With a two-tire stop on lap 133, Speed improved his track position dramatically, restarting third behind Todd Bodine and Shane Sieg on lap 136. After picking off Sieg, Speed passed Bodine for the lead on lap 150 and opened a lead of more than 3.5 seconds over Hornaday.

Speed's lead disappeared, however, when Bodine's No. 30 Toyota blew a right-front tire and slapped the turn-three wall on lap 170.

But Speed said his truck was quicker on two fresh tires, and after taking the green flag for a restart on lap 179, he stretched his advantage to nearly four seconds over Sprague before backing off on the final circuit.

"It was time to get a little aggressive," Speed said.

Busch led the first 96 laps of the race, until heavy smoke from his No. 51 Toyota forced him to the garage. Busch lost 19 laps as his crew changed the transmission, a turn of events that opened a window of opportunity for the truck series regulars. He fin-



JASON SMITH/GETTY IMAGES PHOTO

WINGED WARRIOR: Scott Speed (22) leads Ron Hornaday, Jr. Friday at Dover Int'l Speedway.

ished 17 laps down in 27th place after making up two laps.

Hornaday and Sprague had nothing for Speed at the end of the race.

Sprague thought he had a chance to win, but the performance of his No. 2 Chevy fell off after the restart with 22 laps to go.

"I could barely outrun (Hornaday) with a sour motor," Sprague said. "After the green (on lap 179), I got tight again. Damn it! I want to win."

Hornaday also felt he could catch Speed until his engine lost power late in the race.

"I don't know if we broke a header; but we lost a little bit of power," Hornaday said. "I had to pull down

and let Jack go."

A flashy dresser and a bit of an eccentric (he just had the tips of his toenails painted blue), Speed found a quick way to gain acceptance among the series veterans.

"He's a winner in the Craftsman Truck Series now, so he'll fit right in," Hornaday said.

One victory, however, won't be enough to satisfy Speed, who was informed in victory lane that there has never been a repeat winner in the truck series at Dover.

"I haven't been back," Speed said.

Rick Crawford took over the point lead, with Crafton 20 points down in second.

Ickler Goes Back To Back In South Boston

SOUTH BOSTON, Va. — West Coast transplant Brian Ickler charged to his second-consecutive NASCAR

NASCAR EAST

Camping World Series East stock-car victory Saturday night at South Boston Speedway.

Ickler, 22, led a dominant 149 laps of the Strutmasters.com 150. He held off bids from runner-up Austin Dillon and third-place Peyton Sellers through a late-race caution flag that extended the event to 155

laps.

Dillon maintained his point lead by 19 over Ickler, who won the NASCAR Camping World Series combination race at Iowa Speedway May 18.

Eddie MacDonald celebrated his 100th career start by finishing fourth, followed by Matt Kobyluck.

During post-race technical inspection, potential issues with the No. 15 car of Ickler were found. Penalties could be announced pending an investigation by NASCAR officials.

The finish:

Showing driver, car, laps completed and money won: 1. Brian Ickler, Chevrolet, 155, \$7,050; 2. Austin Dillon, Chevrolet, 155, \$2,815; 3. Peyton Sellers, Chevrolet, 155, \$2,041; 4. Eddie MacDonald, Chevrolet, 155, \$2,100; 5. Matt Kobyluck, Chevrolet, 155, \$1,300; 6. Jody Lavender, Ford, 155, \$2,675; 7. Jeffrey Earnhardt, Chevrolet, 155, \$1,175; 8. Steve Park, Chevrolet, 155, \$1,150; 9. Marc Davis, Toyota, 155, \$1,050; 10. Rogelio Lopez, Chevrolet, 155, \$1,050; 11. Bryon Chew, Chevrolet, 155, \$1,000; 12. Jeff Anton, Chevrolet, 155, \$975; 13. Craig Goess, Toyota, 155, \$975; 14. Ryan Duff, Chevrolet, 155, \$950; 15. Jesus Hernandez, Chevrolet, 155, \$950; 16. Jamie Hayes, Chevrolet, 155, \$925; 17. Chase Mattioli, Ford, 154, \$925; 18. Jonathan Smith, Dodge, 154, \$925; 19. Dustin Delaney, Chevrolet, 153, \$925; 20. Derek Thorn, Ford, 151, \$900; 21. John Salemi, Chevrolet, 151, \$900; 22. Jason Cochran, Chevrolet, 149, \$900; 23. Richard Johns, Dodge, 146, \$900; 24. Richard Gould, Chevrolet, 142, \$900; 25. Trevor Bayne, Chevrolet, 141, \$900; 26. Ricky Garmichael, Chevrolet, 139, \$2,400; 27. Ben Stancill, Chevrolet, 127, \$900; 28. Max Dumarey, Chevrolet, 127, \$900; 29. James Pritchard, Dodge, 122, \$900; 30. Todd Peck, Chevrolet, 67, \$900; 31. Ian Henderson, Chevrolet, 64, \$900; 32. Alex Kennedy, Chevrolet, 17, \$900.

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--	---

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Kyle Busch
Bobby Labonte
Michael Waltrip
David Reutimann
Buzzy Reutimann
Michael McDowell

Dave Blaney
Jason Leffler
Mike Bliss
Bob Dillner
Marcus Ambrose
Michael McDowell

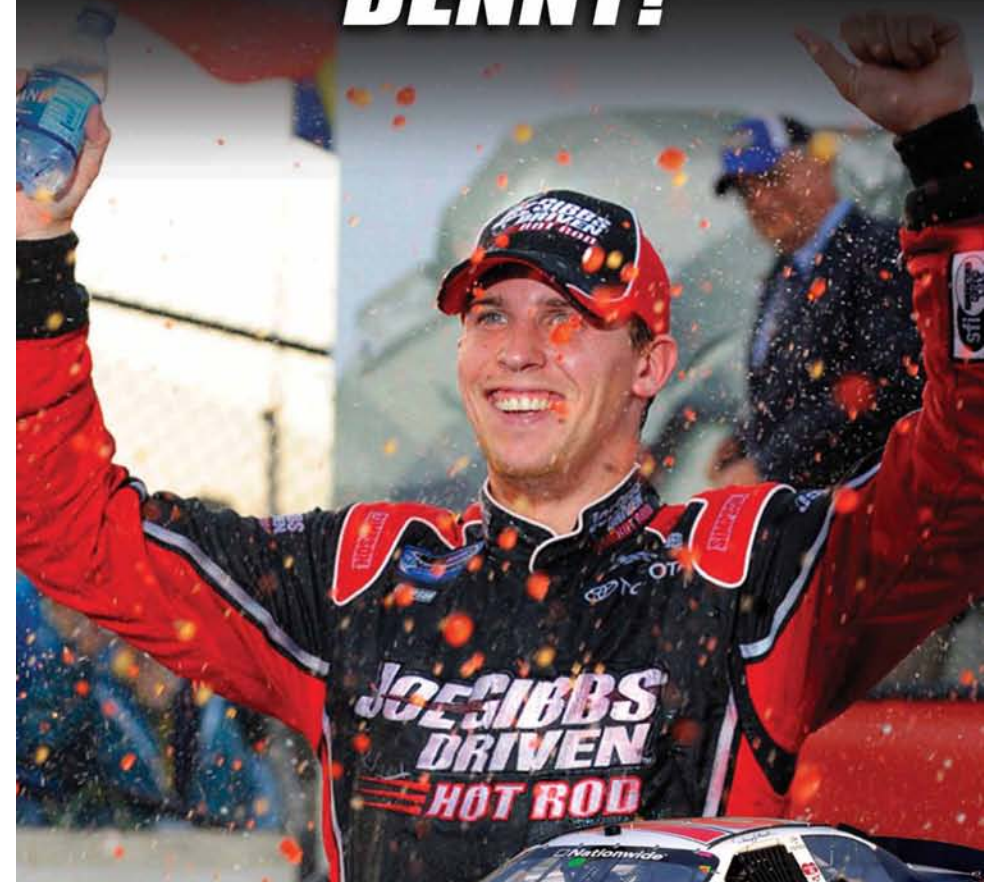


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A weekly report of action from across America



NORTHEAST

- Connecticut
- Maine
- Massachusetts
- New Hampshire
- New York
- Vermont

Waterford Speedbowl

- Waterford, Conn. May 31, 2008
Late Model
 1. Bruce Thomas, Jr.
 2. Ed Reed, Jr.
 3. Tim Jordan
Mini Stock
 1. Ken Cassidy, Jr.
 2. Phil Evans
 3. Randy Churchill
Pro-4 Modified
 1. Kevin Iannarelli
 2. Norm Wrenn
 3. Bob Richard, Jr.

Utica-Rome Speedway

- Vernon, N.Y. June 1, 2008
Modified
 1. Pat Ward
 2. Jamie Christian
 3. Mitch Gibbs
Sportsman
 1. Brad Alger
 2. Jeremy Yunk
 3. Matt Janczuk
Pro Stock
 1. Jim Normoyle
 2. Bret Belden
 3. Bill Knapp
Street Stock
 1. Russ Marsden
 2. Chris Carr
 3. Andy Fisk

Black Rock Speedway

- Dundee, N.Y. May 30, 2008
Modified
 1. Steve Paine
 2. Brian Swarthout
 3. Ray Bliss
Sportsman
 1. Todd Henderson
 2. Justin Wright
 3. Chuck Winslow
Late Model
 Feature No. 1
 1. Jeremy Wonderling
 2. Quinn Sutherland
 3. Jeff Chesebro
 Feature No. 2
 1. Jeremy Wonderling
 2. Dave DuBois
 3. Mikey Wonderling
Street Stock
 1. Rich Talada
 2. Adam DePuy
 3. Nicole Barzee
Four-Cylinder
 Feature No. 1
 1. Del Cummings
 2. Joe Powski
 3. Jon Wallenbeck
 Feature No. 2
 1. Jon Wallenbeck
 2. Ray Speicher
 3. Terry Powski
Bandit
 1. Cody Moorehouse
 2. Dylan Cecce

NORTHWEST

Oxford Plains Speedway

- Oxford, Maine May 31, 2008
Late Model
 1. Bill Childs, Jr.
 2. Travis Adams
 3. Matt Sanborn
Strictly Stock
 1. Mike Short
 2. Glen Henderson
 3. Rick Thompson
Mini Stock
 1. Don Mooney
 2. Randy Kimball
 3. Greg Watkins
Rebel
 1. Ben Krauter
 2. Gregg Norton
 3. Doug Degroat
Sport Truck
 1. Jake Burns
 2. Ryan Farrar
 3. John Lizotte
Legends
 1. Terry Kirk
 2. Bob Weymouth
 3. Ed Getty

Thompson Int'l Speedway

- Thompson, Conn. May 29, 2008
Modified
 1. Woody Pitkat
 2. Keith Rocco
 3. Kerry Malone
Limited Sportsman
 1. Larry Barnett
 2. Scott Sundeen
 3. Joe Arena
Pro Stock
 1. Fred Astle, Jr.
 2. Jay Macedonio
 3. Mike O'Sullivan
Late Model
 1. Jeff Zuidema
 2. Pete Yetman
 3. Marc Palmisano
TIS Modified
 1. R.J. Marcotte
 2. Kurt Vigeant
 3. Richie Ferreira
Mini Stock
 1. Rick Blanchard
 2. Steve Michalski
 3. Tim Taylor



- Indiana
- Illinois
- Kentucky
- Michigan
- Minnesota
- Missouri
- Ohio
- Wisconsin

Eldora Speedway

- Rossburg, Ohio May 31, 2008
Stock Car
 1. Mike Dirksen

SOUTHEAST

Indianapolis Speedrome

- Indianapolis May 31, 2008
Late Model
 1. Jack Dossey, Jr.
 2. Eddie VanMeter
 3. Doug Greig
Stock Car
 1. Robert Fox, Jr.
 2. Victor Rybolt
 3. Speedy Teepe
Roadrunner
 1. Richard Byrd
 2. Kevin Smith
 3. Rick Howard
Hornet Cup
 1. Nigel Peters
 2. Don Klein
 3. Jeff Thines

Galesburg Speedway

- Galesburg, Mich. May 31, 2008
Late Model
 1. Chuck Greer
 2. Rod Brown
 3. Ken Kirby
Sportsman
 1. Jim Woodin
 2. Kyle Rombaugh
 3. Rich Mersereau
Mini Stock
 1. Justin Stephens
 2. Shane Clark
 3. Thomas Woodin
Street Stock
 1. John Foote, Jr.
 2. Chris Garrett
 3. Bob Metheny

La Crosse Fairgrounds Speedway

- West Salem, Wis. May 31, 2008
Late Model
 1. Mark Burgdorf
 2. Billy Faust
 3. Tim Manville
Modified
 1. Steve Arpin
 2. Bob Martintoni
 3. Matt Mevert
Crate Late Model
 1. Bobby Dauderman
 2. Rylan Dagg

REGIONAL NOTES

Fred Astle's victory in the May 24 Coors Light Silver Cup at Seekonk (Mass.) Speedway was the first for the two-time Pro Stock track champion since 2006. . . **Donnie Schick** got his first late-model win of the season and 15th of his career on May 24 at Selinsgrove (Pa.) Speedway. . . **Jeff Dodd** won the pro-hornet feature at Macon (Ill.) Speedway on May 24, while son Zach Dodd captured the amateur-hornet feature. . . **Robert Jeffreys**, who has raced at Bowman Gray Stadium in Winston-Salem, N.C., for more than 30 years and is approaching 70 years old, picked up a modified victory at the historic track, winning a 100-lap feature on May 24. . . **Ryan Larkin** became the second half of a father-son combo to reach victory lane at Lebanon Valley Speedway in New Lebanon, N.Y., for the 10th time in the track's history. Ryan's big-block modified victory came on May 24. . . **Max Blair**, the 19-year-old son of 1997 late-model track champion Robbie Blair, earned his first Fastrak late-model feature victory May 24 at Tri-City Speedway in Franklin, Pa. . . On May 25, **Rick Garand** won for the first time in Barre, Vt.'s Thunder Road sportsman division for the first time since 1995, edging James Hebert, who was 4 years old when Garand last won, for the honors. . . **Chad Poole** set a new modified division track record May 25 with a 13.56-second trip around Shady Bowl Speedway in DeGraff, Ohio. . . Figure-8 racing debuted at Auto City Speedway May 25 with **Chad Lamson** and **Duane Damon** sliding across the finish line together to claim a tie for the victory in a dead heat. . . **Andrew Bohanan** won for the seventh time this season in the road-runner division at Pocola, Okla.'s Tri-State Speedway May 24. . . Hornet driver **Ashley Lewellen** broke her arm while racing at Skagit Speedway in Alger, Wash., May 23 and is out of action for an undisclosed period.

Anderson Speedway

- Anderson, Ind. May 31, 2008
Super Truck
 1. Josh Poore
 2. Joe Beaver
 3. Rod Phipps
Street Stock
 1. Ronnie Rose
 2. Jon Conklin
 3. Jake McElfresh
Figure-8
 1. Mike Riddle, Jr.
 2. Rob Allman
 3. Shawn Cullen
ThunderCar
 1. Travis Burge
 2. Tim Nickerson
 3. Sam Folsom
Legends
 1. David Moyes III
 2. James Fowlkes
 3. John Robbins

Rice Lake Speedway

- Rice Lake, Wis. May 31, 2008
Late Model
 1. Jimmy Mars
 2. Chad Mahder
 3. Paul Brust
Modified
 1. Rich Lofthus
 2. Paul Knauf
 3. Ross Prochnow
Super Stock
 1. Aaron Wilson
 2. Scott Zitelman
 3. Eric Olson
Midwest Modified
 1. Ronnie Rihn
 2. Matt Leer
 3. Ryan Viltz
Street Stock
 1. Scott Clark
 2. Clark Swartz
 3. Jay Kesan
Pure Stock
 1. Danny Richards
 2. Joel Hinrichs
 3. Allen Amborn

Tri-City Speedway

- Pontoon Beach, Ill. May 30, 2008
Factory Stock
 1. Bob Zbinden
 2. Justin Shaw
 3. Nicholas Knebel
Late Model
 1. Mark Burgdorf
 2. Billy Faust
 3. Tim Manville
Modified
 1. Steve Arpin
 2. Bob Martintoni
 3. Matt Mevert
Crate Late Model
 1. Bobby Dauderman
 2. Rylan Dagg

2. Nathan White
 3. Ed Senn
Tuner
 1. Kyle Swenson
 2. Mike Peters
 3. Jason Bolster

Rockford Speedway

- Loves Park, Ill. May 31, 2008
Sportsman
 1. Dave Edwards
 2. Don Exline
 3. Brock Behnke
Short Tracker
 1. George Sparkman
 2. Tim Melvin
 3. Nick Cina, Jr.
Late Model
 1. Ryan Carlson
 2. Mike Beyer
 3. Bob Kahler
Roadrunner
 1. Terrance Robinson
 2. Gene Marocco
 3. Sam Christofano

Calumet County Speedway

- Chilton, Wis. May 30, 2008
Grand National
 1. Justin Danes
 2. Tim Warner
 3. Chad Kistner
Street Stock
 1. Jesse Behnke
 2. Matt Vetting
 3. Joe Wittmann
Challenger
 1. Steven Ruh
 2. Travis Hansen
 3. Troy Bartel
Four-Cylinder
 1. Tom Schneider
 2. Jeff Harder
 3. Jake Meyer

Shawano Speedway

- Shawano, Wis. May 31, 2008
Late Model
 1. Mark Mitchell
 2. Bob Richardson
 3. Terry Anvelink
Modified
 1. Eddie Muenster
 2. Jared Siefert
 3. Brad Rohloff
Stock Car
 1. Brian Bruechert
 2. Kurt Olson
 3. Dan Michonski
Crate Late Model
 1. Cody Grosskreutz
 2. Tom Naeyaert
 3. Dan Wanta
Sport Mod
 1. Brian Besaw
 2. Troy Jerovetz
 3. Tracy Wassenberg



GORDON GILL PHOTO

NO WINGS: Cole Whitt charges under Jon Stanbrough during sprint-car competition Sunday night at Indiana's Kokomo Speedway.

U.S. 24 Speedway

- Logansport, Ind. May 31, 2008
Junior
 1. Craig Ronk
 2. Addison True
 3. Camern Forman
Restrictor
 1. John Veach
 2. Megan Wood
 3. Jimmy Wood
Wingless Sprint
 1. Trevor Berry
 2. Tyler Stump
 3. Nate Lauderbaugh
Winged Sprint
 1. Andrew Peters
 2. B.J. Wilson
 3. Nate Lauderbaugh

Kokomo Speedway

- Kokomo, Ind. June 1, 2008
Sprint Car
 1. Jon Stanbrough
 2. Cole Whitt
 3. Levi Jones
Thundercar
 1. James Nutter
 2. Allen Davis
 3. Gerald Armfield
Street Stock
 1. Glen Gamblin
 2. David Hurst
 3. Andre Missig
Sportsman
 1. Lee Hobbs
 2. Joe Whisler

Flat Rock Speedway

- Flat Rock, Mich. May 31, 2008
ARCA Truck
 1. Paul Hahn
 2. Steve Christman
 3. T.J. Stineman
Figure-8
 1. Dennis Whisman
 2. Greg Studt
 3. Robbie Loving
Street Stock
 1. Regan Ford
 2. Dave Tanner
 3. Dan Ford, Jr.
Four Cylinder
 1. Brad Turner
 2. Ray McClure
 3. Mike Bershback

Shady Bowl Speedway

- DeGraff, Ohio May 31, 2008
Late Model
 1. Bud Perry
 2. Mark Parker
 3. Jason Dillon
Sport Stock
 1. Rodney Roush
 2. Larry Adams
 3. Richard Roush
Modified
 1. Jerry Stapleton
 2. Josh Smith
 3. Herb Newman
Pro Four
 1. Steve Clarkson
 2. Dave Sage
 3. Rodney Schrack
Compact
 1. Jerry Ellis, Jr.
 2. Mark Parker
 3. Justin Durlinger

Slinger Super Speedway

- Slinger, Wis. June 1, 2008
Late Model
 1. Jeff Lepak
 2. Lowell Bennett
 3. Mike Strupp
Limited Late Model
 1. Jon Ovadal, Jr.
 2. Rob Braun
 3. Jon Reynolds, Jr.
Sportsman
 1. Mike Borchardt, Jr.
 2. Jeff Holtz
 3. Mike Graczowski
Sport Truck
 1. Jeff Looker
 2. Dan Vixmer
 3. Kyle Quella
Thunderstock
 1. Aaron Gain
 2. Al Stippich
 3. Joel Steffan

Lincoln Park Speedway

- Putnamville, Ind. May 31, 2008
Sprint Car
 1. Shane Hollingsworth
 2. Marc Arnold
 3. Billy Puterbaugh

Wilmot Speedway

- Wilmot, Wis. May 31, 2008
Modified
 1. Pete Ostrowski
 2. Nick Simmons
 3. Aaron Lake
Street Stock
 1. Cody Potter
 2. Jason Holmes
 3. Steve Kennedy
410 Outlaw Sprint Car
 1. Rick Kelsey
 2. Tom Brannam
 3. Todd Daun
Mini Sprint
 1. Bob Reichert
 2. Ron Brannam
 3. Tom Brown
Fearless Four
 1. Tim Jendrycki
 2. Eric Kuenster
 3. Crystal Ogorman

Whittmore Speedway

- Whittmore, Mich. June 1, 2008
Factory Stock
 1. Jim Dorman
 2. Mike Lindlay
 3. James Farley
Limited Late Model
 1. Ryan Ostrander
 2. Mike Skowronski
 3. Cale Wiltsie
Mini Stock
 1. Kevin Peak
 2. Mike Muckenthaler
 3. Chris Trinklein
Lead Sled
 1. Bob Farley
 2. Eric Evans
 3. John King

K-C Raceway

- Chillicothe, Ohio May 31, 2008
Modified
 1. Kenny Johnson
 2. Jeremy Rayburn
 3. Joe Hunley
Late Model
 1. Jason Montgomery
 2. Bobby Kitchen
 3. Ben Adkins
Hobby Stock
 1. Jamey Adams
 2. Rob Smith
 3. Bruce Gray

Miami County Speedway

- Peru, Ind. May 31, 2008
Junior
 1. Kolt Kinsler
 2. Danny Gipson
 3. Hallie Feuquay
Restrictor
 1. Tyler Marsh
 2. Braxton Hanft
 3. Austin Utt
Open
 1. Brandon Rose
 2. Larry Joe Sroufe
 3. K.C. Hughes
Wingless Sprint
 1. John Whitney
 2. Mike Amell
 3. Barry Doss
Modified
 1. Brandon Green
 2. Doug Adkins
 3. Carter Jones
410 Winged Sprint Car
 1. Danny Smith
 2. Dean Jacobs
 3. Matthew Reed
Pure Stock
 1. Scott Hess
 2. Tim Carpenter
 3. Derrick Davis
Chevette
 1. Mike Tarvin
 2. Brandon Elam
 3. Eric Weaver

Macon Speedway

- Macon, Ill. June 1, 2008
Late Model
 1. Dennis Erb
 2. Kevin Weaver
 3. Brian Shirley

Deer Creek Speedway

- Spring Valley, Minn. May 31, 2008
Modified
 1. Tim Donlinger
 2. Jay Ihre
 3. Bob Timm
Late Model
 1. Keith Foss
 2. Mark Teske
 3. Ben Mattick
Modified
 1. Brandon Davis
 2. Albert Wytaske
 3. Kenny Wytaske
Street Stock
 1. Karl Hewitt, Jr.
 2. Scott Paulson
 3. Danny Hanson
Super Stock
 1. Ryan Siegle
 2. Jeff Brauer
 3. Kevin Hager

Paragon Speedway

- Paragon, Ind. May 31, 2008
Sprint
 Feature No. 1
 1. Kevin Briscoe
 2. Brian Crawford
 3. John Boyd
 Feature No. 2
 1. Arin McIntosh
 2. Doug Heck
 3. Chris Babcock
Street Stock
 1. Tony Anderson
 2. Jeremy Potts
 3. Steve Hollars
Bomber
 1. Mike Moody
 2. Mike Hamm
 3. John Grenier, Jr.
Pure Stock
 1. Michael Nail
 2. Jeff Herron
 3. James Truax

Auto City Speedway

- Flint, Mich. June 1, 2008
Super Stock
 1. Robbie Johnson
 2. John Turnbull, Jr.
 3. Mike Coats
Sportsman
 1. Kevin Harder
 2. David Kirkin
 3. Jon Giffel
Factory Stock

Double X Speedway

- California, Mo. June 1, 2008
360 Winged Sprint
 1. Jonathan Cornell
 2. Jesse Hockett
 3. Curtis Boyer
Street Stock
 1. Harlan Dowell
 2. Greg Holdren
 3. Tim Cressley
Hobby Stock
 1. Jeremy Gordon
 2. Mike Schrader
 3. Krissi Herrbach
Midjet
 1. Beau Heavelow
 2. Steven Webber

Modified

1. Steve Arpin
 2. Jeff Leka
 3. Tommy Seets, Jr.
- Street Stock**
1. Terry Miller
 2. Terry Reed
 3. Steve Ewing

St. Francois County Raceway

Farmington, Mo.
May 31, 2008

Sprint

1. Timmy Montgomery
2. Steve Short
3. Joey Boyd

Multi

1. James Scott
2. Ryan Kempin

David Chilton

1. Billy Smith
2. Mike Savage

Bill Skaggs

1. Matt Eaton
2. Jeremy Greenwalt

Brent Thompson**Sycamore Speedway**

Sycamore, Ill.
May 31, 2008

Super Late Model

1. Johnny Heath
2. Adam Laurie

Reno Markham

1. Paul Ermel
2. Chris Parker

Dave Radloff

1. Mark Hams
2. Chad Lamson

Spectator

1. Jerry Roach
2. Jerry Roach

Feature No. 2

1. Chris Ricker
2. Ryan Decker

Powder Puff

1. Stacy Roach
2. Amy Memoli

Compact

1. Brian Clarke
2. Mike Cunz

Columbus Motor Speedway

Columbus, Ohio
May 31, 2008

Late Model

1. Mike Stacy
2. Bob Grubaugh

Jimmy Kidd

1. Eddie Vallette
2. Terry Humphrey

David Carter

1. David James
2. Phil Gussler

Beau Davis

1. Tom Runkle
2. James Colley

Christian Bullock**Baer Field Speedway**

Ft. Wayne, Ind.
May 31, 2008

Late Model

1. Jack Smith
2. Joe Fadke

Colin Toland**Mount Lawn Speedway**

New Castle, Ind.
May 31, 2008

Late Model

1. Eric Evans
2. Brandon Mefford

William Mefford

1. Matt Nelson
2. Tony Stewart

Bill Clark

1. Nick Warner
2. Keith Morris

Chris Jennings**Owosso Speedway**

Ovid, Mich.
May 31, 2008

Late Model

1. Dave Bigos
2. Russ Cords

Jimmy Smith**Mini Stock**

1. Natasha Thompson
2. Dan Gokee

Alex Donnert

1. John Forsythe, III
2. Jordan Harvey

Mark Ragsdale**Modified**

1. Chris Ozanich
2. Billy Luckhurst

Laci Donnert**Pure Stock**

1. Leroy Whitaker
2. Mike McMullen

Kevin Adkins**Dixie Motor Speedway**

Birch Run, Mich.
May 31, 2008

Modified

1. Nick Clemons
2. Tony Brabbs

Wallace Christensen**Late Model**

1. Mark Welch
2. Scotty Watkins

Blake Childers**Factory Stock**

1. Jason Hitsman
2. Joe Shaw

Dave McCallum**Bomber**

1. Chad Lamson
2. Rob Kern

Anthony Jurek**Figure-8**

1. Jordan Lechota
2. Bob Kern

Chad Lamson**Eagle Valley Speedway**

Jim Falls, Wis.
June 1, 2008

Modified

1. Kevin Adams
2. Rich Loftus

Mark Hanson**Super Stock**

1. Mike Keller
2. Curt Myers

Shane Kislign**Midwest Modified**

1. Mark Gerth
2. Shane Halopka

Jared Ios**Street Stock**

1. Clark Swartz
2. Chanda Fjorden Nord

Mike Conrad**Pure Stock**

1. Danny Richards
2. Jason Lang

Cody Kummer**Hornet**

1. Travis Anderson
2. Brittany Olson

Jerry Zebro**Kasson Speedway**

Kasson, Minn.
June 1, 2008

Modified

1. Todd Sharkey
2. Josh Angst

Mick Glenn**Midwest Modified**

1. Brandon Davis
2. Albert Wytske

Bobby Swanson**Street Stock**

1. Allen Gessel, Jr.
2. Dan Bork

Scott Paulson**Pure Stock**

1. Ross Spitzer
2. Billy Steinberg

Tyler Peterson**Hornet**

1. Gary Stahl
2. Mark Houston

Keith Swanson**Attica Raceway Park**

Attica, Ohio
May 30, 2008

Late Model

1. Brad Eitnear
2. Ken Hahn

Jeremy Canada**Toledo Speedway**

Toledo, Ohio
May 30, 2008

Sportsman

1. Howard Kelley, Jr.
2. Ron Allen

Chad Guinn**Factory Stock**

1. Cory McCaughey

Dave Arnold, Jr.**Rick Cousino****Figure-8**

1. Jeremy Vanderhoof
2. Dennis Whisman

Robbie Loving**Skyline Speedway**

Stewart, Ohio
May 30, 2008

410 Sprint Car

1. Aaron Higgins
2. Josh Davis

Jimmy Nier**Late Model**

1. Josh McGuire
2. Robbie Blair

Eddie Carrier**Modified**

1. Rick Aukland
2. Jeremy Berwanger

Kenny Johnson**Street Stock**

1. Jeremy Blake
2. Frank Roush

Jamey Adams**Feature No. 2**

1. Bub Crum
2. Frank Roush

Jeremy Blake**Pure Stock**

1. George Klintworth
2. Darren Roush

Dusty Adkins**Four-Cylinder****Feature No. 1**

1. Tim Christopher
2. Tom Adkins

Tony Plaughter**Feature No. 2**

1. Tim Christopher
2. Tom Adkins

Dennis Adkins**Mini Wedge**

1. Ron Pickens
2. Branson Dils

Kyle Bond**Paducah Int'l Raceway**

Paducah, Ky.
May 30, 2008

Late Model**Ken Schrader****Jason Feger****Wes Steidinger****Modified**

1. Randle Sweeney
2. Bart Richardson

Todd Miller**Crates Late Model****Feature No. 1**

1. Tait Davenport
2. Troy English

Terry Gilbert**Street Stock**

1. J.R. Mason
2. Cole Duncan

Bob Felmlee**Pure Stock**

1. Charlie Jasinski
2. Bill Hanna

Ed Cornell**Fremont Speedway**

Fremont, Ohio
May 31, 2008

Modified

1. Mike Bores
2. John Mayes, Jr.

Ernie Haynes**305 Sprint**

1. Cap Henry
2. Brad Keckler

Kevin Lee**Dirt Truck**

1. Cory Ward
2. Jim McGrath, Jr.

Art Ball**Ohsweken Speedway**

Ohsweken, Ontario
May 30, 2008

Sprint Car

1. Ryan Hunsinger
2. Rob Pietz

Kyle Patrick**Modified**

1. Paul Klager
2. Jamie Gilbert

Adam Murphy**Thunder Stock**

1. Terry Osmond
2. Jason Bodenhamer

James Rutledge**B-Modified**

1. Scotty Martin
2. Rusty Trimble

Bryan Montgomery**Modified**

1. Tim Karrick
2. Joe Walker

Aaron Marratt**Evan Ritchie**

JOE SECKA/JMS PRO PHOTO

FLIPPER: Gary Edwards flips his sprint car Saturday night at Ohio's Sharon Speedway.

Jack Kalwasinski

1. Mike Monroe
2. Herb Danner

Chad Eickleberry**Indianapolis Speedrome**

Indianapolis, Ind.
May 31, 2008

Legends

1. Dave Moyes
2. Adam Roberts

Aaron Holden**Bandolero**

1. Casey Moore
2. Angela Donahue

Kevin Donahue**Hornet**

1. Jon Elkins, Jr.
2. Jess Holliday

Shayne Catt**Faskart**

1. Dave Plummer, Jr.
2. Acree

Ron Taylor**Junior Faskart**

1. Jacob Garrigus
2. Mason Keller

Stephen Brooks**Tri-City Speedway**

Granite City, Ill.
May 31, 2008

Factory Stock

1. Bob Zbinden
2. Justin Shaw

Nicholas Knebel**Late Model**

1. Mark Burgdorf
2. Billy Faust

Tim Manville**Modified**

1. Steve Arpin
2. Bob Martintoni

Matt Mevert**Crates Late Model**

1. Bobby Dauderman
2. Ryan Dagg

Nick Lyons**Street Stock**

1. Danny Ems
2. Josh Jackson

Andy Beavers**Bloomington Speedway**

Bloomington, Ind.
May 31, 2008

2. Jamme Goode
3. Tommy Sweeney
Legends
1. Ryan Crits
2. Brad Hancock
3. Don McLaughlin
Truck
1. Jeff Sampson
2. Mark Claar
3. Troy Hutcheson
Pro 6
1. Casey Sipe
2. J.B. Sipe
3. Warren Smigo

Franklin County Speedway

- Callaway, Va.
May 31, 2008
Late Model
1. Rick Sigmon
2. Travis Hurt
3. Timmy Hogan
UCAR
1. Tommy Adams, Jr.
2. Kyle Dudley
3. Wayne Wilson
PMZ Group Mod
1. Joe Taylor
2. Michael McGuire
3. Dennis Holdren
Any Car
1. Richard Brown

Tri-City Speedway

- Franklin, Pa.
June 1, 2008
Modified
1. Jeremiah Shingledecker
2. Kevin Bolland
3. Andy Priest
Late Model
1. Max Blair
2. Carl McKinney
3. Butch Lambert
Economy Modified
1. Mike Potosky
2. Todd Roncaglione
3. Justin Carlson
Pro Stock
1. Jason Reagle
2. Jason Johns
3. Rod Laskey
Thundercar
1. Cody Manners
2. Bill Myers
3. Regina Deloe

Mountain Speedway

- St. Johns, Pa.
May 30, 2008
Modified
1. Rusty Smith
2. Matt Hirschman
3. John Markovic
Late Model
1. Mike Sweeney
2. Jim Lamoreaux
3. Ricky Ross, Jr.
Street Stock
1. Steve Shultz
2. Brad Barbush
3. Brian Wozniak
Thriller
1. Scott Adams
2. Mike Moyer, Jr.
3. Wayne Lowe

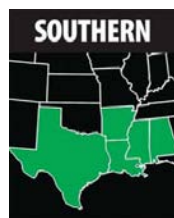
Hesston Speedway

- Hesston, Pa.
June 1, 2008
Late Model
1. Jason Covert
2. Jeremy Miller
3. Bo Feathers
Hobby Stock
1. Dave Brown
2. Lou Wannyn
3. Terry Norris

Dog Hollow Speedway

- Strongstown, Pa.
May 30, 2008
Late Model
1. Dan Angelicchio
2. Gary Stahl
3. Roger Laughlin
Pure Stock
1. John Mazey
2. Rich Powell
3. Justin Queen
Sidewinder
1. Rick Dean
2. Jesse Laughard
3. Scott Shirk
Late Model
1. Dave Saterlee
2. Billy Eash
3. Ben Saterlee

- Street Stock**
1. Scott Stein
2. Jim Boyer
3. Ray Charles



Alabama
Arkansas
Louisiana
Mississippi
Texas

East Alabama Motor Speedway

- Phenix City, Ala.
May 31, 2008
Late Model
1. Richie Stephens
2. Dana Eiland
3. Larry Harrod
Limited Sportsman
1. Mikey Mount
2. Rodgerick Dykes
3. Paul Walters
Hobby
1. Allen McConnell
2. John Michael
3. Scott Sherrer
Bomber
1. Billy Duell, Jr.
2. Trevor Elliott
3. Butch Lambert
Pony Stock
1. Adam Rodriguez
2. Bryan Price
3. Bobby Duell
Modified
1. Jeff Culpepper
2. Ricky White
3. Herbie Donath

Thunderhill Raceway

- Kyle, Texas
May 31, 2008
Late Model
1. Heath Stewart
2. Robert Barker
3. Brian Moczygmba

Thunder Hill Raceway

- Kyle, Texas
June 1, 2008
Super Stock
Feature No. 1
1. Keith Garrett
2. Gary Stapp
3. Matt Hodge
Feature No. 2
1. Mason Teague
2. Aaron Brungot
3. Steve Joyce Buda
Thunder Stock
1. Homer Pitner
2. Carolyn Armendia
3. Tammy Thames
Grand Stock
1. Shawn Cannon
2. Taylor Brandes
3. Morgan LeBaron
Pro Sedan
1. Mike Merrell
2. Sergio Hxsel
3. Bill Labarge
NASKart
1. Mike Steinman
2. Travis Roberts
3. Terry Norris

Cowtown Speedway

- Fort Worth, Texas
May 31, 2008
Sprint
1. Michael Lang
2. Tommy Bryant
3. Michael Brown
Modified
1. Sean Jones
2. Glen Leuschner
3. Clyde Dunn, Jr.
Dash for Cash
1. Sean Jones
2. Jesse Laughard
3. Clyde Dunn, Jr.
600 Wing Mini Sprint
1. Jeb Sessums
2. Hunter Jones

3. Andy Hogan
Limited Modified
1. Kevin Ramey
2. Tristan Dycus
3. Troy Taylor
Street Stock
1. Jake Upchurch
2. Jason Smith
3. Eric Lawrence
Bomber
1. Gary Smitherman
2. Jared Murray
3. Chad Pearce
Junior Bomber
1. Trey Smitherman
2. Chance Morris
3. Hunter Birmingham

Grayson County Speedway

- Bells, Texas
May 31, 2008
Hot Stock
1. Shawn Marquez
2. Billie Potts
3. Dennis Rogers
Modified
1. Chad Cox
2. Robert Daniels
3. Charles Hopkins
SportMod
1. Matt Winnett
2. Buddy Harrison
3. David Price
Mini Stock
1. Brad Dudley
2. Brook Cooper
3. Chance Whitworth
Mod Light
1. Terapin Cornwell
2. Bryan Day
3. Brent Cornwell
Novice
1. Buck Spears
2. Josh Halliburton
3. Patrick Powers

Devil's Bowl Speedway

- Mesquite, Texas
May 31, 2008
Super Sprint
1. Matt Clevenger
2. Kurt Summers
3. David Gailley
Late Model
1. Skip O'Neal
2. Michael Grubbs
3. Britt Ables
Modified
1. Johnny Dunn, Jr.
2. Jason Troutman
3. Randy Kirkland
Street Stock
1. Harry Hronas
2. Jason Troutman
3. Johnny Philpot, Jr.
Limited Modified
1. Charlie Hefner
2. Steve Sickles
3. Jimmy Criswell III

Monticello Speedway

- Monticello, Ark.
May 31, 2008
Cruiser
1. Jody Jester
2. Doug Davis
3. Ray Moss
Hobby Stock
1. Matt Stacy
2. Otto Adair
3. Roger Hayden
Sport Modified
1. Timothy Culp
2. Waylon Ball
3. Andy Jones
Junior Limited
1. Jacob Stockstill
2. Jordan Smith
3. Zane Ferrell
Modified
1. Michael Murphree
2. Jody Davidson
3. Robbie McClain
Street Stock
1. David Pearce
2. David Nichols
3. Chip Swindle

El Paso Speedway Park

- El Paso, Texas
May 30, 2008
Street Stock
1. Troy Wells
2. Mark Kimpel
3. Michael Wells
Xtreme Modified
1. Paddy Rush
2. Ralph Adams, Jr.
3. Rob Madrid
Super Truck

1. Larry Joslin
2. Walton Kyle, Sr.
3. Tomas Mahle
Renegade Sprint
1. Don Grable
2. Mike Wells, Sr.
3. John Carney II

Thunderbird Speedway

- Crandell, Texas
June 1, 2008
Mini Stock
1. Bobby Ortega
2. Corey Morris
3. John White
Southern Modified
1. Jason Sartain
2. Michael Price
3. Tommy Davis, Jr.
Junior Mini Stock
1. Courtney Miller
2. Dustin Mooney
3. Chance Morris
Street Stock
1. Bubba Davis
2. Clint Friedley
3. Danny Pattat
Bomber
1. Glen Pace
2. James Riddle
3. Johnny Rivers
Limited Modified
1. Tommy Davis
2. Tommy Davis, Jr.
3. Ronny Sigman

I-37 Raceway

- Pleasanton, Texas
May 30, 2008
SportMod
1. Johnny Torres
2. Chris McLendon
3. Rene Mares
Super Stock
1. Howie Marcx
2. Richard Bartosh
3. Gary Hunter
Street Stock
1. Wade Jones
2. Craig Crawley
3. Tommy Casey
Pure Stock
1. Justin Henley
2. Adam Torres
3. Sonny Jones

Heart O' Texas Speedway

- Elm Mott, Texas
May 31, 2008
Modified
1. Keith Green
2. P.J. Egbert
3. Ben Kettelman
SportMod
1. Bobby Mercer, Jr.
2. Brandon Stewart
3. T.J. Green
Hobby Stock
Feature No. 1
1. Charles Cosper
2. Chris Cogburn
3. Andy Roller
Feature No. 2
1. Shannon Dulock
2. Michael Robertson
3. Nathan Sodek
Street Stock
1. John Heffelfinger
2. Greg Andrews
3. Greg Andrews
Pure Stock
1. Homer Pitner
2. David Whitlock, Jr.
3. Timmy Kemp
Cruiser
1. William Dean
2. James Willis
3. Jeff Woodruff
Junior Mini Stock
1. Garret Rawls
2. Dillon Payne
3. Brandon Kreder
Texas Winged Modified
1. Bobby Smith, Jr.
2. Michael Tucker
3. Pnut Vernon
Super Mini Truck
1. Glenn Chriscoe, Jr.
2. Scottie York
3. Carl Graves

Caraway Speedway

- Asheboro, N.C.
May 31, 2008
Late Model
1. Ryan Wilson
2. Tyler Green
3. Mack Little
Limited Late Model
1. Brent Weaver
2. Justin Newlin
3. Dillon Oliver
Mini Cup
1. Alec Webb
2. Andrew Lawrence
3. Cole Williams
Super Truck
1. Daniel Victory
2. Bobby Buttrey
3. Blake Williams



Florida
Georgia
North Carolina
South Carolina
Tennessee

Volunteer Speedway

- Bulls Gap, Tenn.
May 31, 2008
Late Model
1. Vic Hill
2. Rick Rogers
3. Jeff Maupin
Hobby Stock
1. Mike Hodges
2. Dale Reed
3. Jon Cook
Modified
1. Jerry Broyles
2. Stanley Donahoo
3. Aaron Olge

East Lincoln Speedway

- Stanley, N.C.
May 31, 2008
Stock
1. Mickey Anderson
2. Johnny Walker
3. Andy McGinnis
Late Model
1. Jesse Brannon
2. Keith Bowman
3. Blane Huffman
Micro Sprint
1. Justin Lineman
2. Terry Peters
3. Brian Roseman
Modified
1. Brandon White
2. Jamie Kuntz
3. Rob McLaughlin
Stars of Tomorrow
1. Shanam King
2. Brett Myers
3. Jonathan Kinnetz
Stock Four
1. Tony Paladino
3. Swain Major
3. Jamie Major

Bowman Gray Stadium

- Winston-Salem, N.C.
May 31, 2008
Modified
Feature No. 1
1. Tim Brown
2. Michael Clifton
3. Burt Myers
Feature No. 2
1. Lee Jeffreys
2. Jason Myers
3. Burt Myers
Sportsman
1. Jim Shoaf
2. Scott Hall
3. Tommy Neal
Street Stock
1. Tim Vaden
2. Ryan Nelson
3. Johnny Arnder
Stadium Stock
Feature No. 1
1. Kevin L. Neal
2. Jimmy Absher
3. Glenn Hamilton
Feature No. 2
1. J.R. Pendleton
2. David Hopkins
3. Travis Brewer

Caraway Speedway

- Asheboro, N.C.
May 31, 2008
Late Model
1. Ryan Wilson
2. Tyler Green
3. Mack Little
Limited Late Model
1. Brent Weaver
2. Justin Newlin
3. Dillon Oliver
Mini Cup
1. Alec Webb
2. Andrew Lawrence
3. Cole Williams
Super Truck
1. Daniel Victory
2. Bobby Buttrey
3. Blake Williams

Caraway Speedway

- Asheboro, N.C.
May 30, 2008
Late Model Super Truck
1. Travis Mosley
2. Jeff Garrison
3. Jimmy Wallace
Legends
1. Steven Ross
2. Christian Pahud
3. Daniel Hemric
Street Stock
1. Troy Davis
2. Randy Dunn
3. John Chatman, III



JIM MORRISON PHOTO

TO THE LINE: Mike Dirkson (26) holds off a last-straightaway challenge from Jeff Babcock in the stock-car feature at Eldora Speedway Saturday night.

- U-Car**
1. Gary Dillard
2. Nathan Davis
3. Jimmy Cooper

Ace Speedway

- Altamahaw, N.C.
May 30, 2008
Late Model
1. Speedy Faucette
2. Scotty Warren
3. Rob McLaughlin
Modified
1. Brian King
2. Josh Nichols
3. Roy Cook
Limited Sportsman
1. John Moore
2. Daryl Carver
3. Joey Throckmorton
Mini Stock
1. A.J. Sanders
2. Jason Cook
3. Archie Sanders
Xtreme
1. David Bess
2. Keith Brame, Jr.
3. Michael Neal
Mini Cup
1. Ed Peters

Music City Motorplex

- Nashville, Tenn.
May 31, 2008
Baby Grand Pro
1. Kevin Bush
2. Eldon Isenberg
3. Sean Saunders
Baby Grand Jr. Pro
1. Mason Mingus
2. Blake Isenberg
3. Kyle Baugh
Grand National Sportsman
1. Lloyd White
2. Eddie Taylor
3. Howard Tucker
Late Model
1. Andy Johnson
2. Mark Day
3. Brandon Kilburn
Pure Mini
1. J.D. Rector
2. Dustin Cansler
3. Carl Griffith
Cruiser
1. Michael Cantrell / Jackie Powell
2. Hannah Proffitt / Sam Proffitt
3. Tim Roach / Jason Sharp

Five Flags Speedway

- Pensacola, Fla.
June 1, 2008
Super Late Model
1. Scott Carlson
2. Josh Hammer
3. Augie Grill
Super Stock
1. Brandon Harris
3. Jimmy Wallace
Legends
1. Steven Ross
2. Christian Pahud
3. Daniel Hemric
Street Stock
1. Troy Davis
2. Randy Dunn
3. John Chatman, III

Citrus County Speedway

- Inverness, Fla.
June 1, 2008
Late Model
1. John Gerstner
2. Scott Grossenbacher
3. Richie Smith
Sportsman
1. Tom Posavec
2. Bobby Ervien
3. Ernie Reed
Mini Stock
1. Kevin Harrod
2. Clint Foley
3. Mike Lawhorn
Street Stock
1. Jason Murphree
2. Tommy Smith
3. Tim Quick
Bomber
1. Shawn Evans
2. Chris Eberly
3. Brandon Watson
Midget
1. Michael Belusar
2. Ernie Teed, Jr.
3. Michael Elder

Crossville Raceway

- Crossville, Tenn.
May 30, 2008
Late Model
1. Brandon Williams
2. Sam Williams
3. Jason McMahan
Modified
1. Billy Palmer
2. Michael Asberry
3. Billy Jones
Pro Street
1. Jesse Lowe
2. Mike Selby
3. Mike Tabors
Mini Mod
1. Brad Hamilton
2. Derrick Hutchings
3. Brandon Kilburn
Pure Mini
1. J.D. Rector
2. Dustin Cansler
3. Cole Williams
Super Truck
1. Michael Victory
2. Bobby Buttrey
3. Blake Williams

Coastal Plains Raceway

- Jacksonville, N.C.
May 31, 2008
Ford Focus
1. Michael Ward
2. Michael Mohelski
3. Bradley Reithmeyer

Harris Speedway

- Rutherfordton, N.C.
May 31, 2008
Crate Late Model

1. Wally Fowler
2. Pat Lindsay
3. Travis Blackwell
Limited
1. Greg Dimsdale
2. Chris Jackson
3. Lamar Jordan
Stock Eight
1. David Ayers
2. Bubba Smith
3. Dale Chapman
Renegade
1. Josh Burgess
2. Jason Edmonds
3. Donnie Atkins
Pure Stock
1. Steven Penson, Jr.
2. Todd Allen
3. Brian Bentley
Street Stock
1. Kevin Cooper
2. Kyle Cooper
3. Stacy Brock
Young Gun
1. Hunter Eubanks
2. Brayden Pruitt
3. Justin Ward

Travelers Rest Speedway

- Travelers Rests, S.C.
May 31, 2008
Young Gun
1. Mack Morris
2. Zeke Whitman
3. Chris Goodman
Stock Four
1. Jerry Oliver
2. Shannon Barnhill
3. Evan Benton
Pure Stock
1. Wayne Curtis
2. Brian Nuhfer
3. Tommy Stang

New Smyrna Speedway

- New Smyrna, Fla.
May 30, 2008
Strictly Stock
1. Richard Goorich
2. Steve Pierce
3. Brent Bruner
Late Model
1. Chad Akins
2. Gregory Skyta
3. Gary Fountain
Modified
1. Alan Bruns
2. Jason Graver

3. Gary Fountain
Sportsman
1. Mike Pletka
2. John Nusbaum
3. Ronald Lufcy
Truck
1. Austin Pickens
2. Logan Bordeau
3. Jessica Murphy
Super Stock
1. Dale Allen
2. Bobby Holley
3. Geno Smith
Mini Stock
1. Ted Vulpus
2. Rex Christensen
3. Mark Broat

Carolina Speedway

- Gastonia, N.C.
May 30, 2008
Super Late Model
1. Jay Sessoms
2. Tim Allen
3. Robbie Bailey
Late Model
1. Chris Bailes
2. Pat Lindsey
3. Johnny Pursley
Street Stock
1. Frankie McGuire
2. Jerry Oliver
3. Mike Messer
Renegade
1. Chris Steele
2. Joe Johnson, Jr.
3. Ronald Pope
Stock Four
1. Jerry Oliver
2. Shannon Barnhill
3. Evan Benton
Pure Stock
1. Wayne Curtis
2. Brian Nuhfer
3. Tommy Stang



Arizona
California
Nevada
New Mexico
Oregon
Washington

Madera Speedway

- Madera, Calif.
May 31, 2008
Late Model
Feature No. 1
1. Kyle Gottula
2. Dave Byrd

3. Jeff Belletto
Feature No. 2
1. Kyle Gottula
2. Dave Byrd
3. Ross Strmiska
Limited Stock Car
1. Dennis Saunders, Jr.
2. Howard Holden
3. Brian Vosburg
Toyota Sedan
1. Jason Kerns
2. Steve Trusner
3. Stan Hankins
Hornet
1. Miles Humphreys
2. Dillon Jackson
3. Dawn Darter
Super Toyota
1. Randy Fleming, Jr.
2. Casey Nydahl
3. C.J. Dizney
Spectator
1. Mike Miller
2. Frank Riberal
3. Eric Watson

All American Speedway

- Roseville, Calif.
May 31, 2008
Ford Focus Pavement
1. Mike Maier
2. Garrett Peterson
3. Alex Bowman

Skagit Speedway

- Alger, Wash.
May 31, 2008
410 Sprint
1. Colton Heath
2. Nick Engberg
3. Travis Rutz
360 Sprint
1. Seth Bergmann
2. Brock Lemley
3. Alan Munn
Sportsman Sprint
1. Devin Madonia
2. Kelsey Carpenter
3. Steve James
Hornet
1. Tyler Ketchum
2. Ben Gunderson
3. Greg Hibma

The Bullring @ Las Vegas Motor Speedway

- Las Vegas, Nev.
May 31, 2008
Super Late Model/Late Model
1. Jeff Connors
2. Matt Jaskol
3. Steve Anderson
Modified
1. Doug Hamm
2. Dennis Lovelady
3. Dow Woerner
Legends
1. Jeremiah Wagner
2. Brecken Snow
3. Karl Forman
Bomber
1. Gary Wyatt

2. Larry Dittman
3. Billy Bob Grasser
Thunder Roadster
1. Justin Johnson
2. Josh Gross
3. Jared Carpenter
Bandolero Bandit
1. Jacob Tilton
2. Nicholas Thigpen
3. Christian Warren
Bandolero Young Gun
1. Patrick O'Hanley
2. J. Avila, Jr.
3. Hayley Lager

Manzanita Speedway

Phoenix, Ariz.
May 31, 2008
Dwarf
1. Taylor Cuzick
2. Randy Johnson
3. Chris Snyder

Toyota Speedway

Irwindale, Calif.
May 31, 2008
Super Late Model
1. Travis Thirkettle
2. Nick Joanides
Super Truck

1. Connor Cantrell
2. Todd Cameron
3. Pat Mintey, Jr.
Legends
1. Eric Gunderson
2. Tom Landreth
3. Mark Iungerich
Mini Stock
1. Tyler Rogers
2. Daryl Scoggins
3. Jacob Rogers
Bandolero

Marysville Raceway Park

Marysville, Calif.
May 31, 2008
Winged Sprint
Feature No. 1
1. Billy Wallace
2. Herman Klein
3. Mark Tarbor, Sr.
Feature No. 2
1. Brian Souther
2. John Anderson
3. Mason Meyers
Street Stock
1. Jeff Olschowska
2. Robert Mull
3. Bill Knoop
Open Four
1. James Gillaspie

Southern New Mexico Speedway

Las Cruces, N.M.
May 31, 2008
Limited Late Model
1. Zach Wohlers
2. Gary Boles
3. Donnie Newcomb
Street Stock
1. Mike Rosales
2. Kenny Medina
3. John Delph
Xtreme Modified
1. Paddy Rush
2. Dusty Riggs
3. Jacob Gallardo

Renegade Sprint

1. Billy Roy Harris
2. John Carney, II
3. Mike Archuleta

Evergreen Speedway

Monroe, Wash.
May 31, 2008
Super Figure-8
1. Nick Gunderson
2. Doug Delfel
3. Troy Seminar
Super Stock
1. Shane Harding
2. Mike Holden
3. Tom Hughes
Mini Stock
1. Brent Rohrer
2. Mark Weedin
3. Chuck Richard
Bomber
1. Jill Lang
2. Lane Sundholm
3. Scott Mann
Stinger Eight
1. Sean Peters
2. Ben Chandler
3. Michael Dubin



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Whiskey Lake Speedway

Junction City, Kan.
May 30, 2008
URSS 305 Sprint Cars
1. Paul Flynn
2. Reed Bernbeck
3. Kasey Beckham

Junction Motor Speedway

McCool Junction, Neb.
May 31, 2008
Late Model
1. Dave Livingston
2. Bill Leighton
3. Lester Siebert
Modified
1. Jon Thompson
2. Brandon Blochlinger
3. Kyle Berck
Stock Car

1. Jeremiah Slough
2. Bryon Boersen
3. Randy Weaver
Hobby Stock
1. Cory Dumpert
2. Zach Reicks
3. Brent Kassik
Two-Person Cruiser
1. Brent Kassik/John Miller
2. Jarrod Aspegren/Tom Dunker
3. Greg Ekeler/John Miller
Four-Cylinder
1. Troy Hofmann
2. Ryan Pedersen
3. Cale Wiarda

McCook Speedway

McCook, Neb.
May 30, 2008
Modified
1. Jay Steffens
2. Nick Tubbs
3. Jeremy Frenier
Stock Car
1. Casey Werkmeister
2. Lloyd Meeske
3. Shane Stout
Hobby Stock
1. Aaron Koch
2. Leland Stute
3. Corey Cruzan
Classic Modified
1. Matt Matson
2. Max Pollmann
3. Alex Pollmann
Mini Truck
1. Dalton Dolan
2. Mitch Hamilton
3. Alex Silos

Tri-State Speedway

Pocola, Okla.
May 31, 2008
Roadrunner
1. Barry Peters
2. Anthony Reeves
3. Johnny Hale
Mini Stock
1. Daniel Nicholson
2. Gary Clark
3. Dalton Pulliam
Economy Modified
1. Martin Hemphill
2. George Martin
3. Jeremy Vaughn
Super Stock
1. Eric Beshoner
2. Roy Roberts
3. Neil Johnson
Modified
1. Larry Campbell
2. Brent Holman
3. Dena Wilson
Front-Wheel Drive
1. Ronnie Palmer
2. Jack Bieker
3. Raymond Bieker

Lincoln County Raceway

North Platte, Neb.
May 31, 2008
Mini Sprint
1. Eric Sargent
2. John Webster
3. Cory Kelley

Knoxville Raceway

Knoxville, Iowa
May 31, 2008
410 Sprint
1. Billy Alley

2. Dusty Zomer
3. Danny Lasoski
360 Sprint
1. Josh Higday
2. Matt Moro
3. Travis Rilat

Mid-Nebraska Speedway

Doniphan, Neb.
May 31, 2008
Hobby Stock
1. Andy Gregg
2. Kyle Bond
3. Jim Buss
Junior Homet
1. Michael Wiese
2. Matthew Ford
3. Jordan Lawhorne

Oklahoma Sports Park

Ada, Okla.
May 31, 2008
Sprint
1. Mike Goodman
2. Jamie Passmore
3. Danny Smith

Dawson County Raceway

Lexington, Neb.
June 1, 2008
Modified
1. Chad Dolan
2. Charley Brown
3. Jay Steffens
Stock Car
1. Colton Osborn
2. Casey Werkmeister
3. Shane Stout
Hobby Stock
1. Aaron Koch
2. Jim Buss
3. Kyle Bond

Adams County Speedway

Corning, Iowa
May 31, 2008
Hobby Stock
1. Brad Derry
2. Trent Davison
3. Matt Hudson
Pro Street
1. Jeremy Swanson
2. Greg Miller
3. Rick Germar
Modified
1. Dan Mueller
2. Jeremy Tibben
3. Brian Foote
Late Model
1. Chris Spieker
2. Paul Glendenning
3. Leon Zeitner

Miller Speedway

Miller, S.D.
May 30, 2008
Super Stock
1. Dennis Lord
2. Kip Myers
3. Ronnie Reding
Midwest Modified
1. Lorin Johnson
2. Rich Pavlicek
3. Dave Brooker
Street Stock

1. Michael Bogh
2. Reed Storley
3. Tony Konald
UCAR
1. Jim Danburg
2. Mike Miller
3. Caleb Yost

Outlaw Motor Speedway

Oktaha, Okla.
May 31, 2008
Modified
1. Brandon Watts
2. Tate Cole
3. Dena Wilson
Economy Modified
1. Clay Julian
2. Carl Conley
3. Dennis Slader
Hobby Stock
1. Brookin Stephens
2. Dale Richardson
3. Jess Simms
Pure Stock
1. Jason Ward
2. Justin Sellers
3. Darien Austin

Davenport Speedway

Davenport, Iowa
May 30, 2008
Late Model
1. Andy Nezworski
2. Boone McLaughlin
3. Terry Neal
Pro Mod
1. Chuck Hanna
2. Matt Stein
3. Thad Wilson
Street Stock
1. Jeremy Marquette
2. Kevin Schloemer
3. Ray Jefferson
B-Mod
1. Tod Stickler
2. Warren Ropp
3. Craig Morris
Four Stock
1. Wade Dahl
2. Kevin Haury
3. Ricky Kay

Lakeside Speedway

Kansas City, Kan.
May 31, 2008
Modified
1. Kerry Davis
2. Scott Pippert
3. Mark Schafman
Grand National
1. Marshall Jewett
2. Jimmy Winkler
3. Nic Bidingger
Factory Stock
1. Terry Schmidt
2. Michael Taylor
3. Brett Heeter

Dodge City Raceway Park

Dodge City, Kan.
May 31, 2008
URSS 305 Sprint Cars
1. Taylor Milton
2. C.J. Johnson
3. Brian Herbert

Crawley, Skinner Share USCS Speedweek Title

May 27

CLARKSVILLE, Tenn. — Tim Crawley won a last-lap dice with Wayne Johnson May 27 at Clarksville Speedway to take his second-straight O'Reilly USCS Speedweek triumph.

After crashes on the first three attempts to start the race, Don Young took the lead on the fourth try and set the pace through the first 17 laps, with Johnson taking the point on lap 17.

Three laps later, Crawley, who was driving Mike Ward's No. 88, took second from Young and began chasing Johnson.

After a couple of yellow flags slowed the pace, Crawley grabbed the lead from Johnson with five laps of the quarter-mile oval remaining.

"I was trying to get under him down in the dust," Crawley said, "and I just decided to drag the wing back and go for it on the outside."

Crawley held off Johnson, with Terry Gray, Kenny Adams and Marshall Skinner rounding out the top five.

The finish: Tim Crawley, Wayne Johnson, Terry Gray, Kenny Adams, Marshall Skinner, Joe Young, Raymond Stull, Don Young, Danny Martin, Jr., Justin Carver, Anthony Nicholson, Lee Sowell, Derek Hagar, John Stinson, Ronny Howard, Nick Defeo, Zach Chappell, Greg Merritt, Bryn Gohn.

Thursday

CAMDEN, Tenn. — Wayne Johnson enjoyed his O'Reilly United Sprint Car Series Speedweek triumph Thursday on the round banks of Camden Speedway.

Starting inside the front row, Johnson beat two-time Speedweek winner Tim Crawley on the start and was never challenged despite four yellow flags and one red flag.

"This track is awesome," said Johnson after winning \$2,000. "Everyone told me that I would like this place; they were right. I hear it's not normally this wet, but I believe it could slick off and you could go just as fast."

Johnson, winner of three USCS events in 2007, kept on the cushion to let his Charlie Fisher 360 engine eat traffic. Crawley sought his third-straight Speedweek score, but could not keep Johnson in sight.

On lap 17, Crawley surrendered second to six-time and defending O'Reilly USCS National champion Terry Gray.

Johnson held off Gray to the checkered flag, while Crawley stopped with power-steering problems on lap 24.

Lee Sowell came home third, ahead of Don Young and Derek Hagar.



USCS PHOTO

TIM MAN: Tim Crawley celebrates his third USCS Speedweek victory Friday at North Alabama Speedway. Crawley went on to share the Speedweek title with Marshall Skinner.

The finish:

Wayne Johnson, Terry Gray, Lee Sowell, Don Young, Derek Hagar, Justin Carver, Marshall Skinner, Bryn Gohn, Bryce Vowan, Ernie Ainsworth, Anthony Nicholson, Dewayne Prince, Danny Martin, Jr., Chris Williams, Wayne Reutimann, Jr., Raymond Stull, Joe Young, Tim Crawley, Ronny Howard, Greg Merritt, Wade Oliver, Kenny Adams.

Friday

TUSCUMBIA, Ala. — Driving Mike Ward's No. 88, Tim Crawley came on strong during the closing laps to collect his third O'Reilly United Sprint Car Series Speedweek victory Friday night at North Alabama Speedway.

Don Young led the first 22 laps, while Crawley worked his way from the rear of the field after having spun on lap four. Six-time USCS champion Terry Gray grabbed the lead from Young on lap 23. As Gray set the pace, Wade Oliver and Crawley battled for second, exchanging the spot numerous times.

On the final lap, Crawley raced past Oliver entering turn three and got a run on Gray exiting the fourth turn.

Crawley won the drag race to the checkered flag by a car length. Gray finished second, with Kenny Adams, who restarted at the rear after a run-in with a lapped car earlier in the race, taking third.

Oliver and Marshall Skinner rounded out the top five.

The finish:

Tim Crawley, Terry Gray, Kenny Adams, Wade Oliver, Marshall Skinner, Matt Linder, Don Young, Danny Martin, Jr., Raymond Stull, Lee Sowell, Anthony Nicholson, Bryn Gohn, Bryce Vowan, Joe Young, Wayne Reutimann, Jr., Clint Weiss, Derek Hagar, Dewayne Prince, Chris Williams, Greg Merritt, Ray Bugg, Ronny Howard.

Saturday

COLUMBUS, Miss. — What a difference a day makes.

The 2006 O'Reilly United Sprint Car Series Rookie of the Year Derek Hagar recovered from a bad night at North Alabama Speedway on Friday to scorch the competition in the 30-lap O'Reilly USCS Speedweek 2008 finale at Columbus Speedway.

The talented 17-year-old led every lap of the main event while racing high on the track with his right-rear tire against the wall most of the distance around the historic three-tenths-mile red-clay oval. It was a performance that came just 24 hours after he suffered minor burns when he was splashed with methanol and his No. 9jr mount caught fire due to a loose fuel cap.

Danny Martin, Jr. came in second for his best Speedweek finish. Marshall Skinner was third, while Lee Sowell and Don Young rounded out the top five.

Skinner and Tim Crawley shared the Speedweek championship after both drivers accumulated 852 points apiece, edging Terry Gray, whose broken U-joint while running second with three laps remaining in the finale cost him the overall title, was third in the standings with 844 points.

The finish:

Derek Hagar, Danny Martin, Jr., Marshall Skinner, Lee Sowell, Don Young, Kenny Adams, Tim Crawley, Justin Carver, Buster Dickerson, Anthony Nicholson, Wayne Reutimann, Jr., Bryn Gohn, Raymond Stull, Bryce Vowan, Clint Weiss, Ronny Howard, Wade Oliver, Terry Gray, Matt Linder, Ray Bugg.



KORY ELLEN PHOTO

FENDER BENDER: Josh Slade (12) collides with Travis Nylann during the super-stock 50-lap feature Saturday night at Berlin Raceway in Marne, Mich.

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When the green flag waved, pole-sitter Scott Null raced for the point alongside second-starting Jeremy Spoonmore who fell to second, but managed to use the outside line to challenge Null for the lead by lap six. Meanwhile, Prietzel

used the outside to work his way up to third by lap eight while James Swan followed close on his bumper.

The first caution flew on lap 11 and two more restarts were attempted before the field completed another circuit with Prietzel jumping to the outside in turn two and securing the point down the backstretch.

Two more cautions resulted in a yellow-checkered finish with Prietzel in the lead followed by fast-qualifier Kyle Shear in second and Lyle Nowak in third.

Spoonmore managed to maneuver the cautions and secure fourth, and Swan took fifth.

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40 FT. Dutch Star Motorhome 4010, 2004, 26,000 miles, loaded, mint condition, two slide-outs, reduced to \$145,000. Call (920) 845-2941.

Collectibles 20

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ATTENTION ADVERTISERS: Thousands of readers turn to our classifieds each week. Sell your racing goods and services fast with a classified ad in *National Speed Sport News!* As an added bonus, we will place your ad on-line at www.nationalspeedsportnews.com absolutely FREE. Placing your ad on-line helps sell your goods and services even faster by reaching readers 24 hours a day, 7 days a week. In addition, our exclusive classified ad email-notification feature has produced stunning results in record time. What are you waiting for?

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Ads not received in time will run in the following issue.

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NSSN RACING MARKETPLACE CLASSIFIEDS

Collectibles 20

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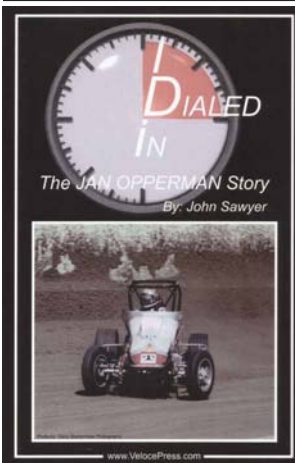
Books/Magazines 22

AUTO RACING BOOKS, all in fine shape, many out of print. Send SASE to Richard Radigonda, 1250 W. 14th Street, Benicia, CA 94510.

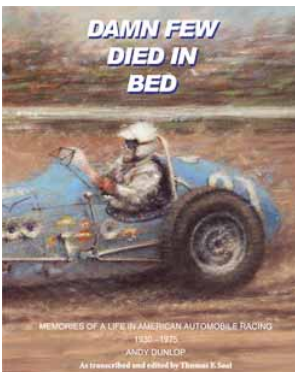
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Videos/Photos 23



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Positions Available 25

JOB VACANCY: Bell House Fabrics Company is looking for part time workers. Sales, Accountant, Clerk, Store Keeper. Requirement: CV. Salary: \$2,000 USD. Contact email: Bellhousefabrics@beehive.org. HURRY NOW!!! And submit your CV to the email above.

Auctions 31

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Business Opportunities 33

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@national speedsportnews.com.

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Miscellaneous 35

FOR SALE: 2003 CORVETTE. Yellow coupe fully loaded automatic. 18,000 miles. 50th anniversary. No bad weather - no smoking. Need the room. \$26,500 FIRM. (217) 586-5211.

Baldwin Goes Solo At Baja

ENSENADA, Mexico — In what will likely go down in history as one of the most classic battles in desert-racing history, solo driver B.J. Baldwin held it all together for 441.15 miles of the rugged

SCORE

Wheel victory Saturday by a mere seven seconds over the veteran team of Mark Post/Rob MacCachren at the 40th Tecate SCORE Baja 500.

Driving the No. 97 Baldwin Motorsports Chevy Silverado SCORE Trophy-Truck, Baldwin covered the grueling desert race course in nine hours, 10 minutes and 47 seconds, averaging 48.06 miles per hour to win the closest overall four-wheel vehicle finish in the 40-year history of the second-oldest desert race in the world.

Post and MacCachren, the reigning SCORE Trophy-Truck point champions, finished first physically in the elapsed-time race, but the corrected-time results revealed their second-place finish as Baldwin started 60 seconds behind the Post/MacCachren No. 1 Riviera Racing Ford F-150 SCORE Trophy-Truck, but came over the finish line just 53 seconds after MacCachren had crossed it.

"This win is massive. It is very important to me," said Baldwin, the 2006 SCORE Trophy-Truck season point champion. "I have a handful of trophies, but what I don't have is that Montezuma thing, the first overall in a SCORE Baja race. That's what I always wanted."

Brian Collins finished third overall and in SCORE Trophy-Truck with new teammate Chuck Hovey, crossing the line 15 minutes behind Baldwin with a time of 9:25:47 in the No. 12 Collins Motorsports Mopar Dodge Ram 1500.

Earning a third-consecutive overall motorcycle victory was the team of Robby Bell and Kendall Norman on the No. 1x Johnny Campbell Racing Honda CRF450X.

Riding the fastest ATV in the race for his second win of the season and first in this race was the team led by Wayne Matlock, Marc Spaeth and Wes Miller on a new Honda TRX700XX.

Luis Ramirez, Jr. was the first Mexican national to win the unlimited Class 1 in this race, finishing fourth overall among four-wheel vehicles in a Chevy-powered HMS open-wheel desert race car in

9:36:55.

Venerable veteran Rod Hall became the all-time winningest driver in the history of this race by earning his 18th class win and remaining undefeated in three SCORE races this year. Hall and Mike Winkel piloted his Rod Hall Racing Hummer H3 to first place in Stock Mini. Hall, 70, finished an hour and a half after his youngest son Chad Hall, who won the Stock Full class.

Earning his 12th career class win in this race and 11th in the last eight years, a team led by Jim O'Neal won Class 50 on a Honda CRF450X. O'Neal's co-riders were Doug Heil, Andy Kirker, Dan Dawson, Paul Needles, Mike Sixberry and Craig Adams.

Rick St. John won for the second time this season in SCORE Lite and finished 10th overall in a Duvell-VW.

Staying undefeated in 2008 with their third-straight win and their sixth class win in this race was the Moss Brothers Racing team, led by Donald Moss, who won Class 3 in a Ford Bronco.

Also winning for the second time this season were Adam Pfankuch (Class 1-2/1600, Mirage-VW), Jason Voss, (Protruck, Ford F-150) female driver Heidi Steele, (Class 7SX, Ford Ranger) and Kevin Carr (Class 5, unlimited VW Baja Bug).

Winning their respective classes for the second-straight year were Jose Montoya (Class 5/1600, 1600cc VW Baja Bug), Dan Chamlee (Class 7, Ford Ranger) and Ramon Fernandez (Class 11, VW Sedan).

Other four-wheel vehicle class winners included Jesus Gonzalez (Class 10, Dunrite-Honda), Daniel Reyes (Class 9, Venegas-VW) and Noah Ostanik (Class 8, Ford F-150).

Among the motorcycle classes, two other teams won their respective classes for the second-straight year: rider of record Carlos Casas (Class 21, KTM 450CXF) and the team led by rider of record Brett Helm (Class 40, Honda CRF450X).

Winning the motorcycle Class 20 race was the team led by Chad Black on a Honda CRF250X, while winning the ATV Class 24 race was the team led by Francisco Servin on a Honda TRX450R.

The team led by Donald Lewis, won Class 60 for riders over 60 years old for the second-straight race of the season on a Honda CRF450X.

Brazil Takes Advantage

BRADENTON, Fla. — Larry Brazil, Jr. claimed an early heat-race win and despite a valiant effort by David Steele,

TBARA

he continued his winning ways and claimed the sprint-car feature win at Desoto Superspeedway Saturday.

Brian Gingras led the event with just over 10 laps remaining, but during a red flag for a separate incident, his machine was seen leaking fluid, forcing him to the pits.

Brazil inherited the lead at that point and led through the finish for the win.

Olson Edges East At Illiana

SCHERERVILLE, Ind. — Brian Olson continued his hot streak, winning the May 28 Open Wheel Extravaganza midget race, which was co-sanctioned by USAC and UMARA at Illiana Motor Speedway.

Olson, who recently earned his first USAC National series victory, dominated the event, leading all 30 laps of the half-mile asphalt oval.

Night Before the 500 winner Bobby East, making a rare USAC regional start, finished second, with James Robertson, Ricky Ehrgott and Brent Beauchamp rounding out the top five.

The finish: Brian Olson, Bobby East, James Robertson, Ricky Ehrgott, Brent Beauchamp, Zach Damm, Dakota Armstrong, Tom Schnabel, David Byrne, Joe Liguori, Travis Young, Allison MacLeod, Adam Kramer, Billy Hulbert, Terry Ahern, Chris Phillips, Todd Domark, Jim Anderson, David Studley, Mario Clouser, Danny Williams, Jr., Dave Fuhrman.

Willis Returns With Authority

BAYTOWN, Texas — Capturing his first series victory in nearly 10 years, veteran Howard Willis led every lap at Houston Raceway Park in

SUPR

Professional Racing action.

Willis, running the SUPR series full time in 2008 after concentrating on modified racing for several years, started on the pole and rolled to a victory worth \$2,500.

Kevin Sitton challenged Willis, but settled for second place and his third top-five finish in four races.

The finish: Howard Willis, Kevin Sitton, Ray Moore, Robbie Stuart, Rob Litton, Kenny Merchant, Allen Murray, Kyle Cummings, Lee Davis, Michael Coleman, Jason Trevathan, Doug Ivey, Richard Mills, Jayson England, Elizabeth Halpin Smith, Jason Boyd, Donald Watson, William Kenney, Bubba Jones, Kyle Anderson, Doug Begnaud, William Butler.

NSSN THE FINAL LAP



CHRISTINA RAMZEL PHOTO

SPEED DEMON: Former Formula One driver Scott Speed celebrates his first NASCAR victory in Friday's Craftsman Truck Series race at Dover Int'l Speedway.



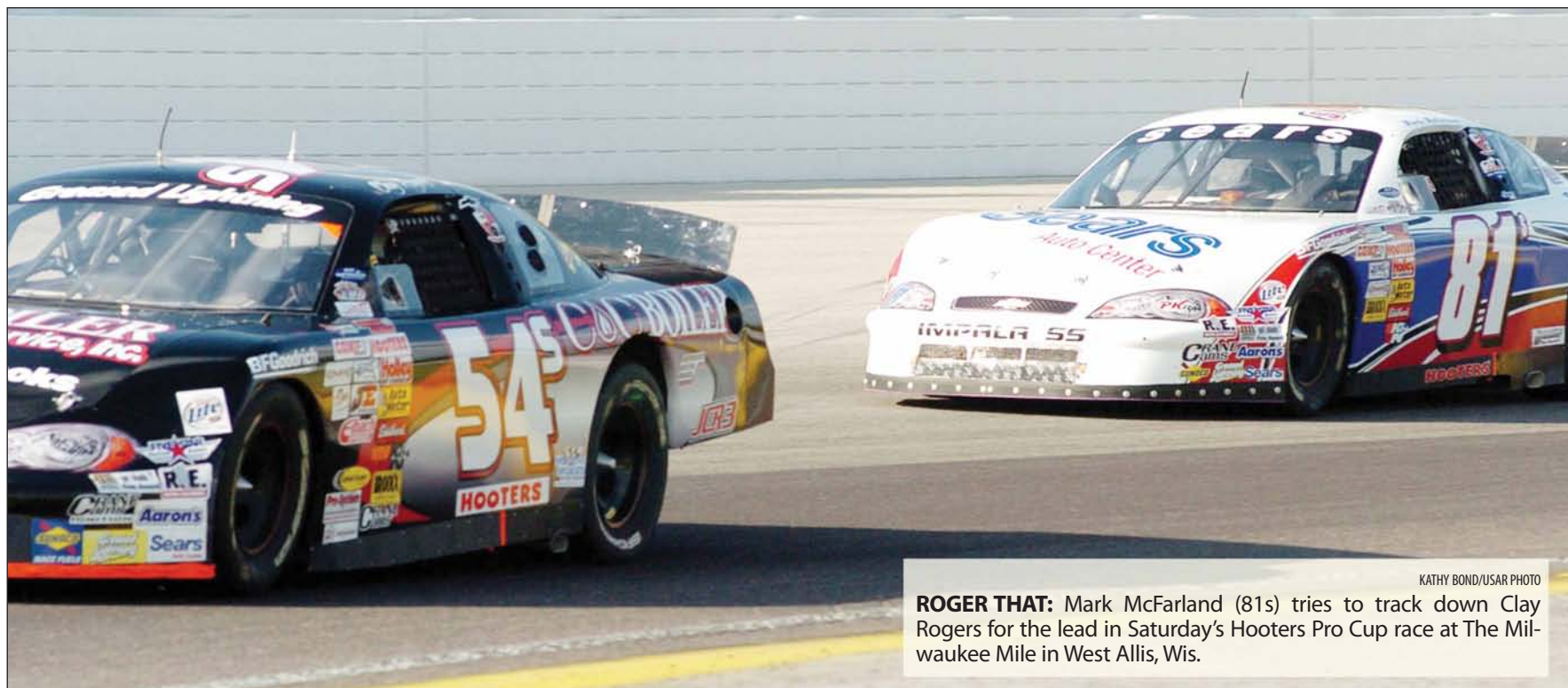
MIKE GBUR/JMS PRO PHOTO

BUD TIME: Joey Saldana (left) and a Kasey Kahne Racing crew member look out over Attica Raceway Park before Friday's World of Outlaws Sprint Series race.



JOE SECKA/JMS PRO PHOTO

MIGHTY MORAN: Donnie Moran set the tone during IRS action Saturday at Sharon Speedway by setting the fast time before capturing the feature win.



KATHY BOND/USAR PHOTO

ROGER THAT: Mark McFarland (81s) tries to track down Clay Rogers for the lead in Saturday's Hooters Pro Cup race at The Milwaukee Mile in West Allis, Wis.

ECONOMAKI:

This And That From Gasoline Alley In Indianapolis

CONTINUED FROM PAGE 6

was this country's first Motor City, with more than 50 makes of cars and trucks originating in the state. The Speedway was built originally as a test area for the city's then fledgling auto-manufacturing industry...The local press took it out on Gravity Entertainment of Ft. Lauderdale, Fla., and sports drink ResQ for failing to deliver on sponsorship agreements with driver **Sarah Fisher**...The Saturday before the race was a big day for *NSSN* contributor **Dave Argabright**. At the AARWBA Breakfast Argabright was announced as winner of the **Bloys Britt** Memorial Award for writing excellence and in the afternoon was inducted into the Hall of Fame of the National Ass'n of Auto Racing Fan Clubs. Congratulations Dave...The small town of Brownsburg, just west of the Speedway and home of Eaglepoint Business Park and its 13 racing business tenants held an open house for all 13 at which 3,000-plus fans showed up...Eighty-seven-year old **Jim Travers**, crew chief for 1953 and 1954 Indy 500 winner **Bill Vukovich**, paid his first visit to the Speedway in 30 years, admitting surprise at the speed of today's cars...Speedway CEO **Tony George** let it be known he is in hopes of luring Formula One back to the Speedway as part of its upcoming Centennial Celebration...Despite the high level of fan interest in the race, constant reader **Mike Rudderham** of Griffin, Ga., says he misses seeing different chassis and engines in the race, saying, "That's when they had creative engineering."...In the midst of the 500-mile race publicity, Just Marketing, an Indy-based sports marketing company headed by **Zak Brown**, announced plans to add 47 new jobs to its 90-person staff as part of a \$3.1 million plan to expand its Zionsville — an Indy suburb — headquarters...**Danica Patrick** was quoted midweek after the 500 that she planned to apologize to **Ryan Briscoe** for her critical comments about his

CLAYTON:

IndyCar Racing Could Give Sponsors A New Option

CONTINUED FROM PAGE 6

Despite obscene gas prices, attendance for the Indy 500 was up significantly and estimated by some observers to be well in excess of 300,000 strong. While not selling out, the Coca-Cola 600 still boasts a near-sellout crowd of nearly 200,000 fans. But the all-powerful TV ratings are close when the final tally is done. The 600 finished with a 4.7 overall rating, while the Indy 500 had a 4.5. The 600 was helped by strong numbers in the late primetime slots from 10-11 p.m. The Indy 500 drew a 5.1 national-overnight rating after the counting of 56 urban markets. This is the only time this year that the two series' TV ratings will be so close, but *USA Today* reported prior to the Indy 500 that IndyCar's ratings are

driving that took both of them out of the big race. Did she?

Among the plethora of penalties NASCAR handed Sprint Cup competitors last week for rule violations was a \$100,000 fine and six-race suspension for Haas CNC crew chief **Bootie Barker**. Barker has long been confined to a wheelchair due to physical impairments and we wonder of his ability to pay such a stiff fine. And it brings up the recurring question: Do all these fines really get paid?

The Milwaukee-based **Harry A. Miller Club** has a new leader in **Dana Mecum**, as founder **David V. Uihlein, Sr.**, moves from the president's post to that of board member. The club newsletter appears four times a year and is aimed at the fans of the rich past of open-wheel racing. Wanna join? Send your \$25 annual membership fee to the H.A. Miller Club, P.O. Box 1008, Germantown, Wis. 53022, phone (262) 253-2661. An interesting sidelight on the club is its annual July Millers at Milwaukee on-track event at the Milwaukee Mile. This year, club cars run 11 a.m. to 4 p.m. on Friday, July 11, and on Saturday, July 12 from 8 a.m. to 4 p.m. Go if you can. Last year member **Tom Mittler** got applause for bringing the restored Wisconsin Special, made famous by the legendary **Sig Haughdahl** who, by the way, drove in the first indoor midget race ever held. It was in New York City in 1934.

NASCAR star **Tony Stewart** recently gave his pet monkey, Mojo, to the Louisville Zoo.

Michael Harker, the PR coordinator for the Grand Am sports-car road racing series, tells us talk of a possible Grand Am-American LeMans Series merger, is over. It appears head man **Roger Edmondson** of Grand Am, and **Scott Atherton**, who leads the ALMS, after meeting to discuss the possibility, revealed there are too many complexities attendant to such a move.

From The Staff

A gathering to announce plans for a multi-use motorsports complex

up 28 percent from 2007.

None of these numbers come close to putting a wooden stake through NASCAR's heart, but NASCAR officials have to be realistic about the state of their economy, and their relationship with motorsports fans.

A recent survey cited that the sponsorships of Dale Earnhardt, Jr. and Jeff Gordon have resulted in some \$150 million in television exposure alone this racing season, meaning the hefty investments in those drivers by their sponsors have paid dividends.

But what about everyone else? NASCAR has seemingly been pricing itself out of its own sponsorship market for several years now. Former sponsorship stalwarts such as Interstate Batteries and STP have been relegated to support series or one-off race deals, just enough to keep their hands in the sport.

Yates Racing has raced most of this year without steady sponsorship for the simple fact that its cars no longer run in the lead pack — or just as

was well attended in Elephant Butte, N.M. The Hot Springs Motorplex folks, led by **Greg Neal**, **Chuck Maynard** and **Bing Kearney**, plan to build, in nearby Truth or Consequences, a dirt track, a road course, drag strip, an off-road course, RV park, and a track that would be a twin to the one in Newton, Iowa. Plans include a hotel, retail, research and development space, industrial use and more. The group is submitting plans to the community with hopes for approval by the end of this year. Creation of about 3,000 jobs will most likely help that process. More than 7,000 acres have been acquired and the first effort will be a three-eighths-mile dirt track, with plans to run a local 305 sprint-car class, as well as hosting traveling series. The local population base is about 30,000, and the area is a New Mexico tourist destination with Elephant Butte Lake Park a big draw. The principals have much experience in development, and have brought in a number of experienced motorsports people to advise: **Casey Luna**, former Lieutenant Governor of New Mexico and one-time sprint-car owner who, with his wife, **Beverly**, scouts potential candidates for NASCAR's Drive for Diversity program; **Derek Daly**, former open-wheel driver and racing school owner; **Norman Martin**, short-track promoter; and architect **Paxton Waters**, who designed California Speedway and the track in Newton, Iowa. This project is expected to be completed within 20 years — start to finish. More than 125 people attended the announcement: potential customers, media reps, **Steve Pearce**, New Mexico Congressman, who is running for the United States Senate, and **Craig Swagerty**, Deputy Director for New Mexico's Tourism Department as well as the mayor of Truth or Consequences. We'll follow this one closely.

A recent episode of the television quiz show, "Jeopardy," asked "what annual sporting event draws the largest single-day attendance?" All three contestants missed the question. The answer is, obviously, the Indianapolis 500.

importantly in today's culture, drivers Travis Kvapil and David Gilliland generate no buzz among fans.

If a sponsor in NASCAR cannot get exposure because the cameras are always on or searching for Earnhardt or Gordon, then when will they take their dollars elsewhere?

Before the past few months, maybe they thought there was no place else to go. Maybe fans have felt that way, too.

This weekend, the IndyCar Series visits Texas Motor Speedway, which has produced some of the most exciting races and closest finishes in IndyCar history. Meanwhile, NASCAR teams could not get the CoT to turn left at that same track just a couple of months ago, creating yet another disappointing race for fans on a 1.5-mile track.

Another great race at Texas could add just a little more momentum for the IndyCar Series and give NASCAR, its fans and its sponsors something more to think about.

FORUM:

Memorial Day Racing Brings Great Reader Response

CONTINUED FROM PAGE 6

constant whining. It takes away from her otherwise good driving performance and exciting personality. People don't respond well to constant criticism and whining. She should read the nursery rhyme about the child who cried wolf too many times.

Indy car racing seems to be coming back with a vengeance. The only hope for NASCAR is to switch from heats/consi/shorter feature Cup format — and ban the top 20 Cup drivers from the Nationwide Series.

Still enjoying *NSSN* after 50 years — especially Chris's column and the historical articles.

*Bob Lang
Sewickley, Pa.*

Better Racing Needed

For the most part, TV and the news media are dominated by everything but motorsports.

We need better racing. NASCAR's All-Star Race was a dud, the sprint cars from Lowe's were pathetic. I don't think they had one pass for the lead the whole night.

*L. Gattimore
East St. Louis, Ill.*

Gauntlet Down, Anderson

In Bryan Gapinski's recent *NSSN* race story about Californian Bradley Galeridge's USAC midget victory at Slinger Speedway in Wisconsin, he tells that Tracy Hines's qualifying lap of 10.485 seconds set a new world's record for a quarter-mile oval.

The old record, according to Gapinski, was 11.406 seconds and was established at Anderson Speedway in Indiana by Jason Leffler. My question for Anderson Speedway is: Are you going to take this laying down?

*Phil Gordon
Valparaiso, Ind.*

Where's The Poll?

Well, Indy is over. How about that fan poll to see if we want front-engine cars or rear-engine cars? I still got that Iowa steak dinner offer open if front-engine cars do not win. What do you say?

*Ned H. Fry
West Burlington, Iowa*

Tough Day For Danica

(Danica) has come a long way in a short time. A bad day for her at "Nap Town" this time. I wonder just how good she would have done in a sprint car or midget like little Sarah Fisher. I guess we'll never know.

The women have done great things for motorsports. It keeps ya coming back.

*Jack Calabrese
Pentwater, Mich.*

More on Danica

It is amazing to me that one 5-foot-3, 100-pound girl can be such a threat to all these sports writers. I picked up the hometown newspaper this morning, and the first story I saw was about how people shouldn't let Danica's walk down pit road overshadow the event itself???

Excuse me? If that was the writer's concern, why was dedicating his entire column to her little stroll not adding to the distraction? The only conclusion one can come to is that she actually put fear into the lad.

Having been a race fan for 50 years, I have seen about all types of temper tantrums from big, strong men. My favorite is still one angry racer beating on another's helmet with his fist. . .

Even the big stars of NASCAR feel the need to blow off some steam from time to time. Jeff,

Tony, Matt, Kevin and Michael are some names that come to mind for shoving matches. Of course, you also have some of the less intelligent who use their cars for weapons — Kurt and Denny are good examples of that.

*John Fisher,
Terre Haute, Ind.*

Marco Gets A Pass

The only thing that seems to be a constant with AGR is that if your daddy owns the team, you can do any stupid thing you want. It's only a matter of time before one of Marco's stupid moves kills someone.

*Larry VanSickle
Estes Park, Colo.*

Marco's Move

Why is everyone so critical of Marco Andretti's move on Tony Kanaan during the Indy 500? Aren't these guys race-car drivers? Aren't they paid the big bucks to actually race?

Is the Indy track so bad that a car can't even pass another car without the guy on the outside spinning out? Give me a break. The fans don't want a 200-mph game of follow the leader. Marco did nothing wrong.

*Ken Bagenstose, Jr.
Temple, Pa.*

Stuff Happens

Yes, everyone should know by now that it's always someone else's fault when Danica loses a race.

The stormy little temper tantrum always occurs to make certain that blame is affixed elsewhere. I've had it with her attitude. Someone needs to punch her right in the nose and bring her back to reality.

That's racin', sister. Stuff happens.

*Vince Page
Brookshire, Texas*

Too Much Mouth

Well, once again, the "Mouth" (Darrell Waltrip is back) in action. When Kyle Busch's engine blew up during the All-Star Race, I thought Darrell was going to have a heart attack.

I thought it was great — all those Toyotas going down in flames. I thought the announcers were not supposed to be bias about the drivers. Bob, Ned and Benny never were. Waltrip sure makes it obvious.

But I've noticed that you don't hear him talking about wall-banging Mikey (Waltrip) very much. Mike has just become a field filler.

It appears to me that the Toyotas have about 50 horsepower on the rest of the field. I thought NASCAR wanted a level playing field? The so-called level playing field is what is ruining the races. Boxed in by thousands of rules, no wonder cars can't pass in the race.

Kyle Busch is the most dangerous driver on the track and Mikey is one of the worst.

*Billy Ray Waltrip (No relation and proud of it)
Denver, Colo.*

Poor WoO Production

I'm sure the two guys working for Speed try their best, but what a poor production (from the Dirt Track @ Lowe's Motor Speedway). First, it was 40 minutes before time trials began. They must have been short of cameras as they missed most of the action — and so did Doty and Gerald, the announcers. Maybe someone from the World of Outlaws should have coached them before the race.

Was any of the race taped? They got back from commercials and the first heat was under way.

I don't believe it would cost much more to get professional announcers to do the race. And what a waste of promoting the Goodyear Blimp that was hanging over the track. Heck, all the fast cars used Hoosier tires.

*Jim Schmitt
Liberty, Mo.*

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