

- ALL MAJOR SERIES
- SPRINTS AND MIDGETS
- RESULTS AND PREVIEWS
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SINCE 1934



# NATIONAL SPEED SPORT NEWS

## NASCAR Returns To The Brickyard

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Vol. LXXV, No. 29

\$3

# Sizzlin Schatz

## Streaking WoO Champ Still Hot In Pennsylvania



RICH KEPNER PHOTO

**WORLD OF OUTLAWS**

PAGES **2, 36-37**

**MONEY MAN:** Donny Schatz scored three victories in five nights, including the Don Martin Memorial Silver Cup at Lernerville Speedway and the Cleveland Brothers Summer Nationals at Williams Grove Speedway.



DOUG DAY PHOTO

# Dixon Does No Wrong

## Gets Third In A Row In Mid-Ohio Visit

**IRL INDYCAR**

PAGES **3, 28-29**



# Summer Of Schatz



HEIN BROTHERS PHOTO

**INSIDE LINE:** Donny Schatz (15) battles Jason Meyers for track position July 18 at Lernerville Speedway in Sarver, Pa.

BY TONY VENEZIANO

SARVER, Pa. — After having a couple of days to celebrate his first Kings Royal triumph that occurred last Saturday, Donny Schatz was back in action at Lernerville Speedway in the Cleveland Brothers Don Martin Memorial Silver Cup. After the event was postponed by rain on July 17, Schatz picked up right where he left off in the Kings Royal, as he earned his 11th victory of the season

WoO

## WINNERS

| Date     | Track          | Winner       |
|----------|----------------|--------------|
| July 18  | Lernerville    | Donny Schatz |
| Thursday | Williams Grove | Donny Schatz |
| Friday   | Williams Grove | Brian Leppo  |
| Saturday | Williams Grove | Donny Schatz |
| Sunday   | Lebanon Valley | Jason Meyers |

**MORE WoO RESULTS, PAGES 36-37**

the following night and second-consecutive victory in the Silver Cup, which was worth \$30,000.

**SCHATZ:** CONTINUED ON PAGE 37

# Schatz Keeps Keystone Cool

BY TONY VENEZIANO

MECHANICSBURG, Pa. — Donny Schatz continued his midsummer hot streak Saturday night at Williams Grove Speedway, posting his

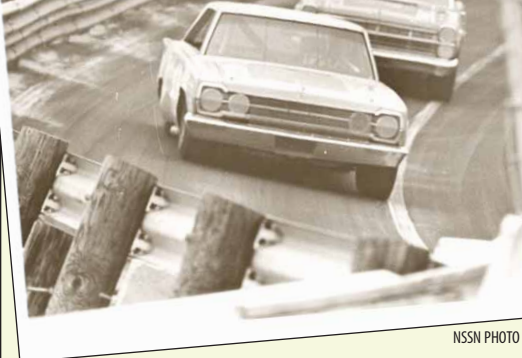
WoO

third big-money victory in a week.

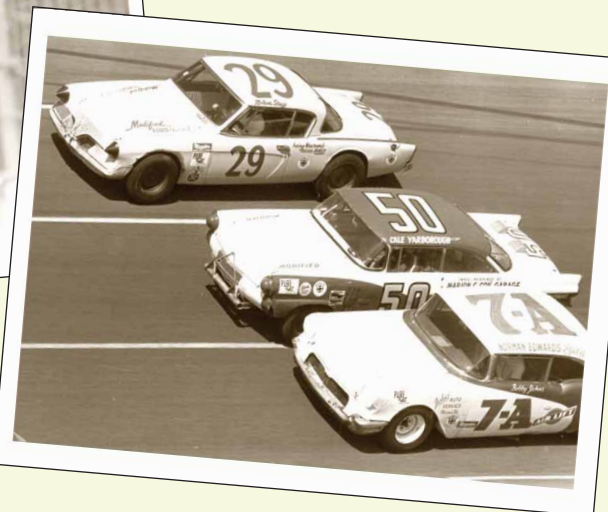
The defending World of Outlaws champion added the \$20,000 top prize for the Cleveland Brothers Summer Nationals to \$30,000 from the Don Martin Memorial at Lernerville

**KEYSTONE:** CONTINUED ON PAGE 37

# Preserving History



NSSN PHOTO



FORD MOTOR COMPANY PHOTO

## Will The NASCAR Hall Of Fame Help Or Hurt Other Area Museums?

CONCORD, N.C. — Will the birth of the NASCAR Hall of Fame be the death of other motorsports museums in the area?

When the NASCAR Hall of Fame opens in 2009 in downtown Charlotte, N.C., what will become of facilities at Hendrick Motorsports in Concord, N.C., the North Carolina Motorsports Hall of Fame in Mooresville, N.C., and the Richard Childress Racing Museum in Welcome, N.C.?

By JACK FLOWERS  
NSSN CORRESPONDENT

### INSIDE LOOK

Winston Kelley, the executive director of the NASCAR Hall of Fame, says it's his hope that the new Hall of Fame can interact with the other facilities.

"There is clearly an interest in collaborating," said Kelley.

The hall, said Kelley, will talk with officials from other racing museums about rotating exhibits and designing tours where fans visit the hall, then team operations and museums.

"We've already had talks with Rick Hendrick, Don Miller and Richard Childress," said Kelley. "We have what we think are some interesting tours that will be available for fans coming to the hall."

"One such tour might be to Patti and Kyle Petty's Victory Junction Gang Camp, stopping at Childress's



DAVIS TURNER/GETTY IMAGES

**FROM THE GROUND UP:** Grand marshals Bob Lauth, Richard Petty, Charlotte Mayor Pat McCrory, NASCAR President Mike Helton and Rick Hendrick break ground for the NASCAR Hall of Fame.

museum and winery there in Welcome and Lexington, N.C.

"Another such tour might include several of the race teams's shops in the area. There would be the possibility of a lot of different tours, along those lines."

Don Miller, who heads the North Carolina Motorsports Hall of Fame, is a little bit leery of the NASCAR Hall of Fame.

"I'm so afraid they're going to hurt us," Miller said. "And they will, too, unless they line this thing up right."

The North Carolina Motorsports Hall of Fame annually inducts members in December.

"If they don't have their induction on top of ours, it might not be so bad," said Miller. "I'm afraid people are going to be confused and start wondering which induction ceremony they should attend, which hall of fame is legit and which is not."

Hendrick, who was a big advocate of Charlotte earning the NASCAR

**HISTORY:** CONTINUED ON PAGE 24

# NSSN RACING LINE

The Week In Motorsports For July 25, 2007

## Clayton Victorious In Final Day Of Indiana Sprint Week

HAUBSTADT, Ind. — Daron Clayton scored an unpredictable victory and Dave Darland secured his third Indiana Sprint Week championship, as the eight-race series concluded Saturday night at Tri-State Speedway. Darland secured the championship despite having to use a provisional starting spot to start the feature.

USAC SPRINTS  
PAGE 8



DAVID E. HEITHAUS PHOTO

## Sorenson Repeats, Returns To Winner's Circle At Gateway

MADISON, Ill. — Reed Sorenson is running a part-time Busch Series schedule this season, but one race he refused to miss was the stand-alone event at the Gateway Int'l Raceway. Having claimed a victory and a fourth-place finish on the track before, Sorenson knew he could turn around what has been a disappointing season so far.

BUSCH  
PAGE 38

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DOUG DAY PHOTO

**DIXON DOES IT AGAIN:** Scott Dixon leads Sunday at Mid-Ohio Sports Car Course in Lexington, Ohio.

# Three-For-Three

*Dixon Captures Third Straight Victory In IRL's First Visit To Mid-Ohio Road Course*

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

LEXINGTON, Ohio — If Dario Franchitti didn't hear Scott Dixon coming before Sunday's IndyCar Honda 200, he can definitely hear him closing in now.

## IRL INDYCAR

Dixon won his third-straight IndyCar race, joining Kenny Brack in 1998 and Dan Wheldon in 2005 as the only drivers to score three-straight victories in the IndyCar Series.

The Auckland, New Zealand driver's latest win at the Mid-Ohio Sports Car Course has tightened the IndyCar point standings, as Dixon now trails Franchitti by 24 points with five races to go.

Franchitti's lead was 65 points before Dixon scored the first of his three in a row at Watkins Glen Int'l on July 8. When Dixon won his second-

straight at Nashville last week, his deficit was cut to 34.

The 2003 IndyCar Series champion was able to trim another 10 points off Franchitti's lead when Dixon defeated Franchitti by 2.6917 seconds in Sunday's open-wheel racing return to the Mid-Ohio course for the first time since Champ Car raced here in 2003.

Now that Dixon has replaced Franchitti as IndyCar's hottest driver, he is thinking of what it will take to claim the 2007 championship that

**THREE:** CONTINUED ON PAGE 28

# Lopez Plays A New Tune In Music City

NASHVILLE — Like most of his fellow drivers in the NASCAR Busch East Series, Rogelio Lopez hopes to one day run in the NASCAR Nextel Cup Series. But he knows to get there he has to have success on the various levels up the ladder.

Already the 2006 NASCAR Mexico champion, Lopez took a monumental step forward in his progress with a victory Sunday night in the Busch East Series's Music City 150 at the historic Music City Motorplex.

He became just the second Mexican-born driver to win in Busch East and the first to do so on an oval.

"This means a lot to me," said Lopez, who held off point-leader Joey Logano on a green-white-checked finish. "It's not the same as winning

on a road course. That's what NASCAR means: oval courses.

"This means a lot to me and the Mexican guys."

Ruben Pardo was the first Mexican-born driver to win on the Busch East tour with his victory last year on the road course at Lime Rock Park in Connecticut.

"I'm really happy about it," said Lopez, "because we have worked so hard for three years to move up."

Logano settled for the runner-up spot, while his Joe Gibbs Racing teammate, Marc Davis, used a last-turn surge to edge Jeffrey Earnhardt for third. Bryon Chew finished fifth.

The victory gave Lopez one of the most unique trophies in auto racing: a custom-designed Copley Guitar.

"I think I'm just going to hang it on

the wall," Lopez said. "Everyday I wake up, I'm just going to look at it hanging there."

Lopez's previous best finish was a fourth overall at Elko (Minn.) Speedway.

**The finish:**  
Showing driver, car, laps completed and money won: 1. Rogelio Lopez, Chevrolet, 150, \$7,500; 2. Joey Logano, Chevrolet, 150, \$3,750; 3. Marc Davis, Chevrolet, 150, \$2,950; 4. Jeffrey Earnhardt, Chevrolet, 150, \$2,450; 5. Bryon Chew, Chevrolet, 150, \$1,850; 6. Jamie Hayes, Chevrolet, 150, \$2,100; 7. Jeff Anton, Chevrolet, 150, \$1,400; 8. Tim Andrews, Chevrolet, 150, \$1,300; 9. Jerry Marquis, Chevrolet, 150, \$1,275; 10. Richard Gould, Chevrolet, 150, \$2,175; 11. Chase Austin, Dodge, 150, \$1,100; 12. Matt Kobyluck, Chevrolet, 150, \$1,075; 13. Michelle Theriault, Chevrolet, 150, \$1,050; 14. Max Dumarey, Chevrolet, 150, \$1,025; 15. Nicholas Formosa, Chevrolet, 150, \$950; 16. Peyton Sellers, Chevrolet, 149, \$850; 17. John Freeman, Dodge, 149, \$827; 18. Sean Caisse, Chevrolet, 147, \$2,300; 19. John Salemi, Chevrolet, 146, \$800; 20. Kevin Leicht, Ford, 145, \$800; 21. Skip McCord, Chevrolet, 145, \$800; 22. Todd Peck, Chevrolet, 144, \$800; 23. James Pritchard, Jr., Chevrolet, 143, \$800; 24. Scott Bouley, Chevrolet, 135, \$800; 25. Jonathan Smith, Chevrolet, 124, \$800; 26. German Quiroga, Chevrolet, 78, \$800; 27. Ruben Pardo, Dodge, 72, \$800; 28. Dion Ciccarelli, Chevrolet, 71, \$800; 29. Jesus Hernandez, Chevrolet, 28, \$800; 30. Mike Olsen, Chevrolet, 23, \$1,300.

# Bourdais Returns To Winning Ways

By **JOHN OREOVICZ**  
NSSN CORRESPONDENT

EDMONTON, Alberta — Championship points have been harder to come by than usual for Sebastien Bourdais in 2007. So, the three-time Champ Car World Series champion decided to go after every one available at the Grand Prix Edmonton.

With the race already well in hand, Bourdais stopped cruising and repeatedly smashed the lap record in the closing stages in an effort to secure the championship point for the fastest race lap. The 93rd of his 96 laps was almost 0.9-second better than anyone else in the 17-car field could manage.

It all added up to a 3.947-second victory over Justin Wilson, the 27th race victory of Bourdais's impressive Champ Car career. Rookie Graham Rahal was third in a second Newman-Haas-Lanigan Racing entry.

More importantly, Bourdais put himself back at the top of the championship standings after briefly dropping to third. He ends Champ Car's three-race Canadian swing 20 points ahead of incoming leader Robert Doornbos and 24 points up on Edmonton pole winner Will Power.



Sebastien Bourdais

While both of his chief championship rivals had races to forget — Doornbos was crashed out by the lapped car of Alex Tagliani, and

**BOURDAIS:** CONTINUED ON PAGE 34



MIKE KEON PHOTO

**FOREIGN FLAVOR:** Rogelio Lopez (03) runs with Tim Andrews (9) and Jeffrey Earnhardt Sunday at Music City Motorplex.

## OPINIONS

**ECONOMAKI:** Fines are a common occurrence these days. **PAGE 4**

**CLAYTON:** Is this really NASCAR's "Golden Age?" **PAGE 5**

**WADE:** "Top 10" rule helps some but ends up hurting others. **PAGE 31**

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## EXCLUSIVE

### Belleville High Banks's Signature Event Marks 30th Anniversary

BELLEVILLE, Kan. — The summer's most prestigious and most important midget race will take place this weekend at the historic Belleville High Banks.

**RING THE BELLES PAGES 26-27**  
The half-mile oval has hosted auto racing for nearly a century, and the Mopar Belleville Nationals has been the signature event at the track since 1978. This year marks the 30th annual Mopar Belleville Nationals.

## WINNER'S LIST

| Series          | Winner          | Where               | Page |
|-----------------|-----------------|---------------------|------|
| ALMS            | Dumas/Bernhard  | Lexington, Ohio     | 6    |
| Grand Am        | Fogarty/Gurney  | Birmingham, Ala.    | 6    |
| NHRA Top Fuel   | Tony Schumacher | Seattle, Wash.      | 30   |
| NHRA Funny Car  | Jack Beckman    | Seattle, Wash.      | 30   |
| NHRA Pro Stock  | Dave Connolly   | Seattle, Wash.      | 30   |
| Formula One     | Fernando Alonso | Nurburg, Germany    | 32   |
| GSC             | Tim Kaeding     | Watsonville, Calif. | 39   |
| Hooters Pro Cup | Michael Ritch   | Kenly, N.C.         | 47   |

## THE FINISH

*"Personally, as unhappy as they are with me, I am easily as unhappy with them."*

**SCOTT SPEED**  
FORMULA ONE, PAGES 32-33



## ► PUBLIC FORUM

Let your voice be heard

### Note To Bernie

Dear Mr. Ecclestone,  
Up yours!

Tom Hopkins  
Bradenton, Fla.

### Sprint-Car Thoughts

I sure hope Tony Stewart dumps Paul McMahan at the end of the season. He's just not that good.

Here is Tim Kaeding, who puts on a hell of a show. He needs to be back with the World of Outlaws — and if Steve Kinser can't afford to run the 11k car, Tony could.

I heard a rumor that (Stewart) was hiring Donny Schatz. I put a jinx on him, but it hasn't worked yet. But it worked on Michael Waltrip. The good thing about racing for Waltrip's Toyotas is you always have the week off.

Dick Birch  
Mansfield, Ill.

### English 101 For TV Types

I know we all seem to like TV announcers or hate them.

Bill Weber, my English-teaching mom would smack you for saying 2000-and-7, not 2007.

So, when you do the next broadcast AND say something, AND say a date, AND you are on the air, would you please slow down AND help me like you better.

Also, stop the poems. Thank you very much.

Tom Johnson  
Nampa, Idaho

### Commentators Blow It

I have trouble with the TV guys who refrain from using the phrase "blow out" when a tire comes apart and the car and driver are sent into the wall. Sometimes they will show that is separated from the carcass but not often.

FORUM: CONTINUED ON PAGE 51



### 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 Hudspeith Rd., P.O. Box 1210, Harrisburg, NC 28075. E-mail to publicforum@nationalspeedsportnews.com.



# Fines, Fines & More Fines

## Weekly Occurrences At NASCAR Tracks Of Late

MIDLAND PARK, N.J.

A year or two after NASCAR was founded in 1948, **Marshall Teague** — one of its first stars — broke a rule and was fined \$300. It may have been NASCAR's very first fine, and the sanctioning body made much of it, sending photocopies of Teague's \$300 check, made out to NASCAR, to the media as proof. Teague did, in fact, pay his fine. That photocopy appeared in this newspaper. Things are different today, with much publicity generated when fines and suspensions are levied, but no data on if, when and how these fines are paid, nor what happens to this vast sum of money collected from errant participants. Methinks this year's NASCAR fines total could easily approach the \$1-million mark. Ye ed recalls years ago NASCAR announcing money collected via fines goes into each particular series's championship point fund, but no accounting has ever been seen. It is hard to envision a crew chief, sitting down to pay his monthly household bills, including a \$25,000 or \$50,000 check to NASCAR to satisfy his fine. So, tell us NASCAR, do all these fines get paid? How are

### EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

they paid? In cash? Financed? Deducted from team prize money? Or might they, over time, be forgiven and/or forgotten? Our suggestion: Add a "fine" line to weekly race box scores which includes the yearly total to date of dollars fined and a weekly tally of fines levied. Also, is there a driver who has accumulated more fines than any other, a "fine champion," so to speak? If so, who is he and what is the total amount he has been fined?

The arrest of driver **Aaron Fike** and his indefinite suspension by NASCAR on possession of drug paraphernalia and heroin was the major topic of discussion on Thursday's daily 30-minute ESPN2 TV show, "NASCAR Now." We were very much taken aback when **Tom Cowlishaw**, a regular on the show, opined that there has to be one or more other drivers along with Fike using drugs, feeling there has to be more than one, and that Fike is unlikely to ever get another drive if the current charges stick. To this reporter these are shocking statements. My sympathies go to Fike's dad, who has spent oodles of time, energy and money furthering the racing careers of both his sons, Aaron and his brother **A.J.**

A recent front-page *New York Times* story headlined "The Gilded Age" dealing with activities of America's wealthiest



AUTOSTOCK IMAGES

**FINES, FINES, EVERYWHERE FINES:** NASCAR hit Dale Earnhardt, Jr. and the No. 8 crew with heavy penalties for a rules infraction in May at Darlington (S.C.) Raceway.

individuals included a huge oil painting of a NASCAR car in action, which served as background in a photograph of **Leo Hindery, Jr.**, the cable TV impresario. Hindery is seen regularly at auto raceways and, on occasion, drives. We spied the peripatetic Hindery at the recent Lime Rock ALMS event, as well as his lovely wife, the always-smiling **Patty Wheeler**, whose TV production company was on duty there that weekend.

Unique. Some promoters will try anything to lure more fans to their tracks. **Donnie Clark**, who runs Lanier National Speedway in Braselton, Ga., held "Home-Grown Tomato Night" Saturday, knocking \$1 off each ticket for anyone bringing a home-grown tomato to the vintage racing program. The individual who grew the biggest tomato got \$25, while all on hand could enjoy tomato sandwiches and fried green tomatoes at track refreshment stands.

Now that **Jamie McMurray** is again in the public eye, thanks to his Pepsi 400 victory at Daytona — a long wait from his initial triumph in the fall of '02 at Lowe's Motor Speedway — writers are digging up items of interest from his past. Provoking a

ECONOMAKI: CONTINUED ON PAGE 51

## Honda's Clarke Enthusiastic About Acura In ALMS

SHAMOKIN, PA.

**R**obert Clarke, who heads up Honda/Acura motorsports efforts, is a happy man these days. His three Acura factory-backed LMP2 ALMS entries are doing very well in American Le Mans Series competition, a fact he confirmed during our recent talk at the ALMS event at Lime Rock Park, Conn.

Clarke, 57, joined American Honda in 1981 in the motorcycle accessory and product planning departments after spending five years as a professor of art and architecture at the University of Notre Dame. He also spent three years as a designer at motorcycle accessory manufacturer Vetter Corporation.

A true gentleman in the racing circles and no stranger to this column or *NSSN* pages, Clarke was named General Manager of Honda Performance Development when the company established its racing division in April 1993. HPD named him company president in April 2005.

Located in Santa Clarita, Calif., approximately 30 miles north of Los Angeles, HPD employs 120 and operates out of a 123,000-square-foot building that houses comprehensive engine

### RACING BRIEFCASE



GREG ZYLA

research and development, prototype and production parts manufacturing, engine preparation, analysis, dyno/test cells, a machine shop, a parts center and administrative offices.

What Clarke is most pleased about is the fact that in 20 years of Acura history, the Acura LMP2 prototype initiative is Acura's first full factory-backed motorsports program. The luxury brand of American Honda Motor Co., Inc. fields three Acura-powered LMP2 entries, two utilizing the company's own 3.4-liter V-8 engine and new Acura designed versions of original Courage chassis design.

Making its competition debut at Sebring in March, Clarke watched as Acura won its class, placing first, second and fourth in LMP2 and second and third, overall. At Lime Rock, Acura finished third overall behind the two Penske Porsches, and at this past weekend's event, finished fourth overall and third in class, with Penske Porsches going 1-2 overall again.

A longtime SCCA racer, Clarke sometimes campaigns in vin-

ZYLA: CONTINUED ON PAGE 51

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**The  
Audit  
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## Reading Between NASCAR's Lines

CONCORD, N.C.

## ALL THE MARBLES

Spin doctors from NASCAR's communications department recently released an impressive list of statistics supporting the argument that this is indeed the "Golden Era" for its top series.

The three-page NASCAR release was no doubt created in response to some vocal criticism from the media and some fans that the Nextel Cup Series has become predictable.

Some of the cited statistics are very interesting and inarguable — and we'll get to them shortly. But one thing NASCAR's communications department failed to realize when creating the release is that any so-called "Golden Era" must be either clouded and romanticized by memory, a lack of knowledge about it or both.

NASCAR public relations gurus have created a spin that Tony Stewart would be proud of.

Here are a few of the stats NASCAR put together to support its "Golden Era" theory:

- In 1970, 22 races finished with one car on the lead lap, something that happened only twice in the 1990s and hasn't happened at all since 1995.

- The percentage of cars on the lead lap has grown from 6.3 percent in 1976 to 30.7 percent in 1996 to 43.6 percent in 2006.

- The number of race leaders per race on the average has nearly doubled since the 1970s, which averaged 5.4 leaders per race. This decade averages 9.8 leaders per race.

- Seven of the top-10 race finishes since 1993 have occurred since 2000, including Jamie McMurray's victory over Kyle Busch at Daytona just a couple of weeks ago, which is ranked second.

- Since 2000, no driver has won more than eight races in a season. Nineteen different winners were crowned in 2001, compared to just 12 winners in 48 races in 1970 and five in 30 races in 1974. This season boasts 13 different winners in 19 races.

The statistics are certainly valid and make a compelling argument, but let's take a look at



JOHN CLAYTON

the stories behind the numbers.

Do better finishes necessarily follow better races? Are better finishes the result of having better drivers? Or is it the result of a combination of rules changes and improved technology? I argue for the latter.

When Cale Yarborough was winning races by seven laps over other drivers way back when, pit stops were hardly the precision science they've become. There was no such thing as a restrictor plate to bunch the fields on superspeedways. The (alleged) "competition cautions" had yet to be invented. And the "lucky dog" was the one under the kitchen table.

Equipment that lasted 400-500 miles was the exception rather than the norm, so the improvements in technology have far outweighed any improvement among drivers.

If there were some sort of "Strat-O-Matic" simulation league out there, I would still take Yarborough over either Busch, David Pearson over Junior and Bobby Isaac over Jimmie Johnson. If anything, a youth movement in today's sport that puts marketability ahead of driving ability and previous accomplishment has diluted the talent pool.

Still, the numbers don't lie, whatever the reasons behind them.

But what about the number of race winners? Thirteen different winners in 19 races?

NASCAR has evolved — or devolved — into a team sport. Powerhouse teams such as Rick Hendrick and Roush Fenway are every bit as dominant as individual drivers such as Richard Petty and Pearson were 30 years ago.

This year, Hendrick drivers, racing in similarly prepared cars with equal equipment, have won 10 of 20 races. Roush Fenway and Richard Childress drivers have won three times each, leaving two victories for Joe Gibbs Racing and one each for Chip Ganassi and DEI. In today's team-driven sport, that leaves just as many have-nots — maybe more when you factor in the top 10s by the rest of the powerhouse drivers — as 30 years ago.

## Erb Becomes Boy Of Summer

CHICAGO

## CHICAGO CHIPS

Area dirt-late-model standout Dennis Erb, Jr. captured this year's United Midwestern Promoters DIRTcar Summernationals championship, grabbing four victories during the grueling 25-race schedule and taking home \$25,000 for his title efforts.

The 34-year-old, second-generation speedster scored four wins out of the first 10 Summernationals contests held. The Carpentersville resident kicked off the annual midsummer late-model tour by winning the opening race at Kankakee Motor Speedway on June 15, pocketing \$10,000 for his efforts in the 40 lapper. The following night at the Kamp Motor Speedway in Boswell, Ind., Erb again won a \$10,000-to-win 40-lap chase.

Highland Speedway was the scene of another Erb victory on June 20, which gave Erb three wins during the first six UMP Summernationals battles. Another Illinois dirt track — Peoria Speedway — saw Erb score his fourth and final Summernationals victory June 25. Erb was now 4-for-10.

Erb battled Tennessee driver Mike Marlar and Indiana's Don O'Neal most of the way for the title, with the final races seeing Erb and O'Neal square off against each other. Former two-time Summernationals titlist Shannon Babb of Moweaqua, Ill., joined the tour late, but still won four features during this year's action.

"Early in the year, I set my mind to go and win this Summernationals deal," Erb said. "I felt like after running it all these years, I knew what it would take to win it."

Erb posted some strong numbers during the campaign as far as finishes go. In addition to his four victories, Erb had 14 top-five finishes and 23 top-10 finishes. A 14th-place finish during a mid-June visit to Jefferson County Raceway in Mount Vernon, Ill., was his worst performance.

"I was fortunate to be able to have good runs for the whole month," Erb said. "I won the most I ever have in a (single) year on the Summernationals (tour), and we finished



STAN KALWASINSKI

every night."

Prior to the Summernationals schedule, Erb's confidence got a boost as he nailed down a couple of World of Outlaws Late Model Series victories.

"It was a real good spring for us," he said. "Our car was working real well, and the couple

Outlaws wins we got built up a lot of confidence for us coming into this deal."

C.J. Rayburn Race Cars put together the winning chassis for Erb, with Malcuit Racing Engines supplying the horsepower.

Sponsorship help came from Thomason Transportation, Petroff Towing and J&J Steel.

Erb's biggest scare during the tour came on June 30 at Clarksville (Tenn.) Speedway. While unloading his No. 28 race cars from his transporter, one of them rolled off the back of his trailer's lift gate and landed atop his other racer that was already sitting on the ground below. Luckily, a little cosmetic damage to the cars was the worst part. Erb went on to score a fifth-place finish in one of the "wrinkled" cars that night.

Wrapping up the title was a bit anticlimactic for Erb, as he and rival O'Neal decided not to compete in the final race of the tour at Ohio's Oakshade Raceway on July 14. A heavy downpour of rain hit the speedway after time trials were completed, causing a nearly five-hour track-drying delay. Erb opted to forego racing into the wee hours on a heavy surface. Erb and O'Neal agreed on not racing and loaded up their cars.

"We don't want to do something like this, but it's not the way we want to decide the championship," Erb said at the time.

This year's Summernationals series saw competition in seven states, with Illinois tracks hosting 14 events.

A total of 384 different drivers entered at least one of the 25 Summernationals point races. Eight teams entered all 25 events, with 11 different drivers scoring main-event victories. Trailing Erb and O'Neal in the final standings were Illinois driver Wes Steidinger, Michigan's Jeep VanWormer and Marlar and Illinois's Steve Sheppard, Jr., who were tied for fifth.

## Hey, Fans: Catch Keith Kauffman In Action While You Still Can

VALLEY STREAM, N.Y.

When the penultimate show of Pennsylvania Speedweek got its last checkered flag, veteran driver Keith Kauffman was in victory lane.

Maybe because he's such a quiet, classy guy, Kauffman has escaped being called "legendary." I, for one, think he is. Kauffman, who just turned 57 years old, has been flinging sprint cars around for 37 years. He is not the typical sprint-car racer.

Kauffman has done it by outracing and mostly outsmarting his rivals in one of the toughest regional circuits around. He has scored some 301 victories — 125 of them at Port Royal Speedway. He is leading the standings at Port Royal en route to what

could be his 13th track championship at the historic half-mile oval.

He is soft spoken and modest. He has raced in flame-throwing nasty sprint cars probably without gaining an enemy. I doubt if anyone who kicks up 410 dirt is more respected.

Kauffman has cut down his racing a bit, competing at Port Royal every Saturday and in some special shows. I'm not looking forward to the day he decides he won't race anymore. It's been a genuine pleasure watching the "Man from Mifflintown" do his thing.

Another sprint-car great — Fred Rahmer — recently passed Steve Smith on the all-time winner's list at Lincoln Speedway with his 151st triumph at the third-mile dirt track.

## RACING JOURNAL



GARY LONDON

Like Kauffman and Smith, Rahmer has won most of his races from deep in the pack, and this is in short races. Lincoln is a hard place to win, and because of its size, traffic is always a factor. Those three men have nearly 1,000 sprint-car victories among them, and Rahmer and

Kauffman should win quite a few more before they are finished.

If you vacationed last week, you had a chance to catch a lot of racing in Pennsylvania. On July 18, Bob Miller had another Thunder on the Hill show at Grandview. The DIRT big blocks ran a 100 lapper. Randy Kane and I described the action for RCN Cable.

The next three days, Williams Grove had its Summer Nationals for the World of Outlaws.

I needed a sprint-car fix. ■ ESPN is doing a nice job with its Outlaws TV shows. It's the best sprint-car television since Thursday Night Thunder.

■ Good to see Jamie McMurray break through with a victory at

Daytona. I wonder what the Pepsi people thought of him sipping a Coke in victory lane?

■ Tony Stewart, who is as subtle as a piano thief, really stuck it to NASCAR with his Prelude to the Dream late-model show at Eldora. It was an event that was totally pleasurable.

No infractions, no salivating all night about points, no sponsor plugs, just a night of great racing, and everybody had a great time.

The next PPV event might be the fathers of Sam Hornish, Jr. and Danny Lasoski going at it for three rounds.

■ I think Larry McReynolds has a lot of nerve making fun of the way Bootie Barker talks.

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# Gurney, Braun Wage War In Alabama Heat

*Grand Am Vets Make Room For Speedy Youngsters In Exhausting Day At Barber*

BIRMINGHAM, Ala. — Forget the old parameters. Sunday was the day of the young bucks, as Alex Gurney, the son of legendary Dan Gurney, and teenager Colin Braun put on a show for the crowd that came to watch the Grand American Rolex Sports Car Series Daytona Prototypes wage war over the unforgiving 2.3-mile Barber Motorsports Park course on a 95-degree afternoon with humidity to match.

## GRAND AM

Gurney and his partner, Jon Fogarty, who got out of the Gainsco Pontiac-Riley, were looking for their fifth victory of the year and an opportunity to move closer to point-leader Scott Pruett, who with Luis Diaz occupied the fifth grid position in the Chip Ganassi-owned Telmex Lexus-Riley. Also looking to try and get back in the point hunt was Braun, who this weekend had Nic Jonsson rather than Max Papis as his partner in Krohn Racing's Pontiac-Riley.

The question was who was the hungrier, Braun or Gurney? For the better part of an hour, the two raced in lock step just yards apart, with Gurney out front and Braun taking up the rear while seeking a way by. In the end it came down to a question of who would make the first mistake. But neither did, Braun being forced to settle for second.

Afterwards, Gurney had nothing but praise for his 18-year-old rival, characterizing Braun as "both fast and smooth."

The Krohn driver, on the other hand, said he kept looking for a way by Gurney, but that he left him "no openings to get the job done." So furious was the duel between the two that they simply left the rest of the field behind, a fact clearly evident as they pulled away from the third-place SunTrust Pontiac-Riley of Max Angelelli, who was sharing the car with Memo Gidley, at the rate of one and half to two seconds a lap following a third and final full-course caution of the day.

Angelelli was under intense pressure from David Donohue in the Red Bull-backed Brumos Porsche-Riley that Darren Law had started. So hard did Angelelli work to keep that "show" position that he had to be lifted from his prototype after taking the checkered flag ahead of Donohue and transported by ambulance to a local hospital for heat exhaustion. Later reports indicated that Angelelli would not suffer permanent effects, although one can only wonder about his enthusiasm for racing again at Barber in July.

Clearly Pruett and Diaz would have liked to have had a better afternoon, the two crossing the finish in fifth after a race in which they seemed unable to make any real gains on their opposition. Even so, Pruett came away in the lead for yet another Rolex title, an advantage that with just three DP rounds remaining will be hard to overcome.

Meanwhile, in Saturday's two-and-a-half-hour GT show, it was all Kelly Collins and Paul Edwards in the Banner Motorsports Pontiac GXP-R, the pair starting on the pole and finishing with their first Rolex GT triumph of the year.

## Georgian Bay Team Shows Way At Barber

BIRMINGHAM, Ala. — After taking over the controls of the No. 01 Georgian Bay Motorsports SCADAPack Chevrolet Cobalt from co-driver and polesitter Eric Curran midway through Saturday's two-and-a-half-hour Grand-Am KONI Challenge Series

Street Tuner race at Barber Motorsports Park, co-driver Jamie Holtom put a thrashing on his fellow competitors to win the team's first series race of 2007 on the 2.3-mile, 16-turn permanent road course.

Curran started the car on the pole and led the first 47 laps before handing the car off to Holtom on lap 48 during their standard pit stops. Holtom re-entered the race in the top five and returned the car to the point when No. 86 Classic BMW-Plano BMW Z4 driver Toby Grahovec pitted. Without any caution periods to bunch the field up, Holtom ran solid and pulled away to beat Trevor Hopwood — co-driving with Adam Burrows — and the No. 95 Turner Motorsport BMW 330i by 12.762 seconds. Overall, Curran and Holtom led 84 of the 86 laps.

## GS

BIRMINGHAM, Ala. — Smart pit strategy and a dominating car landed No. 41 TRG Carlsen Porsche/Mitchell Global Porsche 997 co-drivers Andy Lally and Ted Ballou their first KONI Challenge Series Grand Sport victory Sunday at Barber Motorsports Park.

Lally crossed under the checkered flag more than 30 seconds ahead of the 38-car field in the two-and-a-half-hour, 82-lap race.

Lally took control from polesitter Doug Goad — the race's only other leader — on lap 48 after storming through the field following an early pit stop, and then stayed on the point during the team's second pit stop and gradually increased his margin of victory in the final laps to 31.199 seconds over No. 97 Turner Motorsport BMW M3 co-driver Don Salama.

The results were the best KONI Challenge GS finishes for both teams in 2007. Lally and Ballou have finished second twice, the most recent at Mid-Ohio Sports Car Course, their last together.

Lally, teaming with R.J. Valentine, finished second in Saturday's Grand-Am Rolex Sports Car Series presented by Crown Royal Special Reserve GT race for TRG.



DOUG DAY PHOTO

**YELLOW FEVER:** The Porsche RS Spyder driven by Romain Dumas and Timo Bernhard took the overall victory in the American Le Mans Series race at the Mid-Ohio Sports Car Course.

# SPYDER-MEN

## Penske Porsches Post 1-2 Finish In Mid-Ohio's ALMS Round

LEXINGTON, Ohio — It wasn't supposed to be this way, but this season the American Le Mans Series has become a playground for the Penske team DHL factory LMP2 Porsche RS Spyders.

On Saturday, that trend continued, as the two yellow-and-red prototypes took their fifth-overall victory of 2007 and their second-consecutive 1-2 sweep in the

## ALMS

Acura Sports Car Challenge at the Mid-Ohio Sports Car Course.

The Penske team played the pit stops perfectly, short filling the pole-sitting Romain Dumas entry, while giving its stablemate, with Ryan Briscoe aboard, a full load during its final refueling halt. In the end, while Briscoe pulled up onto Dumas's tailpipes, it was Dumas and his partner, Timo Bernhard, crossing the line just over a second ahead of Briscoe and Sascha Maassen.

Such has been the overwhelming performance of the Penske squad that they haven't lost a race since the opening Sebring round in March, and they haven't been out of the outright winner's circle since St. Petersburg later that month.

Yet, the statistics are somewhat misleading, for even while the vaunted, supposedly faster factory LMP1 category Audi R10 turbo diesels have not been able to conquer their Porsche rivals, they have come close, which is exactly what happened Saturday.

At the start, Emanuele Pirro quickly pushed his way past the Porsches to take over the top position. And while the LMP2 con-

tenders would take it back as the race wound down, it was Pirro's partner, Marco Werner, who appeared to have the upper hand — at least as far as the outright honors were concerned. However, a longer-than-normal pit stop combined with the quick work of the Penske team put Werner back to third. And while he was able to close the gap, he was still more than 15 seconds back at the checkered flag.

Fourth for Acura were Luis Diaz, one of many drivers doing double duty over the weekend at the Rolex tour's Barber round outside of Birmingham, Ala., and Adrian Fernandez, whose Lowe's-sponsored Lola came home fourth overall and third in class, this after Fernandez had put the car into the overall lead just before the final round of pit stops.

Completing the top five was the second Audi R10, which tangled with Stefan Johansson's Highcroft Racing LMP2 ARX-01a on the first lap, putting Rinaldo Capello a lap down. However, good work by him and his hard-charging partner, Allan McNish, enabled the Scotsman to unlap himself in the closing stages and take fifth.

Indeed, while the Penske team and the Acuras have been grabbing the headlines this year, few have noticed that the Audis have completely dominated in LMP1, winning not only Sebring and St. Petersburg outright but claiming every LMP1 race trophy in the process.

Meanwhile, Butch Leitzinger and Andy Wallace gave Rob Dyson something to cheer about, taking sixth overall and fourth in class

with their RS Spyder, just ahead of Chris Dyson and Guy Smith in the second Dyson Porsche.

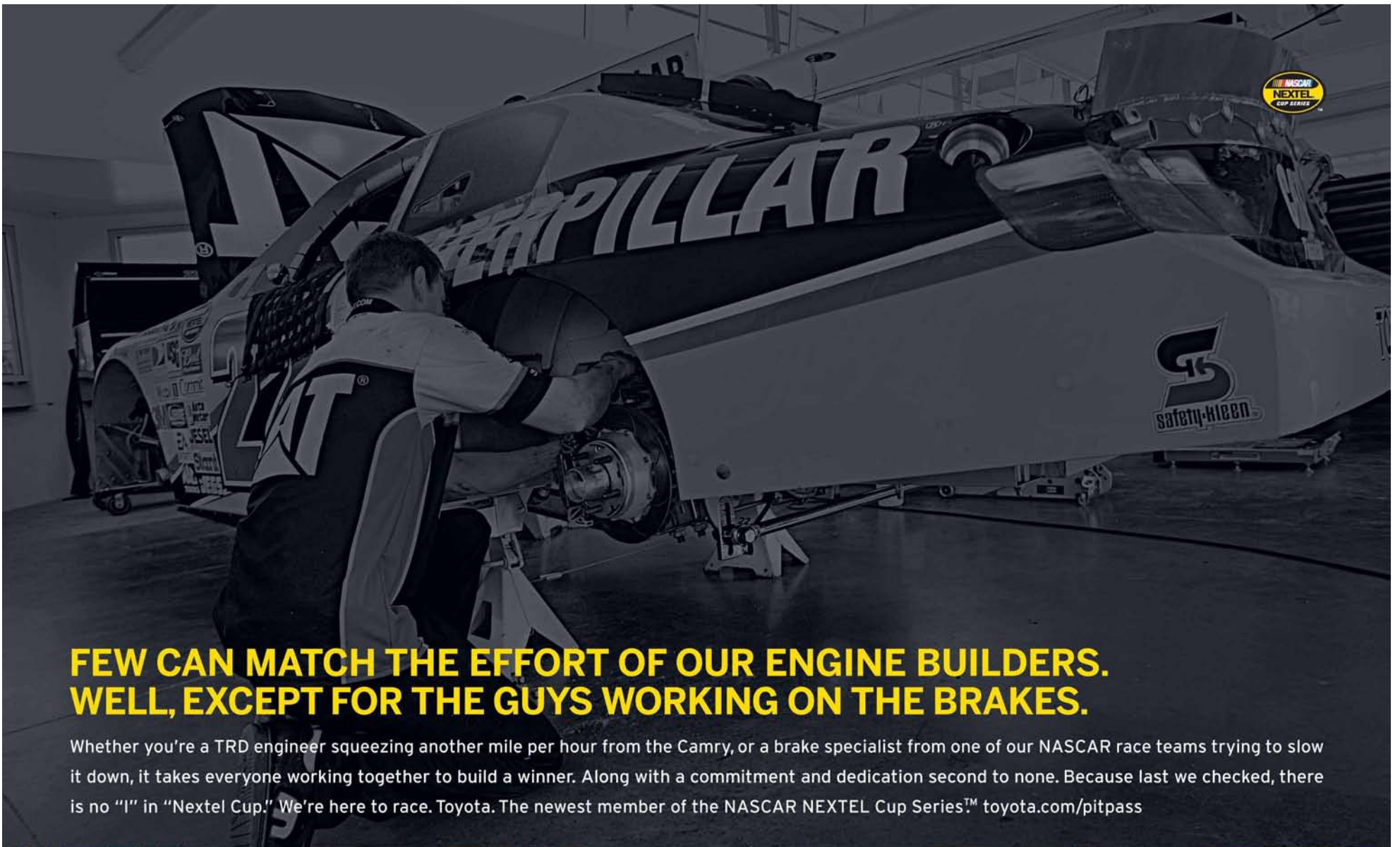
As for Johansson and David Brabham, they came back to take eighth in the outright standings, while Greg Pickett and Klaus Graf were ninth overall in their Lola-Judd, garnering third in LMP1 as well. Finishing out the top 10 were Marino Franchitti and Bryan Herta in their Andretti Green Acura AXR-01a, which had several issues, including the loss of a right-rear tire during the late going.

Olivier Beretta and Oliver Gavin won the fratricidal GT1 Corvette contest over Johnny O'Connell and Jan Magnussen, the latter pair being forced to start from the back after their car failed a post-qualifying technical inspection.

Over in GT2, the Flying Lizard Porsche duo of Johannes van Overbeek and Jorg Bergmeister took their second-straight victory with their Porsche 911 GT3RSR, increasing their championship point lead as a consequence.

As was the case earlier this month at Lime Rock, the two benefited from the war between the Ferrari 430GTs of Mika Salo and Tomas Enge, which, as was the case earlier in Connecticut, got together here, causing Enge, who was on probation, to serve a five-minute penalty and Salo a two-minute enforced rest period courtesy of race officials.

Despite this, Salo and Jaime Melo were able to bring their Risi Ferrari home second, their teammates, Eric Helary and Gianmaria Bruni, earning third in the smaller production class.



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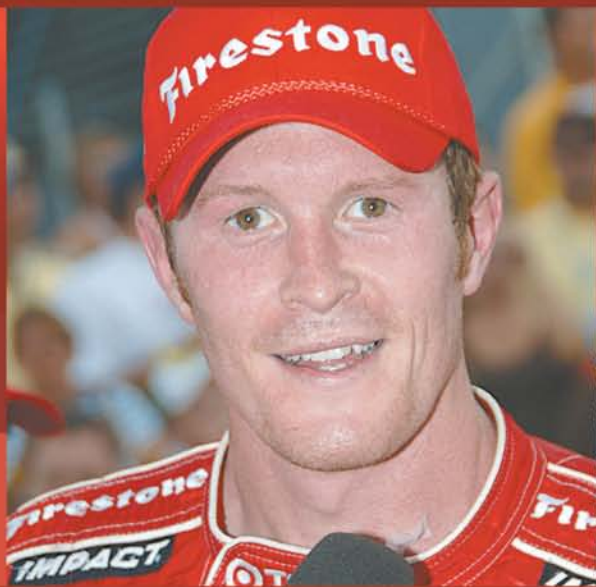


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## INDUSTRY INSIDERS

Stories of people who make a living in motorsports

### Motorsports Continues To Change For The Better

It seems like a long time ago that I began my involvement in auto racing in 1958, and the one constant through all those years has been change. There have been great changes in almost every aspect of motorsports, and we'll continue to see change and evolution in the years to come.

When I look at Indy cars, I believe over the next five years we will see one open-wheel series. It appears that the Champ Car group is primarily looking outside the U.S. for its support, while the IndyCar Series remains anchored by the Indianapolis 500. It will be critical to continue to build a relationship with core tracks, and I think the IndyCar Series is doing that.

We'll have one series, with a mix of perhaps 60/40 with ovals and road courses. I think it's important that ovals remain the majority. Because we are using the same cars on both ovals and road courses — and because we're using common chassis, engines, and so forth —

By **ROGER PENSKE**  
GUEST COLUMNIST

our costs have been brought to sustainable levels. I also see Indy-car racing partnering with sports cars on race weekends to build and cross-pollinate both fan bases. Speaking of sports cars, we'll continue to see a strong connection with automotive brands and their customers. Today, we're seeing a strong push, by both manufacturers and dealer, for experiential connections with customers. It isn't simply an automobile, it's an experience. And the connection grows ever stronger when customers can attend a sports-car event and watch their brand — be it Porsche or Audi or whatever — on the track. That will remain strong in the years to come, and it's an important component for sports-car racing.

We'll continue to see more standardized components in NASCAR racing, following the advent of the Car of Tomorrow. A lot of people might not like the COT, but from a cost perspective NASCAR hit it right in the bullseye. We can probably reduce the number of cars required for two drivers to run the series from 45 to 20, greatly reducing expenses.

The management of technology and its related costs will be one of the front-burner issues for our sport.

One significant change that is coming, I think, is that NASCAR will limit the participation of Cup drivers in the Busch events. This series is meant to be a development series, and it's growing more difficult to bring young drivers up if they're racing against the Cup guys.

The Chase for the Championship is terrific, and I don't feel NASCAR needs to change it from the current form. I think you'll see NASCAR racing in New York, because it needs to be in that market. And we'll likely see discussions very soon on how to limit the number of races. It's very hard on the people working in NASCAR because they're away from home so much. Perhaps we'll visit some markets only every other year, for example.

We will continue to see an emphasis on safety in our sport. That's been perhaps the most significant evolution I've seen during my career. We have now realized that the human body can withstand 50 or 60 G's of impact if supported properly. Tony George, as well as NASCAR, should get great applause for the development of soft-wall technology.

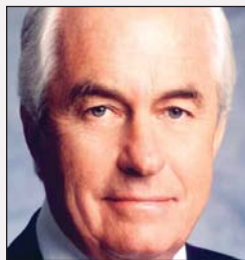
I'm a big supporter of auto racing. I've built my entire business around it. Many of us have. I've always been very positive about auto racing. The sport is very clean, and that's one of the most important factors behind the growth of the sport. We simply haven't had much scandal, and that's because the people involved in racing are very much on the up-and-up. They are honest. The best police, the best inspectors, are the competitors, and I'm proud of that.

#### NEXT WEEK ...

Former IMSA chief and current Grand Am commissioner **John Bishop**

That's the great thing: racing has always been about effort, energy and people. The rest of the things — the cars and pieces and parts — you'll have if you have quality people.

Auto racing has been a very important part of my life, and it has brought me great joy and satisfaction. That's probably true for most of us in this sport; racing is an integral part of our lives, something that excites and sustains us. That isn't going to change anytime soon. The future looks very promising, and that's encouraging to all of us who love auto racing.



**ROGER PENSKE**

Roger Penske owns teams that compete in NASCAR, the Indy Racing League and the American Le Mans Series.

**A Driver:** Penske was a world-class road racer before becoming a team owner.



CONNIE LABOUNTY PHOTO

**FAMILY BIZ:** Richard Antinucci (51) leads Wade Cunningham toward the finish at the Mid-Ohio 100 Sunday.

## Antinucci, Cheever Break Through

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

LEXINGTON, Ohio — Just when it appeared Alex Lloyd's dominance in the Indy Pro Series was going to last all season, a new driver arrived in victory lane for the second week in a row, with Richard Antinucci taking the victory.

Antinucci is Eddie Cheever's nephew, and he gave Cheever Racing its first Indy Pro Series victory. Cheever joins Andretti Green Racing, Panther Racing and A.J. Foyt Racing as teams with victories in both the IndyCar Series and the Indy Pro Series.

Cheever is the former Formula One

and IndyCar driver who won the 1998 Indianapolis 500.

After Lloyd led the first 15 laps of the race, Antinucci took the lead entering the Esses in turn four. Lloyd later dropped out on the 23rd lap with gearbox failure and finished 22nd.

"We were very progressive, getting faster and faster," Antinucci said. "I was worried after the restart. We struggled a bit compared to Wade Cunningham. I think he had higher tire pressures, which allowed him to be set up quicker."

"But we were there all weekend, and we finally won one."

Cunningham finished second for his fifth-consecutive top-five finish.

"We opted to go for a light downforce setup, and it was great for passing," Cunningham said. "But the car defi-

nately was difficult to drive over the long run. Richard (Antinucci) was running more downforce than us. We were quicker down the straight. We had to take that gamble starting sixth and it got us second, so I'm pleased with that."

Stephen Simpson of Kenn Hardley Racing was third — the best finish of his IPS career.

"We were probably two- or three-tenths off Wade and Richard, so there's a little more work to do," Simpson said. "But all in all, it was a strong weekend."

**The finish:**

Richard Antinucci, Wade Cunningham, Stephen Simpson, Andrew Prendeville, Hideki Mutoh, Bobby Wilson, Robbie Pecorari, Jaime Camara, Mike Potekhen, Logan Gomez, Ryan Justice, Sean Guthrie, Chris Festa, Brad Jaeger, C.R. Crews, Doug Boyer, Ken Losch, Joey Scarallo, Jonathan Klein, Daniel Herrington, Jon Brownson, Alex Lloyd, Tom Wieringa.

## Matos Completes Canadian Sweep

EDMONTON, Alberta — Raphael Matos completed a sweep of the Rexall Grand Prix of Edmonton Sunday with his second Champ Car Atlantic

Atlantic Championship victory in as many days.

Matos passed a sputtering Franck Perera on the final lap to claim his sixth victory of the season and second of the weekend. Perera, whose fuel problems over the final three laps allowed Matos to dilute what had been a commanding lead, ended up third behind Jonathan Bomarito. Perera led 37 of 38 laps.

"I knew that it was just a matter of time that (Perera) was going to run out of gas," said Matos. "I just tried to be patient, and finally, with four corners to go, he ran out of gas big time, and I was able to make the pass and bring the car to victory lane again. I just can't thank my team enough again."

With the victory, Matos became the first Atlantic driver to win six races in a season since Jon Fogarty accomplished the same feat en route to the 2004 series title. Matos also extended his point lead over Perera to 291-251 with two races remaining.

**The finish:**

Raphael Matos, Jonathan Bomarito, Franck Perera, Alan Sciuto, J.R. Hildebrand, Giacomo Ricci, Kevin Lacroix, John Edwards, James Hinchcliffe, Robert Wickens, Richard Heistand, Matt Lee, Ryan Lewis, Tom Sutherland, Adrien Herbets, Frankie Muniz, Mike Forest, Brian



CHAMP CAR PHOTO

**MATOS MOTORS:** Raphael Matos won both Champ Car Atlantic races at this past weekend's Rexall Grand Prix of Edmonton.

Thienes, Justin Sofio, David Garza, Carl Skerlong, Simona De Silvestro, Adrian Carrio.

#### Saturday

EDMONTON, Alberta — Raphael Matos shook off memories of a late crash that kept him from victory a year ago and won the first of a weekend Champ Car Atlantic doubleheader Saturday at the Rexall Grand Prix of Edmonton.

It was the fifth victory of the season for Matos, who took the lead from Sierra Sierra Enterprises teammate and polesitter James Hinchcliffe with 20 laps remaining and led Franck

Perera to the finish by 2.247 seconds. "Definitely, I felt that I had some unfinished business at this track, and we were able to pull this victory off," said Matos.

Matos extended his series point lead over Perera, the winner of the past two Atlantic races, to 259-226.

Hinchcliffe completed the podium in third.

**The finish:**

Raphael Matos, Franck Perera, James Hinchcliffe, Robert Wickens, Giacomo Ricci, John Edwards, Adrian Carrio, David Garza, Ryan Lewis, Justin Sofio, Adrien Herbets, Matt Lee, Simona De Silvestro, Jonathan Bomarito, Brian Thienes, Richard Heistand, Frankie Muniz, Kevin Lacroix, Alan Sciuto, Carl Skerlong, J.R. Hildebrand, Mike Forest, Tom Sutherland.

# Gary Wright Smokes Sizzlin' Summer Speedweek

## July 16

SAPULPA, Okla. — Darren Stewart finally flung the monkey that has been haunting him for the past year and a half off his back by topping the second round of the 15th annual ASCS Sizzlin' Summer Speedweek for the O'Reilly American Sprint Cars on Tour National series July 16 at Creek County Speedway.

### ASCOT

After a pair of early leaders ran afoul of lapped traffic in separate incidents, Stewart battled past Sean McClelland in lapped traffic on the 26th circuit and beat Gary Wright to the checkered flag for his 11th-career ASCS National Tour triumph, his first since June 24, 2005.

Stewart held off point-leader Wright for the victory, with McClelland, Jason Johnson and Jamie Passmore filling the top five.

### The finish:

Darren Stewart, Gary Wright, Sean McClelland, Jason Johnson, Jamie Passmore, Brian McClelland, Coleman Gulick, Tim Crawley, Jasiel Randolph, Kenneth Walker, Cody Gardner, Forrest Sutherland, Kyle Bellm, Nick Smith, Eric Baldaccini, Aaron Berryhill, Mike Goodman, Travis Rilal, Matt Covington, Shelly Ward, Wayne Johnson, Cody Branchcomb, Danny Smith, John Hunt.

## Thursday

MESQUITE, Texas — With the O'Reilly American Sprint Cars on Tour National series championship chase at full boil, three-time and reigning series champion Gary Wright is stepping up to meet the challenge.

And what better place than Devil's Bowl Speedway for Wright to strengthen his cause, as he completed a sweep of the night's action by wiring the field in Thursday night's 25-lap feature to put the wraps on the third leg of the 15th Annual ASCS Sizzlin' Summer Speedweek.

Wright's closest rival in the title chase, Jason Johnson, finished second. Tim Crawley, Wayne Johnson and Travis Rilal completed the top five.

### The finish:

Gary Wright, Jason Johnson, Tim Crawley, Wayne Johnson, Travis Rilal, Joe Wood, Jr., Larry Neighbors, Kevin Ramey, Nick Smith, Kenneth Walker, Matt Clevenger, Johnny Miller, Foster Landon, Koby Barksdale, Coleman Gulick, Darren Stewart, Matt Covington, Eric Baldaccini, Danny Jennings, Aaron Berryhill, Brian McClelland, Cody Gardner, Skip Wilson, Trey Robb.

## Friday

OKLAHOMA CITY — Gary Wright picked up his third victory in the first four rounds of the 15th annual ASCS Sizzlin' Summer Speedweek, winning Friday night's O'Reilly American Sprint Cars on Tour feature at State Fair Speedway.

The victory marked Wright's 11th of the season and his fifth in the last seven events, as he stretched his current series point lead to 23 markers over Jason Johnson, who took runner-up honors from Wayne Johnson on the final lap of Friday night's event.

The Johnsons finished sec-

ond and third, with Tim Crawley and Kevin Ramey rounding out the top five.

### The finish:

Gary Wright, Jason Johnson, Wayne Johnson, Tim Crawley, Kevin Ramey, Foster Landon, Mike Goodman, Nick Smith, Kenneth Walker, Johnny Miller, Travis Rilal, George White, Brian McClelland, Darren Stewart, Jamie Passmore, Bud Kaeding, Koby Barksdale, Brad Best, Coleman Gulick, Danny Jennings, Skip Wilson, Eric Baldaccini, Joe Wood, Jr., Cody Gardner.

## Saturday

LAWTON, Okla. — Gary Wright left no room for doubt about his sixth-career ASCS Sizzlin' Summer Speedweek championship by wiring the field in Saturday night's 30-lap O'Reilly American Sprint Cars on Tour National feature

before a packed house at Lawton Speedway.

The triumph marked Wright's fourth victory in the five legs of the 15th annual ASCS Speedweek. Wright took the crown by 52 markers over Tim Crawley.

On top of his first ASCS Speedweek title since 2002,

Wright solidified his lead in the championship point chase with a 56-point cushion over Wayne Johnson, who claimed runner-up honors in the Speedweek finale.

Jason Johnson slipped to third in points, 98 markers off Wright's pace.

Kenneth Walker finished

third, with Crawley and Nick Smith rounding out the top five.

### The finish:

Gary Wright, Wayne Johnson, Kenneth Walker, Tim Crawley, Nick Smith, Kevin Ramey, Jason Johnson, Travis Rilal, Brandon Berryman, Danny Jennings, Sean McClelland, Skip Wilson, Joe Wood, Jr., Coleman Gulick, Johnny Miller, Michael Lang, Foster Landon, Danny Smith, Brad Bowden, Darren Stewart, Michael Brown, Claud Estes, J.P. Bailey, Gary Owens.

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# NEO

## SYNTHETICS

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What's making news in motorsports

## POWER RANKINGS

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

### Donny Schatz

*No. 15 J&J Sprint Car, World of Outlaws*  
Schatz dominated a World of Outlaws sprint-car series swing through Pennsylvania this past week, winning three of five races — one at Lernerville and two at Williams Grove. Schatz now has 11 victories on the season and is making a serious run at defending his World of Outlaws title.

# NO. 1



MIKE GBUR/JMS PRO PHOTO

## REST OF THE BEST

### 2. Scott Dixon

*No. 9 Target Chip Ganassi Honda, IndyCar Series*  
Powered by three-straight victories, including this past week at Mid-Ohio, Dixon vaults up seven spots to No. 2.

### 3. Dario Franchitti

*No. 27 Canadian Club Honda, IndyCar Series*  
Franchitti has recorded consecutive runner-up finishes to Dixon and maintains his series point lead as Dixon stalks.

### 4. Jeff Gordon

*No. 24 DuPont Chevrolet, NASCAR Nextel Cup Series*  
The Nextel Cup point leader was off this past week but returns to the scene of some of his greatest success this week — Indy.

### 5. Lewis Hamilton

*No. 2 McLaren Mercedes, Formula One*  
Hamilton crashed during qualifying and never recovered, finishing ninth in the European Grand Prix and off the podium for the first time.

### 6. Mike Skinner

*No. 5 Toyota Tundra, Craftsman Truck Series*  
Skinner had the weekend off but easily has control of the point chase as the series heads to O'Reilly Raceway Park Friday night.

### 7. Rod Fuller

*Powers Motorsports dragster, NHRA Top Fuel*  
After two-consecutive Top Fuel victories, "Hot Rod" made it to the quarterfinals despite starting in the lower half of the field.

### 8. Jon Fogarty/Alex Gurney

*No. 99 Gainsco Pontiac Riley, Rolex Grand Am Series*  
Fogarty and Gurney teamed up for their fourth victory in five races, this one coming in the summer heat of Birmingham, Ala.

### 9. Sebastien Bourdais

*No. 1 McDonald's Panoz, Champ Car World Series*  
Bourdais regained his Champ Car World Series point lead with a dominating victory at Grand Prix Edmonton.

### 10. Carl Edwards

*No. 99 & No. 60 Fords, NASCAR Nextel Cup and Busch Series*  
Edwards managed a sixth-place finish in the Gateway 250 despite contact that forced him to the rear of the field after repairs.

## Honorable Mention

ASCS driver Gary Wright captured his sixth-career Sizzlin' Summer Speedweek title... McLaren's Fernando Alonso won for the third time this season, taking the European Grand Prix.

## Last Week

Scott Dixon made the biggest gain, moving up seven spots, while Dario Franchitti dropped one spot and Lewis Hamilton fell two. Jon Fogarty/Alex Gurney and Sebastien Bourdais re-entered the list.

# ALMS Will Return To Long Beach

## Series To Headline Grand Prix's 'Super Saturday' Ticket

LONG BEACH, Calif. — On the heels of a successful debut at the Toyota Grand Prix of Long Beach earlier this year, the American Le Mans Series announced that it will return to the 2008 event on the streets of Long Beach, Calif., as part of a "Super Saturday" package.

"The Grand Prix of Long Beach has such great history," said Scott Atherton, President and CEO of the American Le Mans Series. "Its 34 years of tradition have made it America's premier street-course race. It is more than just a race. It is an event. It is an experience. It is where the greatest street-race culture in North America meets the most relevant race-car culture in North America."

"Our drivers, team owners, manufacturers and corporate partners all felt our inaugural experience was an unqualified success and a great way to premiere our Series in Southern California. We look forward to coming back and making the Saturday show even better."

The famed 1.97-mile street circuit will see the American Le Mans Series be part of an exciting Saturday that also includes the Toyota Pro/Celebrity Race, Champ Car final qualifying, and EZ Lube Team Drift Challenge on the track and the Tecate Rock-N-Roar Concert and Miss Toyota Grand Prix of Long Beach Pageant in the evening. The Saturday-only reserved-seat ticket includes all-rows seating in grandstand No. 21 (in turn 10) and grandstand 26 (at the start of the pit straightaway) for \$57.

## Belleville Nationals Live On Internet TV

NEW YORK — The 30th annual Mopar Belleville Midget Nationals held July 27-28 will charter new waters by riding the technology wave, with the race streamed live via pay-per-view over the Internet.

Race/Network has been chosen to supply the exclusive live Internet streaming package for this special event. Coverage will begin each evening at 6 p.m. (Central Standard Time) from Belleville High Banks half-mile oval.

To purchase this event, simply log on to www.racenetwork.tv and register as a general member. Prices are \$7.99 for Friday (July 27), \$9.99 for Saturday or \$14.95 for both nights. Members may subscribe using Paypal, Visa, Mastercard, Discover or AMEX.

## Carl Edwards Hurt In Late-Model Crash

GREENWOOD, Neb. — NASCAR driver Carl Edwards reportedly dislocated his left thumb in a crash during a dirt-late-model race Sunday night at I-80 Speedway.

Edwards, who was racing in the same event as his father, Carl, Sr., and brother, Kenny, was involved in a 10-car



ALMS PHOTO

**BACK AT THE BEACH:** The American Le Mans Series will return to the racing card at the Toyota Grand Prix of Long Beach for the second-straight year.

crash after starting in the eighth row of the event.

He was treated at a local hospital. His status for the Allstate 400 at the Brickyard was unknown at press time.

## VP Racing Fuels Enhances Methanol

SAN ANTONIO — VP Racing Fuels has introduced an enhanced formula for methanol it calls "M3TM."

The new fuel contains combustion and lubrication additives that promise more power than standard Methanol.

"M3 is simply a better Methanol for racing," said VP Racing Fuels President and Director of Racing and Development Steve Burns.

VP claims that the new fuel can help create up to 50 more horsepower in a 1,030-horsepower engine, as well as increases in torque and throttle response.

## Fall Modified Nationals Set For Nov. 1-4

LAS CRUCES, N.M. — Southern New Mexico Speedway will host the 13th annual Fall Modified Nationals Nov. 1-4.

With a payday of \$15,000, the event has become one of the richest open-wheel modified shows in the United States.

Entry forms can be found at www.snmspeedway.com or by calling toll free at 1-800-658-9650. The cost to enter is \$1,000.

## Heartland Park Retooling Begins

TOPEKA, Kan. — Heartland Park Topeka broke ground July 16 on a reconfiguration of its 2.5-mile road course, which hosts the SCCA National Championship Runoffs.

The project focuses on changes in the turns one and two, as well as the turns eight or nine section. Changes are also planned for the curbs, barriers and runoff areas around the remainder of the course.

Track officials expect work to be completed before the final SCCA National event of the season there Aug. 18-19.

## Tickets Available For Chili Bowl Prelim

TULSA, Okla. — Demand for four-night ticket packages for the 22nd annual O'Reilly Chili Bowl Midget Nationals set for Jan. 8-12 at Tulsa Expo Raceway exceeded supply again this year.

About 1,600 tickets remain available for prequalifying on Jan. 8 and may be purchased in advance for \$21 by calling the Chili Bowl ticket office at (918) 838-3777.

## Rite Aid Signs On As Syracuse Sponsor

WEEDSPORT, N.Y. — Rite Aid Corp. has signed on as sponsor of the premier event at Super DIRT Week in Syracuse, N.Y., which has been renamed the Rite Aid 200.

The event is set for Oct. 7 at the New York State Fairgrounds.

## Summit Planned For Short-Track Promoters

ATLANTIC CITY, N.J. — Short-track racing promoters are invited to be a part of the first Promoters Summit, which is being presented as part of Motorsports 2008 presented by VP Racing Fuels at the Atlantic City Convention Center Jan. 18-20.

Ernie Saxton is organizing the event, which will address several subjects, including working with media, safety, insurance, concessions and community relations among others.

## NUTS AND BOLTS

**CARA Charities** will host its second annual Champ Car Tailgate Party at Road America in Elkhart Lake, Wis., Aug. 10 at 6 p.m.

Tickets are \$50 for adults, \$10 for children 12 and under and can be purchased by calling the CARA office at (317) 299-2277... **Steve "Jake" Lauletta** has been named president of Chip Ganassi Racing Teams, Inc.

Lauletta, formerly the president of Radiate Sports — the sports marketing division of Omnicom's The Radiate Group — will oversee all aspects of the business and marketing operations at Ganassi, including both its Concord, N.C., and Indianapolis facilities... NASCAR Nextel Cup driver **Kasey Kahne** will compete in the 12th annual Musco Lighting Front Row Challenge on Aug. 6 at Southern Iowa Speedway... The **Ferrari Club of America** will hold its 2007 annual meeting Aug. 29-Sept. 2 at Watkins Glen Int'l... The fifth annual **Women in the Winner's Circle Foundation** luncheon will be held July 26 at Indianapolis Motor Speedway. All proceeds go to the foundation, which raises funds to promote automotive safety and driver-development programs for women... Milwaukee Mile President and CEO **Andy Randall** has decided to reduce his operations role at the track to pursue other business interests. He will continue to be involved as the newly named Vice-Chairman of the Board of Milwaukee Mile Holdings, LLC... The third annual Mopar PRI Sprint & Midget Classic presented by FedEx Dec. 6-8 at Orlando SpeedWorld will offer a total purse in excess of \$135,000.

# Ginn Racing Gives Marlin, Nemechek The Boot

## Labonte Returns To Indy In MWR's No. 55 NAPA Toyota

HARRISBURG, N.C. — Two veteran drivers will be missing when the Brickyard 400 rolls off this weekend. Sterling Marlin, 50, and 43-year-old Joe Nemechek have both been released from their drives with Ginn Racing.

Marlin has been replaced by rookie Regan Smith, who had been sharing the No. 01 with Mark Martin and racing in the Busch Series.

But with a lack of sponsorship, Ginn shut down its Busch team and the No. 13 Cup operation for Nemechek. Smith was then transferred to the No. 14 to replace Marlin.

Finally, Aric Almirola, 23, has been released from his contract with Joe Gibbs Racing, and he will share the U.S. Army Chevrolet with Martin.

Almirola, however, will still honor his commitment to drive five more Busch races this season for JGR.

"We are starting our future now," said Jay Frye, Ginn Racing's CEO and general manager. "A lot has been said about our program recently, and this shows we've been working hard to solidify our future. We are very excited about Aric joining our U.S. Army team to co-drive with Mark. He is a talented young driver, as is Regan, who has proved this season that he is ready to take full control of a Nextel Cup ride. These two 23-year-old drivers are the groundwork for future success."

■ Having struggled most of the season, there will be some familiar faces around when BAM Racing's No. 49 rolls off the truck at Indianapolis this weekend.

Dean Johnson and David Hyder have returned to the team. Johnson will serve as crew chief, with Hyder working as suspension specialist. Ken Schrader will return to the team to drive in the Allstate 400 at the Brickyard, with Mike Bliss returning to the team as its full-time driver beginning at Pocono Raceway the following weekend.

"We are so excited to have Dean, David and Mike back together again," said team owner Beth Ann Morgenthau. "No one can deny that there is a unique chemistry between this combination that equates to consistently strong on-track results. Although we have faced difficulties this season, everyone involved is committed to turning our program around across the board."

■ Late Thursday afternoon Bristol Motor Speedway President Jeff Byrd received a surprise call from Rusty Wallace. The nine-time winner at the World's Fastest Half-Mile was in the area and wanted to stop by and take a spin on the new concrete surface.

Wallace climbed into the BMS pace car and ripped off lap after lap at speeds around 95 miles per hour on the newly resurfaced .533-mile oval.

His verdict? "On a scale of 1 to 10, what do I think?" It's a 10," Wallace said.

"It looks fantastic. I didn't really know what to expect before I got here. I was a little worried about how this was going to turn out, but I tell you, these guys did an unbelievable job."

■ Terry Labonte has added a

third race to his stint as a substitute driver for Michael Waltrip Racing's No. 55 Toyota. Labonte will step into the Toyota this weekend at Indianapolis Motor Speedway, replacing team-owner Michael Waltrip.

The move was made mainly

to take advantage of Labonte being a two-time series champion eligible to use a champion's provisional to start the race. Labonte previously drove the car at Infineon Raceway in June and is scheduled to drive again at Watkins Glen (N.Y.) Int'l in August.

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JOE SECKA PHOTO

**FOR THE FANS:** World of Outlaws drivers give their traditional four-wide salute to fans at Eriez Speedway.

## Phenom Richards Doubles Up

### Friday

JAMAICA, Va. — This time Shane Clanton got the job done.

Three months after finishing second in a World of Outlaws Late Model Series event at Virginia Motor Speedway — despite leading nearly half the distance — Clanton returned to the pristine half-mile oval and emerged victorious in Friday night's Summer Sizzler 50.

It was the second WoO LMS victory of the season for Clanton, who exorcised the demons associated with his April 14 loss to Shannon Babb.

“That went through my mind tonight,” Clanton said when asked if he thought about his springtime defeat while leading Friday's A main. “It's always in the back of your mind when you come back to a track where you lost a race that you led for a bunch of laps.”

Clanton started from the outside pole in Ronnie Dobbins's Custom-powered RSD Enterprises Rocket, but he had to scratch and claw for every cent of the \$10,000 first prize. He was involved in each of the feature's six lead changes — four with Jeremy Miller, who fell from contention with mechanical trouble, and two with fellow WoO LMS regular Darrell Lanigan.

The final exchange of the top spot came on lap 45 when Clanton criss-crossed lanes with Lanigan off turn four while racing through lapped traffic and nosed in front at the start/finish line. Clanton held on to win by .539-second over Lanigan, whose charge from the eighth starting spot in his *gottarace.com* Rocket fell short.

Tim Fuller finished third to earn top rookie honors. Jason Covert was fourth, and Steve Francis rounded out the top five.

### The finish:

Shane Clanton, Darrell Lanigan, Tim Fuller, Jason Covert, Steve Francis, Ricky Elliott, Booper Bare, Clint Smith, Brian Shirley, Gary Stuhler, Chub Frank, Rick Eckert, Bo Feathers, Josh Richards, Billy Decker, Darryl Hills, Allen Brannon, Roland Mann, Jack Pencil, Dan Stone, Jeremy Miller, David Williams, Austin Hubbard, Sean Cosgrove.

### Saturday

HAGERSTOWN, MD — Just more than five months after winning the 2007 World of Outlaws Late Model Series season opener, Josh Richards made his long-awaited return to victory lane on Saturday night at Hagerstown Speedway.

And oh, what a relief it was for the 19-year-old sensation.

“It's definitely a great feeling to get a win and get everything moving again,” Richards said after making Saturday's 60th Anniversary Classic his first WoO LMS score since Feb. 17 at Volusia Speedway Park in Barberville, Fla. “The last couple of weeks and months, when we've had a fast car, something's happened to take us out.”

“It's been frustrating, so hopefully this will turn everything around for us and we can stay on top.”

Richards was the cream of the extra-distance event's crop, leading the 60-lap A main from flag to flag after starting on the outside pole. He held off some late pressure from Clint Smith to preserve the \$12,225 triumph — the biggest win of his four-year dirt-late-model career.

Smith settled for second place, a slim .411 second behind Richards at the finish.

Jason Covert made a head-turning charge from the 16th starting spot to place third, followed by WoO LMS point-leader Steve Francis and 13th-starter Shane Clanton.

### The finish:

Josh Richards, Clint Smith, Darrell Lanigan, Steve Francis, Shane Clanton, Tim Fuller, Bo Feathers, Jeremy Miller, D.J. Myers, Keith Jackson, Darrell Lanigan, Rick Eckert, Alan Sagi, Matt Lux, J.T. Spence, Brent Smith, Marvin Winters, Jack Pencil, Booper Bare, Ricky Elliott, Darryl Hills, Todd Andrews, David Williams, Chub Frank, Brian Shirley.

### Sunday

By AL ROBINSON  
NSSN CORRESPONDENT

HAMMETT, Pa. — Instant replay was in effect Sunday night when the World of Outlaws Late Model Series made its first appearance at Eriez Speedway, as Josh Richards led every lap for the second straight race. Also reprising the results from Hagerstown 24 hours earlier, it was Clint Smith chasing the 19-year-old Richards to the checkers.

Darrell Lanigan, point-leader Steve Francis and Shane Clanton completed a top-five sweep for the touring pros, leaving Dave Hess, Jr. to carry the banner for the regional drivers in sixth. Chub Frank, the overwhelming favorite of the near-capacity crowd, settled for seventh, with Vic Coffey, Robbie Blair and Mike Knight making up the balance of the top 10.

Smith edged past polesitter Richards on the initial start, but that attempt was called back when Rick Eckert spun.

Richards powered into the lead at the next green flag, which produced 41-straight laps of racing. By lap 15, the leaders were lined up behind the tail of the field on the locked-down surface, unable to find an outside groove to pass. That situation prevailed until Brian Shirley stopped on the track with nine laps remaining, opening the track in front of the leaders.

Richards got a strong restart and reeled off the remaining laps without serious challenge.

### The finish:

Josh Richards, Clint Smith, Darrell Lanigan, Steve Francis, Shane Clanton, Dave Hess, Jr., Chub Frank, Vic Coffey, Robbie Blair, Mike Knight, Doug Eck, Rick Eckert, Matt Urban, Greg Oakes, Andy Boozel, Brent Rhebergen, Chris Hackett, Dan Stone, Paul Briggs, Brian Shirley, Chad Ruhlman, Dutch Davies, Steve Halpainy, David Scott, Doug Horton, Rich Gardner.

## Patient Kuhn Makes Most Of Late Pass

### By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Point-leader Brad Kuhn led the final three laps to win the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway.

Nick Lundgreen jumped into the lead at the start and paced the first two circuits before Jerry Coons, Jr. grabbed the point. Coons managed to lead the way for the majority of the event, with Kuhn waiting to make his race-winning move two laps from the finish.

Scott Hatton, Justin Allgaier, Davey Ray and Brandon Waelti rounded out the top five.

### The finish:

Brad Kuhn, Scott Hatton, Justin Allgaier, Davey Ray, Brandon Waelti, Danny Stratton, Mike Hess, Thomas Meseraull, Aaron Fiscus, Chad DeSelle, Robbie Ray, Matt Smith, Doug Schenck, Michael Pickens, Joe Wipperfurth, Nick Lundgreen, Rob Keelan, Bob Shreffler, Kurt Mayhew, Chad Dreher, Jerry Coons, Jr., Joel Wyttenbach.

## ▶ A LESSON IN HISTORY

A look back at the formative years of racing



GALVESTON DAILY NEWS PHOTO

**A DAY AT THE BEACH:** The cars line up for a 200-mile race on the beach at Galveston, Texas, in 1912.

## Galveston Hosted 200-Mile Race On The Beach In 1912

By DON RADBRUCH

Most of the early racing in the United States took place on public roads or on horse tracks at county or state fairgrounds. Beaches, where not only speed trials were held but also long-distance races around barrels placed a mile or more apart, were more rare venues. Daytona and Ormand beaches in Florida were noted for this type of racing, but there were other races. One such event was held at Galveston, Texas, in August 1912.

The races were held as part of Galveston's fourth annual Cotton Carnival and Exposition. A five-mile course was laid out on the wide and flat Denver Beach, and grandstands seating 8,000 people were constructed. The circuit consisted of parallel 2.5-mile straights connected by obviously very tight 180-degree turns.

The races were sanctioned by the American Automobile Ass'n (AAA), with famed starter Fred J. Wagner on hand to make sure things ran smoothly. The entry list included some of the best drivers in the country — Louis Disbrow, Joe Nikrent, Bill and Harry Endicott, John DePalma and George Clark. All of these drivers had — or would have — Indianapolis experience. (Why superstars Ralph DePalma and Barney Oldfield were not in Galveston is not known, but it is safe to assume it had something to do with money.)

Of interest is that future International Motor Contest Ass'n (IMCA) impresario J. Alex Sloan was listed as the owner of Bill Endicott's Case, and he also served as public address announcer.

Motorcycles were also part of the show, racing on Thursday, Aug. 8, 1912. On Friday, the race cars ran several preliminary races and a 75-mile main event. Disbrow was the star of the day, as he won a shorter race with his Simplex Zip and led all the way in the 75 miler, averaging a bit over 65 miles per hour and picking up \$400 in prize money.

On Saturday, a huge crowd turned out for a 200-mile endurance test. Fourteen cars took the starting flag. The field included the Simplex Zip, several Nationals, a Mercedes, a couple of Flanders, a Mason and even two Studebakers. Once again, the race was all Disbrow, as he led most of the way. Four cars finished the long grind, with Endicott second in the Mason. Clark was third in the Mercedes and Bob Evans fourth in the Flanders. The payoff was \$1,250, \$500, \$300 and \$100.

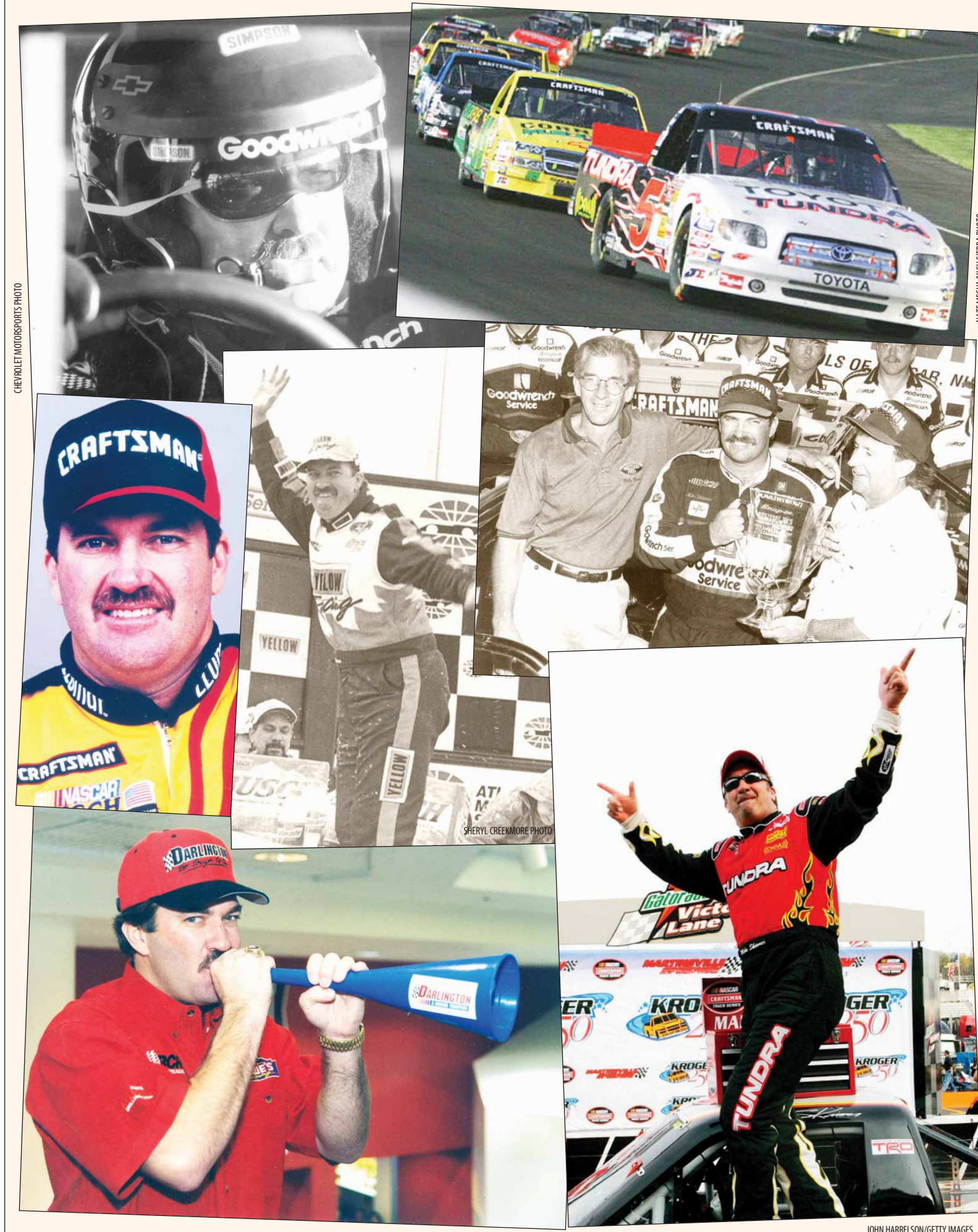
As is apparent, Disbrow was the big-money winner at the Galveston Beach races, with a total payoff of \$2,000. To this, he added another \$200 for driving the Jay Eye See car to a beach record of an announced 115.7 miles per hour for the straightaway flying mile.

All in all, the Galveston Beach races of 1912 were a remarkable success. The usually hard-to-please Wagner praised the promoters, the press and the drivers by saying, “I have never run into a better bunch in my life.”

Thanks to Casey Green of the Rosenberg Library in Galveston for a lot of help with this story.

Comments on “A Lesson in History” are welcome at 30 Country Lane, Sagle, Idaho 83860. E-mail to radbruch@sandpoint.net.

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CHEVROLET MOTORSPORTS PHOTO

MATE NECHA HIGH SIERRA PHOTO

DAVID NEBPASS PHOTO

SHERYL CREEKMORE PHOTO

JOHN HARRELSON/GETTY IMAGES

**NSSN**

# Through The LENS

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*A visual tour through the history of motorsports*

### MIKE SKINNER

▶ Now 50 years old, Mike Skinner may be in the midst of his best season as a full-time NASCAR driver.

Skinner won the 1995 Craftsman Truck Series title and moved to the Nextel Cup Series in 1997, winning the rookie-of-the-year award that season. The

High-quality, framable copies of Through The Lens are available for \$20. To order, send a check or money order to: Through The Lens, c/o National Speed Sport News, P.O. Box 1210, Harrisburg, NC 28075. For a list of available Through The Lens, call (704) 455-2531.

California native made 244 Cup Series starts but never won a race. He did win a pair of exhibition races held in Japan. Skinner returned to the Truck Series in 2003. He has won 23 races and 39 poles in 142 Truck Series starts. This season, he has won four times and finished in the top 10 in all 13 races. As a result, he is on track to collect his second NCTS title.

Featured here (clockwise from top left): Behind the wheel of the No. 3 Chevrolet Silverado in 1996; Leading from the pole to capture the victory at Las Vegas Motor Speedway in October 2006; In victory lane with car owner Richard Childress (right) at Indianapolis Raceway Park in 1995; Celebrating career victory No. 22 at Martinsville Speedway in March; Promoting Darlington (S.C.) Raceway; Capturing a Busch Series score at Atlanta Motor Speedway in March 1999; The defending NASCAR Craftsman Truck Series champion in 1996. — NSSN Archives

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Your guide to upcoming events

## ON THE AIR

A quick look at what's on television this weekend: July 26-July 29

### Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA at Chicago, 11 a.m., ESPN Classic
- NASCAR Busch Series Gateway 250 (taped), 12 p.m., Speed
- NASCAR Modified Series from Loudon, N.H. (taped), 2:30 p.m., Speed
- "NASCAR Now," 5 p.m., ESPN
- Indy Pro Series at Mid-Ohio (taped), 5:30 p.m., ESPN2
- "NASCAR Now," 6 p.m., ESPN2

### Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 Lucas Oil Nationals, 11 a.m., ESPN Classic
- Hooters Pro Cup from Radford, Va. (taped), 12 p.m., Speed
- "NASCAR Live," 1 p.m., Speed
- "NASCAR Live," 3 p.m., Speed
- NASCAR Craftsman Truck Series Power Stroke Diesel 200 qualifying, 4:30 p.m., Speed
- Rally America Off-Road (taped), 5 p.m., ESPN2
- "Trackside," 6 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "NCTS Setup," 7:30 p.m., Speed
- NASCAR Craftsman Truck Series Power Stroke Diesel 200, 8 p.m., Speed
- "Trackside," 10:30 p.m., Speed

### Saturday

- NHRA Sportsman Series from Seattle (taped), 12:30 a.m., ESPN2
- NASCAR Nextel Cup Brickyard 400 qualifying, 10 a.m., ESPN2
- NASCAR Busch Series Kroger 200 practice, 12:30 p.m., ESPN2
- "NASCAR Live," 1:30 p.m., Speed
- SCCA Touring Car Championship from Mid-Ohio, 3 p.m., Speed
- NASCAR Nextel Cup Brickyard 400

### TUNE IN TO ...

The NASCAR Nextel Cup Series Allstate 400 at Indianapolis Motor Speedway (2 p.m. Sunday, ESPN).

- practice, 3:30 p.m., ESPN2
- Speed World Challenge GT from Mid-Ohio, 4 p.m., Speed
- NASCAR Busch Series Kroger 200 qualifying, 4:30 p.m., ESPN2
- IHRA Rocky Mountain Nationals, 5 p.m., Speed
- NHRA Fram Autolite Nationals qualifying, 6 p.m., ESPN2
- "Tradin' Paint," 6:30 p.m., Speed
- "NASCAR Performance," 7 p.m., Speed
- "NASCAR Countdown," 7:30 p.m., ESPN2
- NASCAR Busch Series Kroger 200, 8 p.m., ESPN2

### Sunday

- "NASCAR Performance," 8 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "Tradin' Paint," 10 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR RaceDay," 11 a.m., Speed
- World of Outlaws, 12 p.m., ESPN2
- "NASCAR Countdown," 1 p.m., ESPN
- NASCAR Nextel Cup Brickyard 400, 2 p.m., ESPN
- Championship Off Road Racing (taped), 3 p.m., NBC
- Champ Car San Jose Grand Prix, 6 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- NHRA Fram Autolite Nationals, 8 p.m., ESPN2
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

## MOTORSPORTS CALENDAR

- July 25 World of Outlaws  
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- July 25 World of Outlaws Late Model Series  
Attica Raceway Park, Attica, Ohio, Late Models
- July 25 USAC National and Western Midget Series  
81 Speedway, Wichita, Kan., Midget Cars
- July 25 USAC Kenyon and Midwest Series  
Plymouth Speedway, Plymouth, Ind., Midget Cars
- July 25 USAC Indiana Ford Focus Series  
Plymouth Speedway, Plymouth, Ind., Midget Cars
- July 25 USAC Regional Midget Series  
Plymouth Speedway, Plymouth, Ind., Midget Cars
- July 26 World of Outlaws Late Model Series  
Lawrenceburg Speedway, Lawrenceburg, Ind., Late Models
- July 26 USAC Silver Crown Series  
O'Reilly Raceway Park, Clermont, Ind., Silver Crown Cars
- July 26 ASCS Northern Plains Region  
Steele County Speedway, Owatonna, Minn., Sprint Cars
- July 27 NASCAR Craftsman Truck Series  
O'Reilly Raceway Park, Clermont, Ind., Stock Cars
- July 27 World of Outlaws  
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- July 27 World of Outlaws Late Model Series  
Eldora Speedway, Rossburg, Ohio, Late Models
- July 27 Northeast Ford Focus Midget Series  
Adirondack Int'l Speedway, Lowville, N.Y., Midget Cars
- July 27 ASCS Gulf South Region  
Motorama Speedway, Beaumont, Texas, Sprint Cars
- July 27 ASCS Sprint Dirt Series  
Cherry Speedway, Fife Lake, Mich., Sprint Cars
- July 27 ASCS Northern Plains Region  
I-90 Speedway, Hartford, S.D., Sprint Cars
- July 27 ASCS Rocky Mountain Region  
Black Hills Speedway, Rapid City, S.D., Sprint Cars
- July 27 United Sprint Car Series  
Green Valley Speedway, Glencoe, Ala., Sprint Cars
- July 27-28 USAC National and Western Midget Series  
Belleville High Banks, Belleville, Kan., Midget Cars
- July 27-28 Badger Midget Auto Racing Ass'n  
Belleville High Banks, Belleville, Kan., Midget Cars
- July 27-28 International SuperModified Ass'n  
Sandusky Speedway, Sandusky, Ohio, Modifieds
- July 27-28 Golden State Challenge Series  
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- July 27-28 Empire Super Sprints  
Autodrome Granby, Granby, Quebec, Sprint Cars
- July 27-29 National Hot Rod Ass'n  
Infineon Raceway, Sonoma, Calif., Dragsters
- July 28 NASCAR Busch Series  
O'Reilly Raceway Park, Clermont, Ill., Stock Cars
- July 28 World of Outlaws  
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- July 28 World of Outlaws Late Model Series  
Sharon Speedway, Hartford, Ohio, Late Models
- July 28 USAC California Ford Focus Midget Series  
Irwindale Speedway, Irwindale, Calif., Midget Cars
- July 28 USAC Midwest Ford Focus Series  
Madison Int'l Speedway, Oregon, Wis., Midget Cars
- July 28 USAC Regional and Kenyon Midget Series  
Madison Int'l Speedway, Oregon, Wis., Midget Cars
- July 28 USAC California Ford Focus Midget Series  
Shenandoah Speedway, Shenandoah, Va., Midget Cars
- July 28 USAC-CRA Sprint Car Series  
Kings Speedway, Hanford, Calif., Sprint Cars
- July 28 NASCAR Busch East Series  
Adirondack Int'l Speedway, Beaver Falls, N.Y., Stock Cars



TOM PARKER PHOTO

**HEAD TO HEAD:** Jason Line (far lane) and V. Gaines face off in the final round of Pro Stock eliminations at Infineon Raceway in 2006.

## MARK IT DOWN!

### July 27-29, NHRA Fram Autolite Nationals

**Infineon Raceway, Sonoma, Calif., Dragsters**  
The NHRA finishes up its western swing and six-consecutive weeks of competition with the Fram Autolite Nationals. Last season, Jason Line used a holeshot to become a three-time Pro Stock winner in his Summit Racing Equipment Pontiac GTO, beating finalist V. Gaines with a 6.672-second e.t. at 207.15 miles per hour to Gaines's quicker 6.668 at 207.05.

- July 28 ASCS Gulf South Region  
Pelican Raceway Park, Union Hill, La., Sprint Cars
- July 28 ASCS National Series and Rebel Region  
North Alabama Speedway, Tuscumbia, Ala., Sprint Cars
- July 28 ASCS Sprints On Dirt Region  
Merritt Speedway, Merritt, Mich., Sprint Cars
- July 28 ASCS Northern Plains Region  
Murray County Speedway, Slayton, Minn., Sprint Cars
- July 28 ASCS Rocky Mountain Region  
Gillette Thunder Speedway, Gillette, N.Y., Sprint Cars
- July 28 Hooters Pro Cup Series  
Lake Erie Speedway, North East, Pa., Stock Cars
- July 28 Lucas Oil Late Model Dirt Series  
LaSalle Speedway, LaSalle, Ill., Late Models
- July 28 URC Sprints  
Bridgeport Speedway, Bridgeport, N.J., Sprint Cars
- July 28 American-Canadian Tour  
Autodrome St-Eustache, St-Eustache, Quebec, Late Models
- July 28 Interstate Racing Ass'n  
Arlington Raceway, Arlington, Minn., Sprint Cars
- July 28 United Sprint Car Series  
Dixie Speedway, Woodstock, Ga., Sprint Cars
- July 29 NASCAR Nextel Cup Series  
Indianapolis Motor Speedway, Speedway, Ind., Stock Cars
- July 29 Champ Car World Series  
Streets of San Jose, San Jose, Calif., Champ Cars
- July 29 Champ Car Atlantic Series  
Streets of San Jose, San Jose, Calif., Champ Cars
- July 29 ASCS Patriot Region  
Cayuga County Fair Speedway, Weedsport, N.Y., Sprint Cars
- July 29 Badger Midget Auto Racing Ass'n  
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- July 29 NorthEastern Midget Ass'n  
Beech Ridge Motor Speedway, Scarborough, Maine, Midget Cars
- July 29 Interstate Racing Ass'n  
Eagle Valley Speedway, Jim Falls, Wis., Sprint Cars
- Aug. 1 USAC Indiana Ford Focus Series  
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- Aug. 1 USAC Kenyon and Regional Midget Series  
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- Aug. 2 USAC California Ford Focus Midget Series  
Ventura Raceway, Ventura, Calif., Midget Cars
- Aug. 2-4 ASCS National Series and Patriot Region  
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 2-5 Empire Super Sprints  
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 3 USAC California Ford Focus Midget Series  
Friendship Motor Speedway, Elkin, N.C., Midget Cars
- Aug. 3 DIRT Modifieds  
Brewerton Speedway, Brewerton, N.Y., Modifieds
- Aug. 3 Grand Am Sports Car Series  
Circuit Gilles-Villeneuve, Montreal, Quebec, Sports Cars
- Aug. 3-4 World of Outlaws  
The Raceway @ Powercom Park, Beaver Dam, Wis., Sprint Cars
- Aug. 4 NASCAR Busch Series  
Circuit-Gilles Villeneuve, Montreal, Quebec, Canada, Stock Cars

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## Vet Hearn Earns 93rd DIRT Win

BY AL ROBINSON  
NSSN CORRESPONDENT

BECHTELSVILLE, Pa. — Brett Hearn doesn't dominate the Advance Auto Parts Super Dirt Series the way he did in the 1990s, but the veteran of four decades on the road is still a prime contender when the smell of money is in the air.

That was the case on Wednesday night as the big-block modified tour made its annual visit to Grandview Speedway for the 100-lap Thunder on the Hill Series Showdown at Sundown. Hearn drew sixth in the starting lineup, took the lead from pole starter Duane Howard on lap eight and fought off a variety of challengers to extend his own record with his 93rd win. Howard came back to nose ahead briefly and so did Ryan Godown after taking the runner-up spot on lap 23. Hearn's rival of 30 years, Jimmy Horton, was also in the mix, but as the laps wound down, Hearn used traffic to consolidate his lead, and rim rider Godown found himself defending second from bottom feeder Steve Paine and Howard.

Hearn stayed clear of the scrap behind him to win over Godown, Paine, Howard, and Billy Decker. Point-leader Tim Fuller started in the last row as a provisional but worked up to sixth at the finish.

**The finish:**  
Brett Hearn, Ryan Godown, Steve Paine, Duane Howard, Billy Decker, Tim Fuller, Jimmy Horton, Richie Tobias, Rick Laubach, Alan Johnson, Jimmy Phelps, Justin Haers, Frank Cozze, Jimmy Horton, Jr., Brad Missimer, Doug Manmiller, Jeff Strunk, Danny Johnson, Matt Sheppard, Dale Planck, Kenny Brightbill, Gary Tomkins, Shawn Reimer, Ray Swinehart, Sean Merkel, John Willman, Kevin Bates, Billy Dunn, Brian Kressley, Brett Tonkin.

## Decker Plays His Cards Right

CORNWALL, Ontario — Billy Decker zipped past Brett Hearn for the lead with three laps left in the 13th-annual Super DIRTcar Series

Akwesasne Mohawk Casino Int'l 100 Sunday night at Cornwall Speedway and went on to capture his first victory of the season.

Decker started seventh in the 30-car field and watched as early leaders Alain Boisvert and Clement Therrien, then Pat O'Brien and Hearn, swapped the point throughout the 25-mile affair.

Hearn took over the top spot after lap 70 and held on until Decker ducked underneath for the final lead change of the evening.

Following Decker and Hearn to the line were Steve Paine, Danny Johnson and Therrien.

**The finish:**  
Billy Decker, Brett Hearn, Steve Paine, Danny Johnson, Clement Therrien, Tim Fuller, Mike Adderley, Jimmy Phelps, Frank Cozze, Matt Sheppard, Dale Planck, Perry Francis, Lance Willix II, Yan Bussiere, Billy Dunn, Roy Tarbell, Martin Roy, Stephane LaFrance, Ron Valade, Alain Boisvert, Lee Ladouceur, Pat O'Brien, Gary Tomkins, Jeff Sykes, Laurent Ladouceur, Jason Potter, Alan Johnson, Dave Heaslip, Mark Hitchcock, Bill Mullin.



ROGER RICHARDS PHOTO

**LOADED:** Former IHRA Pro Modified champ Scotty Cannon won his first Top Fuel event at Edmonton.

## Cannon Returns To Roots

*Back In IHRA With New Division, Same Results*

GRAND BEND, Ontario — Scotty Cannon made his money in the Torco's CompetitionPlus.com Pro Modified class, winning a record 28 national events and taking home

six world championships. At the Knoll Gas Nitro Jam event Sunday at Grand Bend Motorplex, Cannon was able to win another Ironman, but it was unlike any of his previous ones.

Cannon stepped into Top Fuel this season, driving Evan Knoll's '06 Hadman dragster.

Sunday, during the Mopar Canadian Nationals presented by Castrol, he was able to break through and head back to the IHRA winner's circle for the first time in 10 years by stopping Jim Cavaleri in the final round. Cannon clocked a 4.967 at 293.92 miles per hour to better Cavaleri's 5.071 at 256.06.

"I really have to thank the Canadian fans," Cannon said. "They were just incredible. It's been 10 years since I've won one of these, but this win was just as sweet as the last one."

Last season, Dale Creasy, Jr. won his first national event when he knocked off Bob Gilbertson in the Knoll Gas Torco Racing Fuels Pro Nitro Funny Car final at the Mopar Canadian Nationals. That victory started a journey for Creasy that ended with his capturing the Nitro Funny Car world championship.

One year later, Creasy was back in the winner's circle at Grand Bend Motorplex after defeating first-time finals participant Mitch King. It was Creasy's fifth national victory and kept him in the lead in the season championship point chase.

Ray Commisso pulled off an upset when he drove his brand-new 1967 Camaro to a Pro Modified victory. He was able to get past Mike Janis in the final round to become the second-consecutive No. 13 qualifier to post a triumph on the Nitro Jam tour. Commisso blew up after crossing the finish line, but that didn't matter as he got to the stripe before Janis.

Paul Noakes won the battle of local talent when he knocked off Rob Atchison in the Alcohol Funny Car final. Noakes, a school teacher from London, Ontario, defeated three-time world champion Atchison by running a clean 5.947 at 241.50 mph. Atchison posted a 6.024 at 242.41.

Steve Spiess, the 2005 Torco's CompetitionPlus.com Pro Stock world champion, won a Nitro Jam national event for the first time since the 2005 Skull Gear World Nationals when he defeated Frank Gugliotta in the final round at the Mopar Canadian Nationals. Spiess carded a 6.389 at 219.22 mph to claim the championship against Gugliotta, who lifted out of the run.

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## Barger Takes Halaquist Memorial Leads Poirier To Stripe By A Straight

BY RON HEDGER  
NSSN CORRESPONDENT

FONDA, N.Y. — Justin Barger claimed the Empire Super Sprints Earl Halaquist Memorial with a performance reminiscent of the National Sprint Car Hall of Fame member Saturday night at Fonda Speedway.

The fastest in hot laps, his heat and the dash, Barger led Canadian Steve Poirier to the stripe by a full straight-away, with Corey Sparks, Jared Zimbardi, Mike Stelter, Jason Barney, Jeff VanDuesen and Doug Emery

trailing. Barger pocketed \$2,000 for the victory.

The "Earl of Sidney," as Halaquist was known, had recorded similar sweeps in the Nesler Deuce during United Race Club visits in the 1960s and early 1970s.

Stelter and front-row companion Zimbardi battled early on, but the fifth-starting Barger was second to Stelter when Jeff Cook spun on lap four, giving Barger a chance to take control on the restart.

Two more cautions erased full-straight leads, but the victory was never in question. Poirier was the center of interest, making a steady run forward from 10th to slide under

Sparks with 12 to go and set out after Barger, but it was too little too late.

Matt DeLorenzo recorded his seventh victory of the season in the modified feature, besting Jack Johnson, Ronnie Johnson, Bobby Varin and Craig Hansen.

The evening was marred by Dave Lape's vicious series of snap rolls during qualifying.

Lape returned from the hospital before the final checkers after a series of tests.

**The finish:**  
Justin Barger, Steve Poirier, Cory Sparks, Jared Zimbardi, Mike Stelter, Jason Barney, Jeff VanDusen, Doug Emery, Alain Bergeron, Tim Kelly, Michael Parent, Jeff Cook, Tommy Wickham, Russ Bennett, Warren Alexson, Anthony Cain, Normand Beaudreault, Lance Yonge, Blake Breen, Bobby Breen, Bubby Kerrick, Jessica Zemken.

## Boen And Berck Go Back And Forth

By RANDY FISHER

### Friday

DONIPHAN, Neb. — With help from lapped traffic, Kelly

### NCRA LM

Boen used a dramatic all-or-nothing pass on the last lap to top Kyle Berck for the O'Reilly NCRA Late Model Series event Friday night at Mid-Nebraska Speedway.

Berck had powered around Boen, the two-time defending series champion, on the high side for the lead on lap 18 of the 30-lap feature. The two of them, along with season point-leader John Anderson, ran nose to tail before Berck moved out to a four-car length

advantage.

When they encountered slower cars on lap 23, Boen and Anderson both closed on the leader.

### The finish:

Kelly Boen, Kyle Berck, John Anderson, Mike Wiarda, Eddie Kirchoff, Joe Kosiski, Chad Humston, Mike Conkwright, Jimmy Seagraves, Les Siebert, Gary Gorby, John Kuchar, Jerry Warner, Ben Schaller, Davey Nall, Tony Gregg, Dave Conkwright, Bo Egge, Rick Lieser, Jacob Murray, Ryan Rairden, Craig Preble, Greg Larsen, Delbert Smith.

### Saturday

DONIPHAN, Neb. — Exacting a little payback from Friday night, Kyle Berck used a restart to take the lead from Kelly Boen midway through the 50-lap feature and win in the O'Reilly NCRA Late Model Series event at Mid-Nebraska Speedway.

On NCRA late-model restarts, the leader is single file, while everyone else lines up two abreast. As Boen led them to the green, Berck used the high line to shoot around the leader and move to the point. Boen, who restarted on the outside of row two, slid up into second, with Anderson still down low in third.

A caution on the final circuit set up a two-lap dash for the cash, and Berck was able to edge Boen and Anderson, who finished second and third, respectively.

### The finish:

Kyle Berck, Kelly Boen, John Anderson, Joe Kosiski, Mike Wiarda, Jerry Warner, Eddie Kirchoff, Chad Humston, Scott Daly, Dave Conkwright, Bo Egge, Ted Martin, Ben Schaller, Gary Gorby, Tony Gregg, Jimmy Seagraves, Bill Koons, Mike Collins, John Kuchar, Rick Lieser, Greg Larsen, Craig Preble, Todd Bell, Mike Conkwright.

## Freeman, Gemmill Tops At Hutchinson Nationals

### Sprint Cars

HUTCHINSON, Kan. — Jon Freeman pulled away from J.D.

### NCRA

Johnson on a restart and held on for his first National Championship Racing Ass'n Sprint Car Series win in the 51st Hutchinson Nationals Saturday at Kansas State Fairgrounds.

Johnson, the defending Hutchinson Nationals champion, finished second, followed

by Marc Robe, Mike Peters and Andy Shouse.

### The finish:

Jon Freeman, J.D. Johnson, Marc Robe, Mike Peters, Andy Shouse, Mike Chadd, Garry Lee Maier, Shane Howard, Don Droul, Jr., Gavin Punch, Scott Cochran, Cody Forshee, Scott Lehman, Stu Snyder, Kerry McAlister, A.J. Selenke, Corey Moore, Mark Walinder, Roger Sundquist, Dan Freeman, James Riner.

### Modifieds

HUTCHINSON, Kan. — Troy Gemmill took advantage of Jeremy Massey's misfortune to post his second National Championship Racing Ass'n Modified Series victory Satur-

day in the 51st Hutchinson Nationals at Kansas State Fairgrounds.

Massey took the lead from the outside front row and held the top spot until his front suspension broke just short of the midway point of the race. Gemmill led from there.

### The finish:

Troy Gemmill, Brian McGowen, John Schwab, Brent Burkhart, Shawn Govern, Brian Franz, Jerrod Reimer, Brendon Gemmill, Brian Casey, Greg Stephens, Cody Gearhart, Mike Jarvis, Ross Shipman, Tim Echevarria, Travis Govern, Jason Roe, Jim Armstrong, Casey McClaskey, Craig Miller, Jeremy Massey, Grant Junghans, Dustin Briley, Chad McNamara, Brian Powers, Marc Hurd, Richard Wilson.



DOUG DAY PHOTO

**HELPING HAND:** Joey Hand drove to victory at Mid-Ohio after joining BimmerWorld.

## Hand Comes In Handy

### Touring

LEXINGTON, Ohio — The addition of Joey Hand to the BimmerWorld driver lineup paid huge dividends, as both Hand and BimmerWorld captured their first series victories in SCCA Speed World Challenge Touring Car competition during Saturday's round seven at the Mid-Ohio Sports Car Course.

Chip Herr and Jeff Altenburg completed the podium.

As the lights went out, signaling the start of the Round Seven SCCA Pro Racing Speed World Challenge Touring Car Championship race, second-starting Herr rocketed off the line in his No. 17 STASIS/Clear Capital/Sewickley Audi A4, pulling a gap immediately on polesitter Altenburg, who was busy defending his spot from James Sofronas and Jason Martinelli.

Hand picked off Martinelli on lap six and took third from Sofronas on lap 16.

Hand made the pass stick following his side-by-side show with Altenburg in the Esses and had five laps to reel in Herr. Hand gave it everything he had, locking up the brakes and dropping wheels off the course. But on the last lap, it was Herr who gave Hand a golden opportunity, running wide in the Keyhole, allowing the BMW to sneak through. Hand crossed the finish line 1.064 seconds ahead of Herr for the triumph in his first start.

### The finish:

Joey Hand, Chip Herr, Jeff Altenburg, James Sofronas, Pierre Kleinubing, Peter Cunningham, Ian Baas, Charles Espenlaub, Adam Pecorari, Kuno Wittmer, Brandon Davis, Charlie Putman, Roberto Santos, Jason Martinelli, Michael Galati, Stan Wilson, Nick Esayan, Jim Osborn, Brandon Peterson, Andrew Wojteczko, Randy Pobst, Justin Pritchard, Seth Thomas.

### GT

LEXINGTON, Ohio — Eric Curran led Sunday's SCCA Pro Racing Speed World Challenge GT Championship Race Presented by Trenton Forging flag to flag to capture his third series victory of the season in front of a record crowd at Mid-Ohio Sports Car Course.

Randy Pobst and Lawson

Aschenbach completed the podium.

Curran started from the pole in his No. 30 Whelen Engineering Chevrolet Corvette and sped away from the standing start to an early lead over the No. 5 Mopar/Autohaus Motorsport Dodge Viper of Tommy Archer. The top three qualified and remained the same throughout the 29-lap, 65.481-mile contest, which ran caution-free.

While the gap between first and second was under a half second with just a few laps remaining, Curran was able to pull out to a final margin of 2.002 seconds at the finish over Archer. In post-race technical inspection, the gearbox in Archer's Viper was found to be out of compliance, and the car was disqualified.

### The finish:

Eric Curran, Randy Pobst, Lawson Aschenbach, Andy Pilgrim, Michael Galati, Michael McCann, Brian Kubinski, James Sofronas, Tim McKenzie, Doug Peterson, Lou Gigliotti, Jason Daskalos, Jeff Courtney, Tony Gaples, Rob Foster, Jeffrey Robbins, Dane Moxlow, Joel Feinberg, Thomas Glenn, Chapman Ducote, Ritch Marziale, John Bourassi, Sonny Whelen, Stu Hayner, Lenny Diller, Tommy Archer.

## Gray, Skinner Split Sprint Glory

### Friday

MALDEN, Mo — Defending O'Reilly USCS National Champion Terry Gray

### USCS

returned to victory lane at Malden Speedway, taking the 25-lap O'Reilly United Sprint Car Series Mid South Thunder feature Friday night.

Starting on the outside pole, Gray took the lead on the opening circuit and never trailed.

Tim Montgomery was sec-

ond, and Wade Oliver took third. Steve Short and Raymond Stull rounded out the top five.

### The finish:

Terry Gray, Tim Montgomery, Wade Oliver, Steve Short, Raymond Stull, Derek Hager, Lee Sowell, Marshall Skinner, Ronny Howard, Anthony Nicholson, Chris Williams, Dylan Deloumett, Bryce Vowan, Greg Merritt, David DeJournett.

### Saturday

GREENVILLE, Miss. — Marshall Skinner, the 1999 O'Reilly USCS Champion, won his first USCS race of the season at Greenville Speedway

Saturday night.

Skinner dominated the field, winning the six-lap Lucas Oil Power Dash and capturing the victory in the first heat before taking the 25-lap Mid South Thunder main event.

Terry Gray was unable to take advantage of several restarts down the stretch and settled for second. Bryce Vowan took third, followed by A.G. Raines and Kenny Taylor.

### The finish:

Marshall Skinner, Terry Gray, Bryce Vowan, A.G. Raines, Kenny Taylor, Chris Williams, Raymond Stull, Kevin Gault, Lee Sowell, Ronny Howard.

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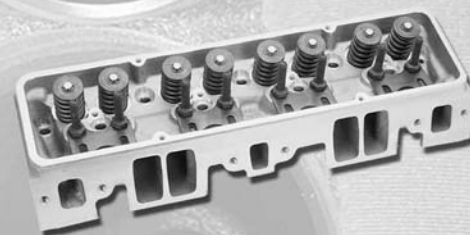
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# Goeden Gets No. 6; Biertzer, Davis Score First Wins

**Friday**  
BRITT, Iowa — Donny Goeden beat out Scotty Neitzel to bag his series leading sixth win of the season in Friday night's O'Reilly Bumper to Bumper IRA Outlaw Sprint Series feature at Hancock County Speedway.

Goeden and Neitzel put on a race-long duel, swapping the lead as they threaded through lapped traffic on the fast four-tenths-mile dirt oval. Neitzel came home second, followed by Billy Balog, point-leader Travis Whitney and John Haeni.

**The finish:**  
Donny Goeden, Scotty Neitzel, Billy Balog, Travis Whitney, John Haeni, Gary DeWall, Scott Biertzer, Matt Wasmund, Mike Reinke, Brian Kristan, John Sernett, Steve Meyer, Scott Uttech, Kurt Davis, Jerry Richert, Jr., Billy

Haffeman, Mike Moore, Dave Uttech, Gordy Volgelaar, Ty Bartz, Ryan Irwin, Donovan Peterson.

## Saturday

SPRING VALLEY, Minn. — Scott Biertzer claimed his first O'Reilly Bumper to Bumper IRA Outlaw Sprint Series victory on Saturday, winning the headlining 30-lap event at Deer Creek Speedway.

Kurt Davis led the opening laps before Mike Reinke took control and proceeded to set a blistering pace. Reinke's fast pace soon got the better of

him, as he spun out trying to clear a pair of lapped cars, handing the lead to Biertzer.

With Biertzer in control, Donny Goeden moved to second place, putting pressure on the leader before being collected in a crash that brought out the red flag.

Brian Kristan took over the runner-up spot, but Biertzer held on for the victory. Kristan finished a career-best second, followed by Travis Whitney, Reinke and Scotty Neitzel.

**The finish:**

Scott Biertzer, Brian Kristan, Travis Whitney, Mike Reinke, Scotty Neitzel, Billy Balog, John Sernett, Joe Symoens, Steve Meyer, Kurt Davis, Ryan Irwin, John Haeni, Scott Uttech, Dave Uttech, Billy Haffeman, Tony Hargrave, Tim Sernett, Ty Bartz, Donny Goeden, Gary DeWall, Bill Warren, Kim Mock.

## Sunday

DARLINGTON, Wis. — Sprint-car veteran Kurt Davis out-dueled Bill Warren to claim his long-overdue first O'Reilly Bumper to Bumper Outlaw Sprint Series victory on Sunday as the series made its first visit to the three-eighths-mile dirt oval at LaFayette County Speedway.

Davis led the opening laps, with Donny Goeden following close behind, before Warren moved up from ninth place to take over the top spot.

Gaining ground in lapped traffic, Davis pulled away to two car lengths over Warren at the finish, with Goeden, Mike Reinke and Scotty Neitzel rounding out the top five.

**The finish:**  
Kurt Davis, Bill Warren, Donny Goeden, Mike Reinke, Scotty Neitzel, John Haeni, Steve Meyer, Travis Whitney, Scott Uttech, Scott Biertzer, Andy Hunt, Joe Symoens, Dave Uttech, Lance Fasbender, Ryan Irwin, Ty Bartz, Billy Haffeman, Russel Borland, Tim Vandever.

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# Enge Canned In Mid-Ohio Event

*Debut Of Porsche RS Spyder Team Now Set For Mosport*


CHARLOTTE, N.C. — **Tomas Enge**, who was put on probation for his accident at Lime Lock Park in which his Petersen/White Lightning Ferrari took not only himself but the two Risi 430GTs out of contention, was fired midway through Saturday's ALMS Mid-Ohio round after he and Risi driver **Mika Salo** again got together.

Enge had tapped Salo in the rear in what appeared to be a normal "racing incident," after which Salo slammed into the side of Enge's car. Salo was

penalized two minutes and Enge five by officials, after which Enge's contract with Petersen/White Lightning was terminated.


■ **Alberto Solaroli's** debut of his new Porsche RS Spyder team that had been scheduled for Lime Rock, and then put back again at Mid-Ohio, is now reported to take place at Mosport. Although Solaroli has told members of the news media that he has brought both of the RS Spydors to his Jacksonville headquarters, as of the beginning of July, insiders said only one was in the United States, the other remaining at Porsche's Weissach test center. Those same insiders are now saying that most likely Solaroli's program will be aimed at 2008.

## ROAD NOTES



**\$10,000 to WIN**

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| Saturday, September 1st   |  | Sunday, September 2nd   |  |
|---|--|---|--|
| <p><b>A Main</b></p> <p>1. 500<br/>2. 350<br/>3. 250<br/>4. 175<br/>5. 125<br/>6-10 90<br/>11-22 60</p> <p><b>B Main</b></p> <p>1-6 Tr<br/>7-10 50<br/>11-22 35</p> <p><b>C Main</b></p> <p>1-6 Tr<br/>7-10 35<br/>11-22 30</p> <p><b>D-F Main</b></p> <p>1-6 Tr<br/>7-10 30<br/>11-22 25</p> | <p><b>Bonus Points Program</b></p> <p>IMCA legal Hoosiers<br/>Top finisher 250<br/>Second 150</p> <p>S.O. Speedway points members not in the A Main</p> <p>1. 300<br/>2. 200<br/>3. 100</p> <p>\$35 Pit pass per day<br/>\$60 2 day pass<br/>Visa/MC accepted<br/>1 800 446-0449<br/>Ask for Jim Rogers<br/>www.sospeedway.com</p> | <p><b>A Main</b></p> <p>1. 10,000<br/>2. 5000<br/>3. 3000<br/>4. 1800<br/>5. 1100<br/>6. 700<br/>7. 650<br/>8. 600<br/>9. 550<br/>10. 500<br/>11. 500<br/>12. 400<br/>13. 300<br/>14. 300<br/>15. 300<br/>16. 300<br/>17. 300<br/>18. 300<br/>19. 300<br/>20. 300<br/>21. 300<br/>22. 300<br/>23. 300<br/>24. 300</p> <p><b>B Main</b></p> <p>1-6 Tr<br/>7-10 250<br/>11-15 200<br/>16-22 150</p> <p><b>C Main</b></p> <p>1-6 Tr<br/>7-10 100<br/>11-22 75</p> <p><b>D-F Main</b></p> <p>1-6 Tr<br/>7-10 50<br/>11-22 25</p> <p><b>Test &amp; Tune</b><br/>Wed. Aug. 29</p> |  |

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**TUESDAY  
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\$25/night day of show, Kids 12 & under \$5/night

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**\$20,000 to Win/\$2,000 to Start!!**

If pole sitter or outside pole accepts the Comp Cams Challenge, they will start at the  
back of Saturday's "A" Feature and if they win, take home \$45,000!!!

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**GREAT FAMILY FUN DAY AT THE RACES!**



CHUCK GONZALEZ PHOTO

**NOT A SCRATCH, YET:** Peter Cozzolino (11) was awarded an ASA Late Model victory after a crash among the three cars at the front of the pack at Motor Mile Speedway this past weekend.

# Crazy Crash Lifts Cozzolino

RADFORD, Va. — A wild ASA Late Model Series Challenge Division finish at Motor Mile Speedway

## ASA LM

Cozzolino being declared the winner of the Radfest/Race Against Drugs 200.

Cozzolino collided with Derek Thorn as the pair raced

to the finish line, with both cars turning sideways on the front straightaway. Thorn crossed the line first as Cozzolino collided with Michael Annett and then the frontstretch wall before crossing the finish line.

Afterward, ASA LMS officials ruled that Thorn would have been the cause of the caution flag, and was penalized for aggressive driving, handing

the victory to Cozzolino, second place to Annett and third to Sean Murphy.

Officials placed Thorn as the final car on the lead lap, and he had to settle for a 15th-place finish.

### The finish:

Peter Cozzolino, Michael Annett, Sean Murphy, Colt James, Michael Simko, Travis Dassow, Bob Varney, John Wes Townley, Keeton Hanks, Eddie Hoffman, Beau Slocumb, Chris Fontaine, Greg Stewart, Kris Stump, Derek Thorn, Alec Carl, Jesse Smith, Charlie Menard, Tyler Townsend, Bryan Clauson, Wes Burton.

# Gutknecht Guts Out A Wisconsin Triumph

KAUKAUNA, Wis. — Bobby Gutknecht bested a field of 32 Mid-American Stock Car Series competitors to take the checkered

## MASCS

flag in Saturday's feature at

Wisconsin Int'l Raceway.

Point-leader Gutknecht wrestled the lead away from Jeremy Spoonmore on lap 23 and held off the advances of Jake Finney and an extraordinary last-lap effort from James Swan to collect the top prize.

Swan, Finney, Bill Prietzel and Maxwell Schultz followed.

### The finish:

Bobby Gutknecht, James Swan, Jake Finney, Bill Prietzel, Maxwell Schultz, Lyle Nowak, Jeremy Spoonmore, Danny Powell, Dave Obermeyer, Scott Null, Andrew Kulka, Dave Marshall, Crystal Koenig, Shawn Uphall, Don Wood, Tim Schmitt, Troy Shear, Jr., Mark Kissinger, Jeff Tisler, Kevin Damrow, Kyle Shear, Ryan Manthei.

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**JOE JAMES/PAT O'CONNOR**  
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# Wysong Claims Salt Lake; Butler Tops AVSS/HOSS Outing

SALT LAKE CITY — Jim Wysong led the final 81 laps of Saturday night's 100-lap USAC Western Sprint Car Series feature at Rocky Mountain Raceways.

Kody Swanson led the first lap, with **ROUNDUP** Wysong taking over on lap two of the three-eighths-mile asphalt oval. Swanson temporarily took the lead on lap 19, but Wysong was out in front for good one circuit later.

JoJo Helberg came on to finish second, with Rick Pardee third. Ryan Burdett and point-leader Ryan Kaplan rounded out the top five.

**The finish:**  
Jim Wysong, JoJo Helberg, Rick Pardee, Ryan Burdett, Ryan Kaplan, Jim Waters, Paul Marconi, Tony Hunt, Jeff Bergener, Jim Kaiser, Jim Campbell, Tanner Swanson, Laura Hayes, Shauna Hogg, Kody Swanson, Mel Andrus, Mike Straub, Brian McClish.

## UMARA MIDGETS

### Gough Goes The Distance

July 21, Grundy County Speedway, Morris, Ill.

David Gough continued his dominance of the UMARA National midgets, earning his fifth feature victory of the season by winning the 25-lap feature.

After starting deep in the field, Nick Grommes worked his way to the front, sailing to victory in UMARA Sportsman midget action.

In only his third start, Brad Greenup captured his first triumph, as he patiently worked past Marc Wachter in the closing laps of the USAC/UMARA Ford Focus midget feature.

## TBARA SPRINTS

### Same Old Steele

July 21, Charlotte County Motorsports Park, Punta Gorda, Fla.

David Steele picked up his second-consecutive Tampa Bay Area Racing Ass'n sprint-car feature victory.

Steele held off Mark Gimmler, with Troy DeCaire, Stan Butler and Dude Teate rounding out the top five.

**The finish:**  
David Steele, Mark Gimmler, Troy DeCaire, Stan Butler, Dude Teate, Joey Aguilar, Larry J. Brazil, Jr., Kipp Beard, Mickey Kempgens, Michael Smith, Randy Woodall, Steve Heisler, Tommy Nichols, Bo Hartley, Gary Gimmler, Scott Adema, Ricky Burnett, Johnny Gilbertson, Brian Gingras.

## POWRI MIDGETS

### Fike On Fire

July 20, Macon (Ill.) Speedway

A.J. Fike won the Dana Godfrey Memorial — sanc-

tioned by the POWRI National Midget Series.

Brad Kuhn, Derek Myers, Rich Camfield and Bubba Altig completed the top five.

**The finish:**  
A.J. Fike, Brad Kuhn, Derek Myers, Rich Camfield, Bubba Altig, Joey Montgomery, Mike Hess, Tony Roney, Brett Anderson, Zach Daum, Dave Camfield, J.C. Bland, Tony Stewart, Nick Knepper, Jason Dull, Steve Knepper, Donnie Lehmann, Justin Allgaier, Bryan Stanfill, Brent Beauchamp, Kenny Biro, Thomas Messeraull, Brad Loyet.

## MIDWEST SUPERMODS

### Shullick Soars Up In Dixie

July 20, Dixie Motor Speedway, Birch Run, Mich.

Midwest Supermodified Ass'n point-leader Dave Shullick, Jr. triumphed in the 30-lap feature. Shullick passed Tim Jedrzejek on lap 25 and paced the rest of the distance.

Jedrzejek settled for runner-up honors over Moe Lilje, Bob Dawson and Charlie Schultz.

**The finish:**  
Dave Shullick, Jr., Tim Jedrzejek, Moe Lilje, Bob Dawson, Charlie Schultz, Ryan Klingelhoff, Jon Henes, Jack Smith, Denny Fisher, Todd Buchanan, Matt Palmer, Jeff Banyas, Don Johnson, Kyle Edwards, Randy Burch, Brandon Fisher, Craig Reed, Sean Sauer.

## KANSAS MIDGETS

### Wise Beyond His Years

July 21, Dodge City (Kan.) Raceway Park

Josh Wise swept the first night of the fourth-annual

Kansas Midget Classic and Ron Hughes, Jr. Memorial race.

Wise gained the point after race-leader Gary Taylor blew a right-rear tire on round 19 of the 25-lap affair.

Donnie Ray Crawford followed in second, with Stevie Sussex, Luke Icke and Jonathon Beason completing the top five.

**The finish:**  
Josh Wise, Donnie Ray Crawford, Stevie Sussex, Luke Icke, Jonathon Beason, Chad McDaniel, Cody Brewer, Rick England, Bob Harr, Jasiel Randolph, Bud Kaeding, Aaron Kirk, Tony Rossi, Todd Plemons, Gary Taylor, Matt Sherrill, Chris Shell, Russ Harper, Joe Cleveland.

## AVSS/HOSS SPRINTS

### The Butler Did It

July 22, Winchester (Ind.) Speedway

Shane Butler won the winged-sprint-car feature co-sanctioned by the Auto Value

Super Sprints and the Hoosier Outlaw Sprint Series.

Butler held off Mike Ling on the high-banked, half-mile oval, with Hank Lower, Tim Cox and Brian Lay rounding out the top five.

**The finish:**  
Shane Butler, Mike Ling, Hank Lower, Tim Cox, Brian Lay, Aaron Katz, Aaron Pierce, Jim Payne, Ryan Myers, Ryan Davis, Greg Wheeler, Ron Koehler, Jerry Caryer, Johnny Scherer, Jimmy McCune, Jeff Bloom, Chad Goff, Ted McKibben, Davey Brown, Troy Underwood, Jim Swain, Brandon Whited, Mike Katz, Ryan Litt, Jason Blonde, Kevin Feeney.

## HOSS SPRINTS

### Fuller Paces Distance

July 21, Baer Field Speedway, Fort Wayne, Ind.

Jason Fuller started on the outside front row and led all 30 laps. Hank Lower finished second, while Keith Butler, Aaron Pierce and Jim Payne completed the top five.

## CIVIL WAR SPRINTS

### Forsberg Cracks Win Column

July 21, Petaluma (Calif.) Speedway

Defending Hoosier Racing Tires Civil War Sprint Car Series titlist Andy Forsberg scored his first victory of the season.

Forsberg's victory was worth \$2,000 and allowed him to extend his point lead.

In the final laps of the race, Forsberg closed in on leader Andy Gregg to take the point.

Brett Rollag, Bradley Terrell, Colby Wiesz and Mark Hall rounded out the top five.

**The finish:**  
Andy Forsberg, Brett Rollag, Bradley Terrell, Colby Wiesz, Mark Hall, Billy Wallace, Carl Drolvold, Scott Kinney, Jeff Parady, Arvo Backholm, Mike Monahan, Andy Gregg, Billy Butler, Brad Bumgarner, Mike Benson, Scott Merrell, Matt Petty, Justin Johnson, Bill Comwell, Ricky Wondergem, Mike Henry, Mason Moore.

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Pits Open @ 2 p.m.    General Gates Open @ 3 Friday & 2 Saturday  
Hot Laps @ 6 – Qualifying to Follow – Racing Follows Qualifying





**FREE Concert Prior to the August 4 Races**  
Come Early and enjoy some GREAT Music prior to the World of Outlaw s Sprint & INEX Legends Event featuring Oil Can Harry.... a 5 piece 80's through 90's rock band. Lots of energy and very danceable!  
Concert starts @ 2:30 p.m. and ends at 5:30

- Friday Adult Admission Day of Race \$30/\$26    ●General Admission Pre-Race \$25/\$21
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DODGE NEWS PHOTO

**ORIGINAL YOUNG GUNS:** (From left) Lee Roy Yarbrough, A.J. Foyt, David Pearson, Bobby Issac and Earl Balmer, all under the age of 30, gather for a Dodge promotional photo at Darlington (S.C.) Raceway in 1964.

## HISTORY:

### NASCAR Hall Of Fame Has Some Worried

CONTINUED FROM PAGE 2

Hall of Fame, sees no problems whatsoever.

"I think the NASCAR Hall of Fame will only drive our business up," said Hendrick. "It should make people a lot more aware of the other interests in the area.



**Winston Kelley**

"It'll be helpful to us all."

Danny "Chocolate" Myers, a former member of the Flying Aces pit crew for driver Dale Earnhardt, Sr., runs the museum for Childress.

"I think this Hall of Fame will do nothing but help us," said Myers. "If they do it right, it can't hurt, that's for sure.

"Everybody who comes up here and sees our museum and then, maybe, goes over to the winery can't believe what all we've got here. If they're big Earnhardt fans, it's even better.

"So, the more people who find out about us will be all the better for us.

## N.C. RACING MUSEUMS

### North Carolina Motorsports Hall of Fame

119 Knob Hill Rd.  
Mooresville, N.C. 28117  
www.ncarhof.com  
Admission: \$5

### Richard Childress Racing Museum

425 Industrial Dr.  
Welcome, N.C. 27374  
www.rcrracing.com  
Admission: \$10

### Hendrick Motorsports Museum

4400 Papa Joe Hendrick Blvd.  
Charlotte, N.C. 28262  
www.hendrickmotorsports.com  
Admission: Free

### Richard Petty Museum

142 West Academy  
Randleman, N.C. 27317  
www.pettyracing.com  
Admission: \$5

### Winston Cup Museum

1355 N. Martin Luther King, Jr. Dr.  
Winston-Salem, N.C. 27101  
www.winstoncupmuseum.com  
Admission: \$5

### Backing Up To Classics Museum

4545 Concord Parkway South  
Concord, N.C. 28027  
Admission: \$6  
www.backingupclassics.com

"We can offer them one heckuva deal."

Miller is not quite sure that's the case.

"Here, at Hendrick and with Richard's place, we have a different clientele, I believe," said Miller, who works for Roger Penske Racing in Mooresville. Miller founded the North Carolina Motorsports Hall of Fame.

"We might stand to lose some business when the Hall of Fame opens up."

Kelley would like to see some of these places, like Hendrick and Childress, loan certain exhibits to the NASCAR Hall of Fame once it opens. One such establishment would be Alex Beam's Memory Lane in Mooresville on State Road

150 West, past the industrial park where the North Carolina Motorsports Hall of Fame is located.

Beam's place has enough old stuff to be its own hall of fame site.

"It's awful important for us to develop some camaraderie between these other places and ours, when we open, to make this work for everybody," said Kelley.

"It's not our intention to try and run someone out of business. We will be here to develop business for ourselves and them, too."

It'll be interesting to see in 2009 if the birth of the NASCAR Hall of Fame might be the death of other racing halls of fame in the area.

# Gharst, Standridge Invade Victory Lane

JACKSONVILLE, Ill. — Morgan County Speedway hosted a pair of Ideal Ready Mix Sprint

## INVADERS

Invaders features Friday, and Kaley Gharst and Robbie Standridge both visited victo-

ry lane.

Joey Moughan, Standridge, Chris Urish and Matt Sutton followed Gharst to the stripe.

In the second feature, Standridge collected the checkered flag ahead of Jerrod Hull, Gharst, Josh Schneiderman and Corey Weyant.

### The finishes:

First Feature: Kaley Gharst, Joey Moughan, Robbie Standridge, Chris Urish, Matt Sutton, Corey Weyant, Jerrod Hull, John Schulz, Ryan Jamison, Jordan Goldsberry, Josh Schneiderman, Matt Rogerson, Bret Tripplett, Jimmy Davies, Matt Harms, Bart Andrews, Brian Stansberry, Dan Avery, Rager Phillips, Lance Gullo, Mark Tischer, Bobby Mincer.

Second Feature: Standridge, Hull, Gharst, Schneiderman, Weyant, Mincer, Moughan, Harms, Rogerson, Goldsberry, Schulz, Sutton, Tripplett, Urish, Gullo, Davies, Andrews, Stansberry, Jamison, Phillips, Tischer, Avery.

# Post Gets Lucky In Vegas

LAS VEGAS — With a near-capacity crowd of 8,371 on their feet much of the night, Southern California's Mark Post and hometown hero Rob MacCachren dazzled a star-

## SCORE

field to capture the featured SCORE Trophy-Truck main event Saturday at the Dirt Track at Las Vegas Motor Speedway.

After Hawaii's Alan Pflueger dominated Friday's semi-main event, MacCachren drove the No. 3 Riviera Racing Ford F-150 to its second victory of the season in the six-race 2007 desert series.

With both the semi-main on Friday and the main event on Saturday counting for season championship points, the

Post/MacCachren won an extremely tight battle with defending season series point champion and current 2007 point-leader B.J. Baldwin.

With Baldwin grabbing the lead in a field of 19, MacCachren was never more than a two truck lengths behind. The six-lap feature was run over a man-made 1.5-mile "Chunk of Baja" course, and MacCachren needed a little extra help to earn both his and Post's sixth-career series victory and the team's second of the year.

With six classes out of 27 that SCORE normally has in its open desert races, both Adam Wik and Steven Eugenio were undefeated over the two-day event, including winning the main events in Class 10 and Class 1-2/1600. Wik, a noted

engine builder, drove a Honda-powered Jimco open-wheel desert race car to two heat-race victories on Friday and another on Saturday before capturing the checkered flag again in the main event.

Eugenio duplicated Wik's performance in Class 10 in his Lothringer-VW.

Cameron Steele won for the second-straight year in SCORE Lite in his Desert Assassin-VW, helping him to earn a larger cushion in the championship point race for his class.

Robert Ross won three of four races in Class 1 over the weekend, including both the semi and main events in his Potter-Chevy. Barry Karakas earned a surprise victory in Class 7 in his Toyota Tacoma over a field of 12 open mini-trucks.

# Rainey, Thomas Deny Champ Gentry

## Friday

PENTON, Ala. — Derrick Rainey grabbed the lead with five laps to go and drove the Dixon Hauling and Grading Warrior to his first StormPay.com Dirt Late Model

## STORM LMS

event on Friday night at Penton Raceway. Rainey went to the outside to pass David Gentry coming off the fourth turn to post the victory.

Gentry, the defending StormPay.com Dirt Late Model Series National Champion held off a hard-charging Johnny Stokes to finish second after leading the first 35 laps of the race in the Dixon Plumbing MastersBilt. Stokes finished third in the NeSmith Chevrolet MastersBilt.

A pair of local favorites, Dana Eiland in the Andy's Auto Parts GRT and William

Thomas in the J.W. Miller Land and Timber Scorpion, finished fourth and fifth, respectively. Point-leader Frank Ingram was sixth in the Universal Concrete Rocket and now holds a 34-point lead over Gentry.

### The finish:

Derrick Rainey, David Gentry, Johnny Stokes, Dana Eiland, William Thomas, Frank Ingram, Jay Blair, Larry Boutwell, Chris Tays, Chad Wallace, Jeff Fields, Anthony Meadows, Parrish Duncan, Terrance Nowell, Josh Huss, Jim Till, Jordy Nipper, Curtis Cline, Jimmy Elkins, Jr., Robert Stutts, Chip Brindle, Frankie Beard, Mike Parkerson, Matthew Turner, Stacey Roberts.

## Saturday

PHENIX CITY, Ala. — Local driver William Thomas kept the \$3,000 top prize at home after winning the 50-lap StormPay.com Dirt Late Model Series main event on Saturday night at East Alabama Motor Speedway.

The third-generation driver led all 50 laps and held off a the challenges of defending champion David Gentry.

In addition to taking the vic-

tory — in which he led every lap — Thomas made it a dominating clean sweep by also setting fast time among the 36 entrants in qualifications and turning the three-eighths-mile, high-banked clay oval in 15.910 seconds in the J.W. Miller Land and Timber Scorpion.

Gentry made several bids with an inside move to take the lead away from Thomas, but had to settle for second in the Dixon Plumbing MastersBilt. Gentry took over the point lead after apparent third-place finisher Frank Ingram was light at the scales after the race and penalized to the final finishing spot, dropping him to second in the series point chase, but he is only 10 points behind Gentry.

### The finish:

William Thomas, David Gentry, Terrance Nowell, Derrick Rainey, Frankie Beard, Dana Eiland, Jody Knowles, Chip Brindle, Stacey Roberts, Bill Flowers, Jeff Fields, Robert Stutts, Chris Tays, Marc Gooden, Jim Till, Larry Eldridge, Larry Harrod, Matthew Turner, Jay Blair, Chad Wallace, Johnny Stokes, Bobby Eiland, Larry Boutwell, Rusty Hoge, Frank Ingram.

# Moyer's Tri-City Triumph Worth \$10,000

## Friday

PONTOON BEACH, Ill. — Billy Moyer picked up the \$10,000 victory Friday night at Tri-City Speedway's Lucas Oil Late Model Series Miller Lite 50.

Moyer overtook early leader Don O'Neal, charging from fifth after finding the fast line around the three-eighths-mile oval about 10 laps into the event.

## LUCAS OIL

After taking the lead, Moyer held off challenges from O'Neal to seal the victory. O'Neal settled for second after starting from the pole.

Outside polesitter Shannon Babb finished third and was followed by Terry English, who was forced to use a provisional start, and Earl Pearson, Jr.

### The finish:

Billy Moyer, Don O'Neal, Shannon Babb, Terry English, Earl Pearson, Jr., Donnie Moran, Steve Casebolt, Bryan Collins, Mark Voigt, Scott James, Mark Oller, Chris Smyser, Dewayne Kiefer, Damon Eller, Steve Myers, Freddy Smith, Mike Wallace, Billy Faust, Justin Rattliff, Tim Manville, Denny Woodworth, Billy Drake, Dan Schlieper, Mark Faust, Randy Korte, Jimmy Mars.

## Saturday

WHEATLAND, Mo. — Earl Pearson, Jr. traded places with Friday night winner Billy Moyer, taking the victory Saturday in the Lucas Oil Late Model Series's visit to Lucas

Oil Speedway.

Pearson, who had finished fifth the night before at Tri-City Speedway in Pontoon Beach, Ill., won his heat race and then reached the finish ahead of runner-up Brian Birkhofer. Donnie Moran finished third, and Billy Drake was fourth.

After his Friday night victory, Moyer came home in fifth place, followed by Friday's third-place finisher, Shannon Babb.

### The finish:

Earl Pearson, Jr., Brian Birkhofer, Donnie Moran, Billy Drake, Billy Moyer, Shannon Babb, Steve Casebolt, Scott James, Will Vaugt, Jimmy Mars, Terry English, Dan Schlieper, Al Purkey, Brad Neat, Justin Rattliff, Terry Phillips, Freddy Smith, Alan Vaughn, John Turner, Justin Wells, John Mason, Damon Eller, Adam Crippen, Gary Stolba, Jeremy Payne, Denny Woodworth.



# Series Leader Shryock Garners Bookend Modified Triumphs

## July 17

EAGLE, Neb. — Kelly Shryock raced to his 11th victory with the O'Reilly Auto Parts United States Modified Touring Series July 17 at Eagle Raceway.

The eight-time defending O'Reilly USMTS national champion held off early challenges from Jason Friesen and Jason Krohn and drove away from the field after a lap-12 caution to score the \$2,000 top prize.

The finish: Kelly Shryock, Jason Krohn, Al Hejna, Tommy Weder, Jr.,

Zack VanderBeek, Jake Neal, Kyle Berck, Brad McEwan, Chris Alcorn, Jerry Trejo, Sean Manning, Mannix Winningham, Scott Green, Jason Hughes, Dylan Smith, Jason Friesen, Aaron Pella, Mike Lineberry, Brent Bohmont, Jon Tesch, Jordan Grabouski, Jay Poidinger, Chevy Hadan.

## July 18

KASSON, Minn. — Tommy Myer was in the right place at the right time to win the July 18 O'Reilly Auto Parts United States Modified Touring Series feature at Kasson Speedway.

Brad Waits led the first 35 laps but fell out of the race with a broken U-joint, handing the lead to Myer, who held off Todd Scharkey for the victory.

The finish:

Tommy Myer, Todd Scharkey, Tim Donlinger, Jason Hughes, Corey Dripps, Al Hejna, Dean Mahlstedt, Kelly Shryock, Mark Noble, Zack VanderBeek, Jeff Schluetter, Douglas Hillson, Scott Green, Les Duellman, Jon Tesch, Ben Rippentrop, Steve Wetzstein, Brad Waits, Jason Krohn, Bob Timm, Tommy Weder, Jr., Brian Shaw, Scott Vesely, Alan Mondus.

## Thursday

DECORAH, Iowa — Al Hejna claimed Thursday's O'Reilly Auto Parts United States Modified Touring Series feature at Upper Iowa Speedway.

Hejna powered past Kelly Shryock and onto victory on the 28th tour.

The finish:

Al Hejna, Kelly Shryock, Jason Hughes, Zack VanderBeek, Tim Donlinger, Tommy Myer, Dan Bohr, Tommy Weder, Jr.,

Michael Darnall, Darrin Walch, Dean Mahlstedt, Corey Dripps, Brad McEwan, Scott Green, Joey Schaefer, Doug Hillson, Jon Tesch, Mike Spaulding, Layne Meyer, Jason Krohn, Les Duellman, Mark Massey, Steve Wetzstein, Jay Poidinger.

## Friday

FOUNTAIN CITY, Wis. — O'Reilly Auto Parts United States Modified Touring Series point-leader Kelly Shryock led all 35 laps to win Friday night's event at Tri-Oval Speedway.

The finish:

Kelly Shryock, Todd Scharkey, Al Hejna, Dean Mahlstedt, Zack VanderBeek, Jason Hughes, Bob Timm, Tommy Weder, Jr., Jon Tesch, Paul Hamernik, Mark Noble, Scott Green, Steve Speltz, Bob Bautch, Ben Anderson, Jeff Rollinger, Tommy Myer, Hank Rollinger, Jay Poidinger, Scott Vesely, Mick Glenn, Mike Sorensen, Mike Spaulding, Kerry Ledebuhr.

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### Saturday - August 4

GM Performance Crate Late Models  
\$2,000 to win

UMP Modifieds / Advance Auto Parts Stocks

practice 6:00 / racing 7:30

FAMILY FUN NIGHT #2

with Flea Market & Cruise In plus fireworks

### Sunday - September 2

Johnny Appleseed Classic

\$2,000 to win for Sunoco Late Models

UMP Modifieds / Advance Auto Parts Stocks

practice 6:00 racing 7:30

### Friday & Saturday - September 7 & 8

37th annual

**WORLD 100**

\$40,000 to win!

### Friday & Saturday - September 20 & 21

Chevrolet presents An American  
Revolution Weekend!

Friday:

World of Outlaw Sprints—UMP Modifieds

Saturday:

USAC 4 Crown—Midgets/Sprints/Silver Crown

### Friday & Saturday - October 5 & 6

Hoosier Racing Tires presents

UMP NATIONAL CHAMPIONSHIPS

Late Models & Modifieds



### 2006 BELLEVILLE NATIONALS

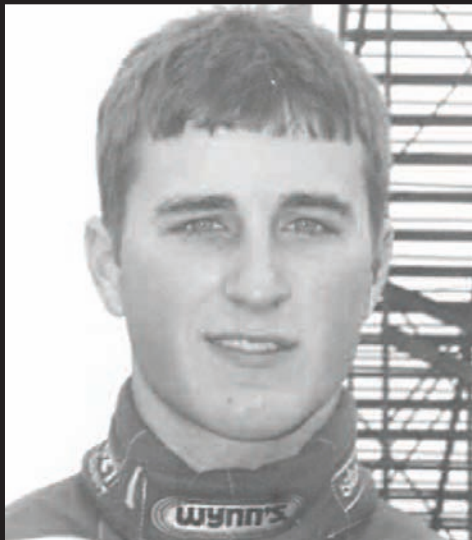
#### Top-10 Finishers

1. Josh Wise
2. Danny Stratton
3. Bud Kaeding
4. Levi Jones
5. Teddy Beach
6. Brad Loyet
7. A.J. Fike
8. Jerry Coons, Jr.
9. Jay Drake
10. Don Droud, Jr.

**ON HIS WAY:** Josh Wise (20) trails Johnny Rodriguez around the Belleville High Banks. Wise captured the 2006 Belleville title.

### BELLEVILLE NATIONALS WINNERS

| Year | Winner              | Car                 |
|------|---------------------|---------------------|
| 1978 | Eddie Jackson       | Volkswagen-Edmunds  |
| 1979 | Stan Fox            | Volkswagen-Edmunds  |
| 1980 | Stan Fox            | Volkswagen-Edmunds  |
| 1981 | Mike Gregg          | Volkswagen-Edmunds  |
| 1982 | Dave Manes          | Dino-Stewart        |
| 1983 | Johnny Parsons, Jr. | Cosworth-Challenger |
| 1984 | Mark Passerelli     | Arias-Rich          |
| 1985 | Ron "Sleepy" Tripp  | Volkswagen-Edmunds  |
| 1986 | Tommy White         | Volkswagen-Edmunds  |
| 1987 | Ron "Sleepy" Tripp  | Cosworth-Edmunds    |
| 1988 | Steve Knepper       | Cosworth-Canaday    |
| 1989 | Chuck Gurney        | Arias-Ellis         |
| 1990 | Jeff Gordon         | Pontiac-Beast       |
| 1991 | Jack Hewitt         | Arias-Beast         |
| 1992 | Lealand McSpadden   | Barnes-Bondio       |
| 1993 | Page Jones          | Fontana-Stealth     |
| 1994 | Kevin Doty          | Fontana-Stealth     |
| 1995 | Billy Boat          | Gaerte-Stealth      |
| 1996 | Robby Flock         | Gaerte-Stealth      |
| 1997 | Jason Leffler       | Gaerte-Stealth      |
| 1998 | Steve Knepper       | Gaerte-Stealth      |
| 1999 | Dave Darland        | Ford-Beast          |
| 2000 | Kasey Kahne         | Ford-Beast          |
| 2001 | Kasey Kahne         | Ford-Beast          |
| 2002 | Dave Darland        | Ford-Beast          |
| 2003 | Josh Wise           | Mopar-Beast         |
| 2004 | Bobby East          | Ford-Beast          |
| 2005 | Jerry Coons, Jr.    | Esslinger-Spike     |
| 2006 | Josh Wise           | Mopar-Spike         |



**TWO-TIMER:** Before climbing aboard a stock car, Kasey Kahne captured two Belleville Nationals titles in 2000 and 2001.

### FAST CASH

The first Belleville Nationals winner earned \$1,000 in 1978. This year's champion will receive \$12,500. The event will pay \$1,000 to start the feature event, with a total purse exceeding \$83,000.



**FOLLOW THE LEADER:** Scott Hatton, Dave Darland and Tracy Hines battle for position during the 2005 Belleville Nationals.



**TITLE BOUT:** Jerry Coons, Jr. (25) and Davey Ray fight it out during the 2005 Belleville Nationals. Coons held on to capture the title.

# RING THE BELLES

**BELLEVILLE, Kan.** — The summer's most prestigious and most important midget race will take place this weekend at the historic Belleville High Banks.

The half-mile oval has hosted auto racing for nearly a century, and the Mopar Belleville Nationals has been the signature event at the track since 1978. This year marks the 30th annual Mopar Belleville Nationals.

While the event is sanctioned and officiated by the USAC National Midget Car Series, drivers from midget organizations across the country make the trek to the Jayhawk State for the event. Among the participating organizations are BCRA, BMARA, ARDC, RMMRA, POWRi and AMRA.

The event will pay out more than \$83,000 in purse monies with \$12,500 going to Saturday night's feature winner. Each championship feature starter will earn at least \$1,000, making it one of the highest-paying midget races of the year.

The Belleville track is unlike any other track in the

country. It is billed as the "World's fastest half-mile dirt track" and allows drivers the rare opportunity to run wide open all the way around the track.

The Belleville Nationals with its two-day format will see all of the top drivers facing off on Friday night for a spot in the finals on Saturday night. The top-six finishers in Friday's main will be guaranteed the top starting spots in Saturday's championship feature.

One of the drivers expected to be running in this year's Nationals is two-time and defending Belleville champion Josh Wise, who will drive a Toyota-powered machine owned by drag racer Cruz Pedregon. Bud Kaeding will drive a second car out of the Pedregon stable.

Jerry Coons, Jr., who won Belleville in 2005, will steer the Wilke-Pak entry, while the Kasey Kahne Racing Mopar team will have Brady Bacon and Kevin Swindell behind the wheel. Two-time race winner Dave Darland and Davey Ray will wheel the Steve Lewis-owned Nine Racing Toyotas. Tony Stewart Racing, which fielded the

car that Wise drove to victory last season, will have two cars for Levi Jones and Ricky Stenhouse, Jr.

USAC point-leader Darren Hagen, 1996 race winner Robby Flock and defending Badger Midget Series champion Brad Kuhn will also compete. The Klatt Enterprises team will field Ford-powered cars for former winner Bobby East and Stephanie Mockler.

Other top drivers expected include Johnny Rodriguez, Brad Loyet, Scott Hatton, Danny Stratton, Cole Carter, Tom Hessert, Cody Brewer, Scott Pierovich, Mike Hess, Chad DeSelle, Chuck Gurney, Jr. and Chase Scott.

Only six drivers in the history of the Midget Nationals have won the Belleville Nationals more than once. They are the late Stan Fox, Sleepy Tripp, Steve Knepper, Kahne, Dave Darland and Wise.

The Belleville High Banks is managed by a volunteer racing committee and hosts eight to 12 racing events annually.

### 30TH ANNUAL MOPAR BELLEVILLE NATIONALS

Belleville High Banks  
Belleville, Kan.  
Half-mile dirt oval  
Phone: 785-527-2244  
www.highbanks.org

#### Thursday, July 26

O'Reilly NCRA 360 Sprint Series

#### Friday, July 27

Belleville Midget Nationals Preliminary Night feature sanctioned by the USAC National Midget Car Series.

#### Saturday, July 28

Belleville Midget Nationals feature sanctioned by the USAC National Midget Car Series.

### KID CAN DO

Four-time NASCAR Nextel Cup champion Jeff Gordon (right) earned \$7,000 when he won the Belleville Nationals on his 19th birthday in 1990.



MAX DOLDER PHOTO

### SKIRTS ON DIRT

Three women — Jerri Rice, Denise Bennett and Sarah McCune — have competed in the Belleville Nationals. McCune was the only one of the three to qualify for the feature.

### FATALITIES

Two drivers, Lowell Voss (1978) and Bob Shupp (1992), have been killed during the Belleville Nationals.

### GOLDEN STATE SUCCESS

Eight California drivers have won the Belleville Nationals, more than any other state. Five drivers each from Indiana and Arizona have won.

### SUBSTITUTE

Johnny Parsons, Jr. won the event in 1983, subbing for injured driver Bob East.

### COUNTING CARS

The highest Belleville Nationals car count was 84 in 1985, and the smallest was 36 in 1994.

### ON FOREIGN SOIL

Australian driver Adam Clarke finished 10th in 2004, and he is the highest-finishing foreign driver in Belleville Midget Nationals history.

### HIGH-BANK HISTORY

The Belleville High Banks Museum is also located on the race-track grounds.



CHUCK KIDWELL PHOTO

**ONE OF TWO:** Steve Knepper celebrates his Belleville Nationals victory in 1988. Ten years later, he captured a second Belleville title.

### THE CHAMP IS HERE

Two-time Belleville Nationals champion Steve Knepper will serve as Grand Marshal for the 30th annual Mopar Belleville Nationals. Knepper has won nine midget series championships.

## Rusty's Back At Indianapolis, And He's Brought ESPN Along

Rusty Wallace won the 1989 NASCAR Nextel Cup championship and was always a solid competitor in the Brickyard 400. Rusty is going back to Indianapolis this year, but in his new role as television analyst for ESPN-ABC, which returns to covering Cup racing for the first time since the 2000 season. Few will argue that ESPN's coverage of NASCAR through the 1980s and 1990s helped put stock-car racing on the sports map.

PAGE BY-4

## Shirts, Hats And Tattoos: Fans Provide Loyal Support To Their Favorites

There is no doubt that racing fans are some of the most dedicated individuals on the planet. Fans go to great length to support their drivers. In the process, they buy large amounts of merchandise, including hats, T-shirts and jackets. Some fans even go as far as getting jewelry and tattoos that honor their drivers. While all NASCAR drivers enjoy profitable souvenir sales, the king of merchandise sales is clearly Dale Earnhardt, Jr.

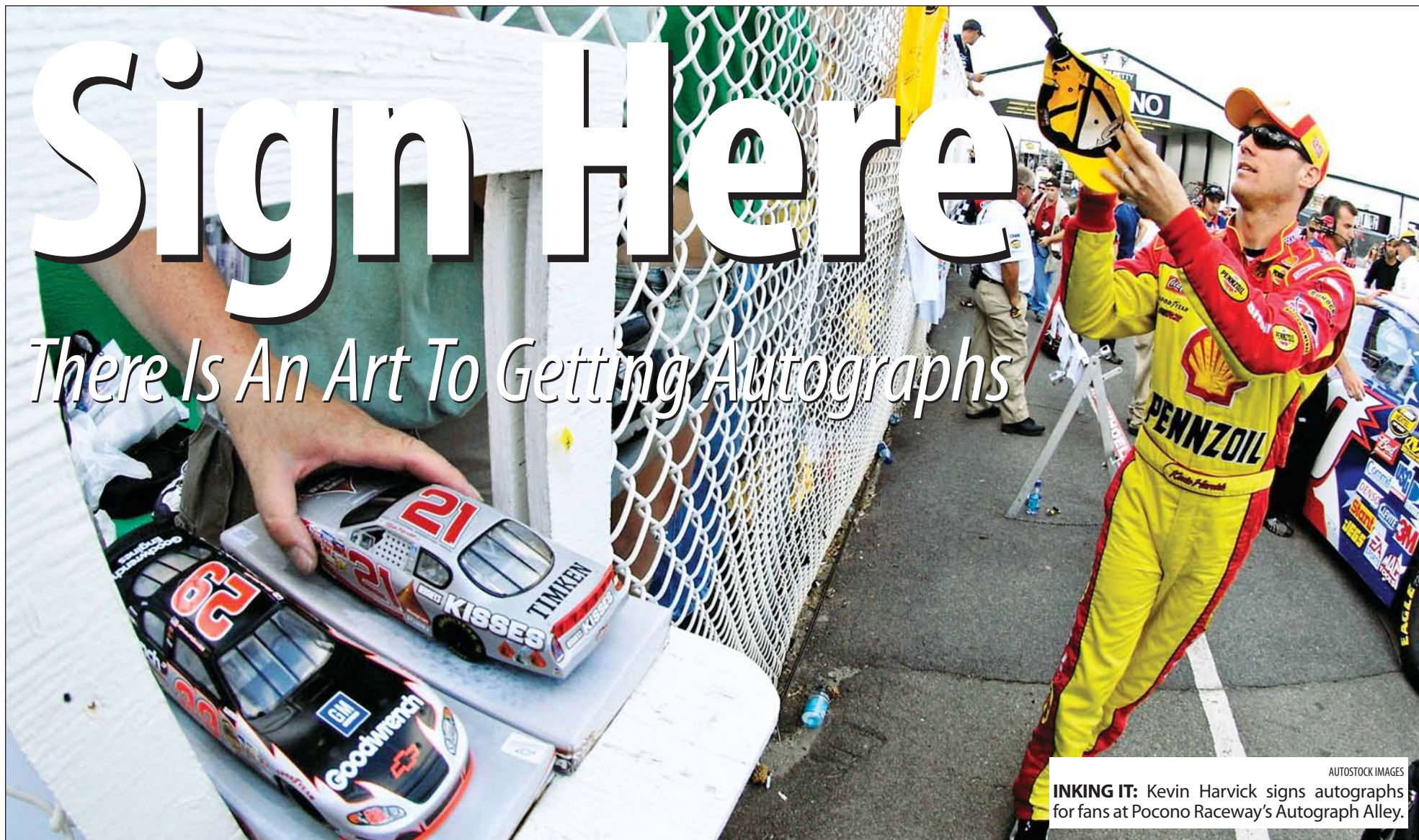
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Brickyard Issue  
July 25, 2007  
[www.nationalspeedsportnews.com](http://www.nationalspeedsportnews.com)



# Sign Here

## There Is An Art To Getting Autographs



AUTOSTOCK IMAGES  
**INKING IT:** Kevin Harvick signs autographs for fans at Pocono Raceway's Autograph Alley.

The long route to getting a NASCAR driver's autograph is simple: Mail whatever it is you want signed to the race shop, along with a flattering letter and self-addressed stamped envelope, and wait. And wait. And wait some more.

The straightforward approach is done at the race track, and a certain skill must be mastered to land the John Hancock of the biggest names in the Nextel Cup Series. Autograph seekers get there early and stay late. They're pushy and seem to have longer arms than the rest. Hardly ever do they take no for answer, and they never let a little disappointment get them down.

Mike Hayes, a 39-year-old Canadian who travels to five NASCAR events each year, is one of the dedicated few. Name the driver and Hayes has his or her signature on something he owns.

"A lot of it is just being in the right place at the right time," Hayes admitted.

Part of NASCAR's appeal is that its personalities — namely drivers — are accessible far beyond any other professional sport. Fans with the proper credentials are allowed in the garage, free to roam and roll up on someone and say, "Excuse me. Can I have your autograph, please?" More often than not, drivers oblige and even carry a black Sharpie in their fire-suit pocket just in case cursive writing is called upon.

"The fans are what makes this sport," said Jimmie Johnson, the defending Nextel Cup champion. "The least we can do is take some time out for the fans. (The drivers) love the fans."

Many drivers have prearranged autograph sessions, guaranteeing fans a handshake and signature, maybe even a quick photo. But part of the

### A SUCCESSFUL HUNT

Here are 10 inside-the-industry tips for getting a driver's autograph at the track with as little hassle as possible:

- The obvious: Be polite. Like your mother said, always remember to say "please" and "thank you." Even in the fast-paced world of NASCAR, common courtesy goes a long way.
- If you somehow have a few hundred dollars to burn, buy a garage pass. Autographs are easier when you're imbedded.
- If it looks like a driver is doing something important, he probably is. Don't interrupt. Wait patiently.
- Always anticipate a driver's next move. Set up camp at the exit of the motor-coach lot before the race. After all, drivers do live there on weekends. Or, wait near the entrance to pit road before driver introductions.
- Do not disregard the merchandise trailers. Oftentimes, after final practice and on race mornings, drivers hold autograph sessions at their merchandise trailers. Take a stroll through Souvenir City in the morning to find out which driver will be at what trailer. Signs show who will be where.
- Have whatever it is you want signed ready — your

diecast in one hand and spray-paint Sharpie in the other.

- Drivers often make appearances around town. Reed Sorenson, for



example, might visit the local Target, or Kevin Harvick might have an obligation at a nearby AutoZone.

- Work from the behind-the-scenes areas. Speed sets up its television stage each week outside the track. Don't bother with the big crowd in front. Go to the side or behind the stage. That's where a guest driver's golf cart is waiting.

■ When a driver is involved in a wreck, NASCAR mandates he visit the infield care center. Find out where that building is. He'll come right out — albeit not in the best of moods — if he's OK.

- Wait in line. If you really want a driver's autograph, you'll wait, even if it's in the heat for two hours. And there's a better chance of getting multiple items signed at once rather than on the fly. "Sometimes," said autograph collector Mike Hayes, "there's nothing you can do but wait. But it's all worth it."

fun is the thrill of the hunt, as fans stalk drivers all day, some with the hope of increasing the value of their diecasts or souvenir sheet metal.

Drivers will sign anything and everything, too — underwear, Goodyear scuffs, helmets, trading cards, tickets, T-shirts and hats. Newborn babies and even women's breasts have been autographed.

It can be a lucrative business, and memorabilia collectors can make a small fortune through online buying and selling. A 16 x 20 autographed photo of Dale Earnhardt, Jr.'s No. 8 Budweiser Chevrolet fetches somewhere around \$275. More

than \$2,000 is needed to buy a Simpson helmet signed by Junior.

Indeed, the signature means everything.

"I try to be nice and not shout at them. I don't yell, 'Hey, Tony, or 'Hey, Jeff,'" Hayes said, discussing his approach during an impromptu autograph session. "I try to walk in front of them and simply hand them whatever I want signed. I keep it low, down in front of their face. They usually walk with their head down, so it does no good to try to reach in from the side or over his head.

"If he doesn't grab the paper, car or whatever, you just keep on trying."



AUTOSTOCK PHOTO

**JOHN HANCOCK:** Fans gather around defending series champion Jimmie Johnson to get his autograph at Pocono Raceway in June. "The fans are what makes this sport," Johnson says. "The least we can do is take some time out for the fans. (The drivers) love the fans."



He who wears the crown.



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# Back To The Brickyard

## Rusty Returns To Familiar Ground In A New Role

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

When Rusty Wallace was one of NASCAR's most competitive drivers, he was always known for his mile-a-minute mouth.

Get Wallace wound up and he'd talk someone's ear off. That's why it seemed natural that once his career behind the wheel was over he would get a job in broadcasting. So, when ESPN and ABC laid the groundwork for the network's return to NASCAR for the first time since 2000, Wallace was one of the first hires.

After working with the IndyCar broadcast crew in 2006 — including the last two Indianapolis 500s — and a half season with the NASCAR Busch Series, Wallace is ready to return to the Indianapolis Motor Speedway in his new role as a Nextel Cup analyst.

"I've been putting a lot of attention in the Busch Series and trying to do a good job there, but I really think we'll have a great broadcast at the Brickyard," Wallace said. "I have a year of Indy Racing League under my belt and a half season of Busch, so I have a lot of experience working with the production team and knowing how TV is supposed to be done. But I'm totally open to critics. If you see something that looks wrong or sounds wrong, mention it because I want to get better."

Wallace was one of the very best drivers ever to compete in the race that is now known as the Allstate 400 at the Brickyard, but he was never able to get into victory lane.

He finished second to Dale Earnhardt in 1995, Bobby Labonte in 2000 and Bill Elliott in 2002. In 12 starts at the Indianapolis Motor Speedway, he had five top-five finishes and nine top 10s.

"When I go there, I felt like I did a good job," Wallace recalled. "I have three second-place finishes, only to lose them all in the remainder laps of the race, like 10 laps to go. 'If' is a big word. The most exciting one was the one that Dale Earnhardt won in 1995. I finished second right on his bumper. I led the race all day long, but he had a heck of a good pit stop, beat me out, made some last-minute

adjustments and beat me out of the pits. "I would have thought that I would have won more since then, but that didn't happen. I would be happy to say that I did have three second-place finishes though."

It was the 1995 race that sticks out in Wallace's mind, as he led 22 laps late in the race. That one bothers him more than the 2000 loss to Labonte after Wallace led 110 laps, only to get passed in the closing laps.

"The other ones, Bill Elliott had a better car but we had good strategy and he beat me at the end," Wallace said. "Bobby Labonte in 2000, that's another one where I had a really fast car but at the end, I had a big push and he caught me and passed me."

"But in 1995 when Earnhardt beat me, I thought I had the best car."

*"The Indianapolis 500 is The Masters. The Daytona 500 is a big race, but the Indianapolis 500 is the biggest race in the world. The Daytona 500 is the next biggest race in the world. Stock-car guys don't want to believe it, but it's true. They need to go check it out for themselves before making that comment."*

**RUSTY WALLACE**

When Wallace retired after the 2005 season, he had won 55 Cup races and the 1989 NASCAR Cup title. At that time, he thought the only racing was stock-car racing, but after a year with the IndyCar drivers, he has grown to respect what they do and how big the Indianapolis 500 really is.

"Those people are some of my best friends now," Wallace said. "It's fun to see Tony Kanaan and Dario Franchitti and Helio Castroneves and Sam Hornish and all the guys. To do that and get to do stock cars, it's something that is great. It's really an honor for me to get to do that. I consider that an honor."

"I know that's a special race, and I try to do it honor when I do it. The Indianapolis 500 is The Masters. The Daytona 500 is a big race, but the Indianapolis 500 is the biggest race in the world. The Daytona 500 is the next biggest race in the world. Stock-car guys don't want to believe it, but it's true. They need to go check it out for themselves before making that comment."

"When you go to Indy, it's a race you will remember for the rest of your life. It's a feeling like you have never felt. It will make the goose bumps on your arms stand up. It's a whole different feel. It's so exciting. Indy, it's a whole month getting ready for this huge event, and when stock cars are there, it's roll them in for three days, run the race and then get out of town."

## NASCAR Comes Home After Six-Year Hiatus

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

Television has played a major role in the rapid growth of NASCAR, beginning with CBS's live flag-to-flag coverage of the 1979 Daytona 500. But before that, ABC had televised NASCAR races as part of its "Wide World of Sports" program since 1961.

It wasn't until the advent of a 24-hours-a-day, all-sports cable network called ESPN that NASCAR races were televised on a regular basis.

In 1981, ESPN televised its first NASCAR race at Rockingham, N.C., with Bob Jenkins and Eli Gold in the booth. Its first live Cup telecast was later that year at Atlanta Motor Speedway. NASCAR and ESPN became synonymous through the 2000 season when ESPN lost out on the network contract, which put NASCAR on Fox and NBC. But when NBC did not renew its contract after last season, NASCAR came back to its television home at ESPN.

The network's first Nextel Cup race will be Sunday's Allstate 400 at the Brickyard. ESPN and ABC will air the final 17 races of the

season, with all the races in The Chase on ABC.

Indianapolis Motor Speedway and ESPN have enjoyed a long relationship, with ABC's 43 years of coverage of the Indy 500.

In order to give ESPN a premier race for its return to the sport, the Brickyard, which was traditionally held the first weekend in August, was moved up one week to accommodate ESPN.

ESPN will televise all NASCAR races in High-Definition, with 60-75 cameras at each race. It is also the first to use HD for its in-car cameras.

"In-car cameras are probably the most dynamic facet of motor-sports coverage, and taking that into the high-def world is huge," said Rich Feinberg, senior coordinating producer for NASCAR on ESPN. The camera systems had to be re-engineered for HD, as did the camera power and transmission systems within the race cars, all while maintaining a delicate balance to not add weight to the cars and possibly affect their performance.

ESPN's NASCAR coverage also includes HD cameras providing other interesting points of view, including grass cams, wall cams, crew cams, pit overhead cams, blimps and multiple robotic cameras at various points around the tracks starting at Indianapolis.

The technology will make the Brickyard look better than ever to TV viewers.



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# 'LOUD AND PROUD'

## NASCAR Fans Show Their Loyalty Proudly — Especially For Junior

By Brit Fryer  
NSSN CORRESPONDENT

You've seen him before — that unsightly looking fellow with favorite beverages in both hands, stumbling and staggering to his seat for the NASCAR Nextel Cup race. His white cotton T-shirt, robbed of all elasticity as it unsuccessfully attempts to hide the beer gut below, screams what driver he's pulling for.

This garment usually carries gaudy and tacky printing, with a name, number, car, signature and whatever else can be squeezed onto the front and/or back.

"We have what we call loud and proud T-shirts," said Jenny Schafer, a representative with Motorsports Authentics, the leader in NASCAR merchandise that manages 60 of the souvenir trailers stationed at every race track.

The NASCAR nation is loud. It's proud, too. And it's a gold mine for merchandise sellers that take up shop outside the race track.

It's a farmer's market of sorts, but instead of vegetables and woven baskets, vendors sell NASCAR merchandise. From T-shirts and sweatshirts to decals and diecasts, with a ball cap in between, fans make their way through rows of trailers, picking and choosing exactly what they want.

John Lison, of Cape Coral, Fla., spent an afternoon earlier this season at Darlington Raceway shopping for himself in the hot South Carolina sun. He had his eye on the latest gear from Hendrick Motorsports drivers.

"Whatever you want is here," Lison said. "(My family) can spend a whole day just looking at what's out there. I don't like the crowds, though."

Souvenir City, as it's commonly known, consists of rows of merchandise trailers tightly packed together each weekend at the race track. Each driver and team is represented — from Haas CNC Racing's Johnny Sauter to the king of all merchandise, Dale Earnhardt, Jr.

Each trailer is easily identifiable by the same colors and logos a driver's race car carries. Want a Martin Truex, Jr. fishing hat? Look for the Bass Pro Shops booth. Want a Kasey Kahne Dodge Dealers golf shirt? Look for the red No. 9. Want a trendy button-down that backs newcomer Juan Pablo Montoya? It's there, too.

"A lot of the clothing lines are geared toward the hard-core race fan," Schafer said.

A trailer's position in Souvenir City is determined by sales, and it all starts with Earnhardt.

Earnhardt, of course, is NASCAR's most popular driver. The former Daytona 500 champion and longtime driver for Dale Earnhardt, Inc. announced in May he'll be leaving his late father's company next season for Hendrick Motorsports.

He has five souvenir trailers at the track, and there's another that carries the likeness of Junior and his dad. Nearly everyone else

has only one. Earnhardt's souvenir sales rocketed 107 percent in the first week since the announcement but have leveled off since. "I knew people were going to collect. I knew they were going to want a piece of his legacy," said Chris Williams, director of track-side sales for Motorsports Authentics.

"His daddy wanted Dale, Jr. to win a championship at DEI, and people want a memento from that part of his career. Now, if he should start winning races and get into championship contention this season, his sales are going to be like nothing we've ever seen before."

Earnhardt makes up 30 percent of the market, with Jeff Gordon and Tony Stewart ranking second and third in sales. Motorsports Authentics can never put an Earnhardt trailer across from Stewart or Gordon because shoppers would clog the lane.

"(Fans) park in the same locations, walk into the track through the same entrances, follow the same routine," Williams said. "Since the market shows a high percentage want to buy Junior's merchandise, you hit all the high-profile areas with his trailers. The places that draw the most volume, interest and sales is where you put two or three of his trailers."

Indeed, Earnhardt's Red Army is getting gear while it can.

"It all has sentimental value now," said Lee Madison of Asheville, N.C. "He's part of history. The red Budweiser 8, get it while you can."

The merchandise presentation is a pick-and-choose structure. There is clothing tightly wrapped around square boards one after the other, but well-dressed mannequins make appearances, showing the fan how an item might fit and feel. Instead of merchandise stacked on the sides of the truck, everything is in plain view for everyone to see. And instead of gear partial to only the driver, there is team and sponsor merchandise as well.

Based on the research of tons of data, Motorsports Authentics presents a product line to teams, and based on their wants, needs and specifications, MA produces all of it. Already, Motorsports Authentics is toying with the 2008 line.

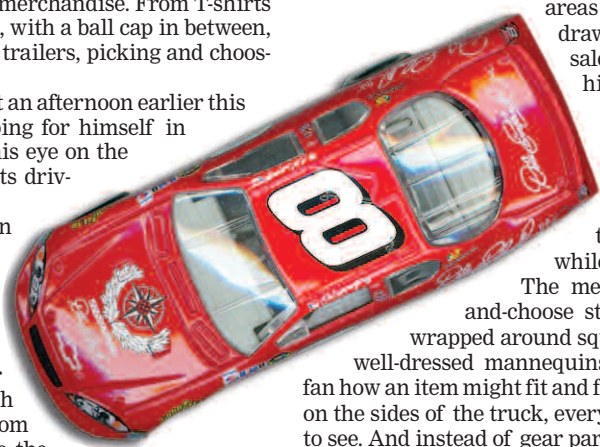
Everything from a \$3 novelty item to a \$20 T-shirt to an \$85 diecast model — a true collector's target — is in the planning and design stages.

"It's a huge undertaking," Shafer said of preparing for 2008. "We have lines for men and women, a bunch of hats and all of the little things that go with it."

There are independent vendors, too. They can be found in white tents and trailers, getting as close as they can without being on speedway property.

But it's Souvenir City where the debit cards take a beating.

"If you want it, you have to buy it," Lison said.



## Body Art Takes Fan Pride To A New Level

By Brit Fryer  
NSSN CORRESPONDENT

Remember that Budweiser commercial from a few years back? The one where Dale Earnhardt, Jr. announces he'll be changing his digits from No. 8 to No. 6.7?

It was an amusing 30-second spot — one in a long line of Anheuser-Busch's partnership with the most famous name in NASCAR. Earnhardt, sporting a slick-looking sport coat, rolls up to the podium blinded by flashing cameras to let the world know that no longer will he be driving the No. 8 — the number he made and still makes famous in his days driving for Dale Earnhardt, Inc.

"I'm here to tell you," Earnhardt says, "that I'm changing my number from 8 to 6.7."

What followed was a plague-like panic. One man had been grooming his front-yard hedges to display his proud support of the No. 8 to the neighborhood, only to become distraught when his wife storms out of the house to declare that Junior is changing the number. In TV land, it was that big of a deal, and the commercial winds down with a young fellow sucking it up in the middle stages of an Earnhardt tattoo.

There the painfully placed ink was — 6.7, in bold red-and-black numbering and right between his shoulder blades. Then Earnhardt admitted he was just kidding and there'd be no No. 6.7. Ouch!

Funny? Sure. But it's a real-life situation for the Dale Earnhardt, Jr. fans that are dedicated enough to permanently brand themselves with Bud and the No. 8.

We all know how these folks operate. Look in the grandstands at any Nextel Cup Series race, and there is an easily noticeable hint of red. When Earnhardt's Budweiser Chevy takes the lead, it's one of the few times you can actually hear the roar of the crowd over the roar of the engines. And when he wins — oh, boy, does the Budweiser ever begin flowing.

In real life, Earnhardt made a similar announcement in May. He made it official that he'll be leaving Dale Earnhardt, Inc. — the multi-car organization founded by his late father — for rival Hendrick Motorsports at the end of the season. And because Teresa Earnhardt

and DEI own the rights to the No. 8, Earnhardt, his car and all of the accompanying marketing and merchandise tools will not carry that number. Budweiser is out, too.

It's a defining moment for Earnhardt fans. Bail on Bud and the No. 8? That, to some fans, means you're bailing on DEI. Or stick with Junior, regardless of what number his car carries or what likeness is on the hood?

It's not that easy of a call. Earnhardt defected from his dad's place to the evil empire. Some fans of the No. 3 won't forget that. Hendrick Motorsports, after all, fields cars for Jeff Gordon. Gordon evolved into the elder Earnhardt's biggest rival — billed as the baby-faced Wonder Boy against the scruffy, open-faced helmet-wearing veteran with black goggles called the Intimidator.

Now an Earnhardt is Gordon's teammate? It can't be — but it is.

They will, of course, stick with Junior, and he's sticking with some of them — permanently.

Several calls to tattoo parlors in the Charlotte, N.C., area revealed just what the Earnhardt name really means to some people. A profile of Earnhardt was pen and inked onto a man's back, as was the Budweiser Chevy onto another man's shoulder. Roll up the sleeves on another dude, and there's a No. 3 on the right arm and a No. 8 on the left. And there is always the low-profile, non-descript No. 8 tucked away on a young woman's ankle or small of the back.

Fans buy Earnhardt's merchandise because it has his name on it. They drink Budweiser because he does. They drive a Chevrolet because he does. And, yes, they've tattooed themselves because Earnhardt, in some eyes, is a god.

These decisions, while maybe spontaneous, are made with the Junior Nation at heart. You're either for or against, and a little body artwork won't get in the way.

There's always the alternative. Just pony up a couple grand to get rid of it through cosmetic surgery. Maybe you've watched "Nip/Tuck"?

With Earnhardt fans, however, that's doubtful.

HAROLD HINSON/RHP PHOTOS







SHEENA BAKER PHOTO  
**SPONSOR CHANGE:** Ryan Davidson (left) and Chris Long install a Camping World RaceWrap™ on Richard Childress Racing's BB&T Chevrolet.

# Wrapped Around

*RaceWraps™ Put A New Twist On Paint Schemes*

By SHEENA BAKER  
 PRODUCTION EDITOR

Traditionally, many NASCAR Nextel Cup teams debut special paint schemes for the Allstate 400 at Indianapolis Motor Speedway. However, the phrase "paint scheme" is becoming as outdated as the tools used to apply the coats of paint that at one time covered the cars' fiberglass bodies.

Nowadays, most NASCAR teams wrap cars in vinyl sheets that can contain everything from a car's basic paint scheme to its number and associate sponsor decals.

At the forefront of this shift from conventional paint methods is Motorsports Designs, creator of RaceWraps™.

"RaceWraps™ are like using Saran Wrap in the kitchen," says John McKenzie, president and CEO of Motorsports Designs. "We're wrapping the car like you would a leftover. I think that's where the term 'wrap' came into play. We're literally wrapping the car in vinyl."

According to McKenzie, there are two methods to wrapping cars. One type of wrap has all of the associate sponsors and graphics built into the vinyl. The other involves applying a solid wrap — such as the silver background on David Stremme's No. 40 Coors Light Dodge — then adding cut graphics on top of the wrap.

The process and RaceWraps™ have evolved from McKenzie's earliest days of designing graphics, when he and his brother operated a small commercial screen-printing business in Jamestown, N.C. After designing decals for high-performance yachts in the early 1980s, McKenzie approached team-owner Richard Childress about doing the decals for his Piedmont Airlines-sponsored ride. Childress and Piedmont Airlines agreed, and by the end of the season, McKenzie had 20 accounts in NASCAR's highest division.

Twenty-five years later, McKenzie's company has grown to more than 40 employees at its High

## That's A Wrap

An order for a RaceWrap™ sets a series of wheels into motion. According to John McKenzie, president and CEO of Motorsports Designs, a wrap job can be completed in one day, if necessary. Here's the process from start to finish:

- Once an order is placed, Motorsports Designs will receive digital images of the requested paint scheme, usually from a diecast manufacturer or an artist.
- The company's artists will then convert the files into production-ready vector files that fit a life-size race car.
- Next, the files are broken down into specific panels for placement on the car.
- Using large-format digital printers and solvent-based inks, the paint scheme and graphics are printed onto sheets of vinyl, a process that takes about four hours.
- After being printed, the sheets are coated with a clear laminate to protect the images.
- The sheets are then cut out to fit the particular vehicle to be wrapped and are ready to be installed.
- Two or three professionally trained applicators will then wrap the car — either at the team's shop or at Motorsports Designs — in about two hours. Crew members who have been trained can also install RaceWraps™ themselves.

Point and Concord locations, and he estimates that 60 to 65 percent of the Nextel Cup teams that race on Sundays use RaceWraps™.

Though race teams have their own paint facilities, Motorsports Designs and RaceWraps™ make the process of preparing a car for race day easier and more cost effective for teams.

"Time is the number-one factor in using RaceWraps™," McKenzie says. "You can't beat changing the car's complete paint scheme in less than two hours. There's no way to do it without RaceWraps™. You can get the old decals off, but you can't even get one sanded down and ready to be repainted in two hours."

RaceWraps™ can also save money in labor and supplies.

"A one-off deal might be as high as \$3,500, including installation. Most of our customers have been with us a long time and they order in quantity, so they get a better price," says McKenzie.

"Everybody says it costs between \$3,500 and \$7,500 to paint a car. You always get people who get free paint, free sandpaper, free Bondo, free everything, but what they don't get free is the labor:

"We can take Kevin Harvick's Pennzoil car and

wrap it in a completely different paint scheme," he says. "If he doesn't wreck, the team can bring the car in on Monday morning, heat it up in the paint booth, peel the RaceWrap™ off, and he's back to the original paint scheme, including the original decals. That saves two paint jobs plus another set of decals.

"RaceWraps™ let teams easily flip-flop from one sponsor to another from one week to the next," McKenzie explains. "The thing that drives all of us is the diecast, and it's all based on special paint schemes that generate millions of dollars over the course of a season.

"Specialty paint schemes presented us with an opportunity to do these RaceWraps™. We did the cars for The Winston, then we did special promotions for The Brickyard. From there, it just precipitated itself into 'Why don't we do this every week and just change the sponsors and change the look of the car and sell more diecast and generate a different look for different regions and markets?'" McKenzie says.

"We've just given these teams and these sponsors another vehicle to promote their product in different ways."

Weight is another factor in choosing RaceWraps™ over traditional paint methods.

"A primed car with a wrap on it is nine pounds lighter than a painted car with a decal set on it," McKenzie says.

To the average spectator in the grandstands or at home, there aren't obvious differences between a traditional paint job and a RaceWrap™.

"For the most part, they look identical. When we first started wrapping RCR's backup cars years ago and they might use a backup car, they would never know they were wrapped," McKenzie says. "When we started letting the cat out of the bag that these cars were wrapped, then people started taking note."

One difference, however, is the shininess of paint.

"The only telltale sign to these old timers who are still trying to get used to the idea of wrapping cars is the glossiness," he says. "We can cure that by using an extra-glossy laminate, but it's not as durable, it doesn't go on as well, it doesn't last as well and it scratches a lot easier.

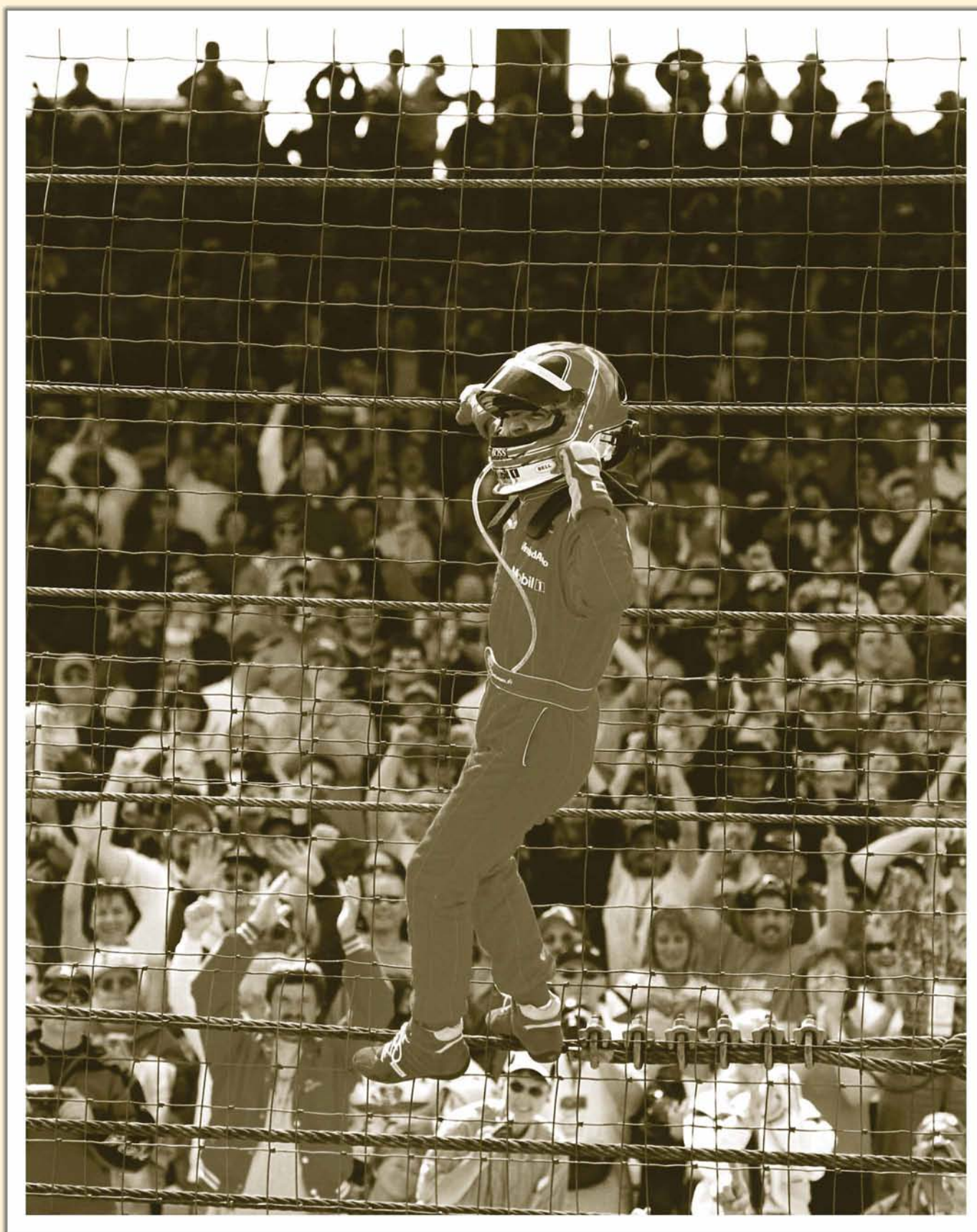
"It's a matter of physics. You can only make graphics so shiny."

Though Motorsports Designs works with teams in other forms of racing — including Don Prudhomme in NHRA and Rahal Letterman Racing in the IRL IndyCar Series — the company's main focus is serving its NASCAR customers: RCR, Chip Ganassi Racing, Roush Racing, Dale Earnhardt, Inc., Wood Brothers Racing, Petty Enterprises and Penske Racing.

"Every day's like a fire drill," McKenzie laughs. "Just one race team itself, even if it's a one-car team, it's a hectic place. Every week we're getting over half the field ready to go racing. With digital printing, you don't print a lot of stuff ahead; they don't order 10-20 sets at a time anymore because everything can change overnight.

"It starts up every Monday morning and it stops every Friday. It's just as if we were within one of those race shops. It's a kind of constant grind."

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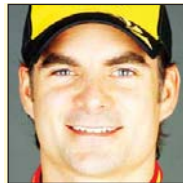
# Cup Envy

*With Seven Races Remaining, Who Will Make The Chase?*



**COVETED CUP:** Jimmie Johnson captured the 2006 NASCAR Nextel Cup along with five victories, including the Daytona 500 and the Allstate 400.

## 2007 Chase Contenders



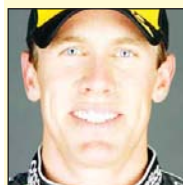
**1. Jeff Gordon** 2,911  
When it's your year, it's your year. With four victories and 17 top-10 finishes in 19 events, Gordon is on track for his fifth Nextel Cup championship.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 5     | 4    | 12    | 17     |



**3. Matt Kenseth** 2,565  
The 2003 Nextel Cup champion has an average finish of 11.3, but hasn't made it to victory lane since the season's second race at California Speedway in February.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 7     | 13     |



**5. Carl Edwards** 2,473  
Edwards is determined to make The Chase after finishing 12th in 2006. The third-year driver ended a 52-race winless streak at Michigan in June.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 5     | 7      |



**7. Jimmie Johnson** 2,423  
The defending champ's chances of a repeat title run may be fading. In the last six races, Johnson has fallen from fourth to seventh in the standings.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 4    | 9     | 11     |



**9. Kyle Busch** 2,314  
Busch scored the first CoT victory at Bristol in March and nearly took the Pepsi 400 earlier this month. Six-straight top-15 finishes have kept Busch in the hunt.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 4     | 10     |



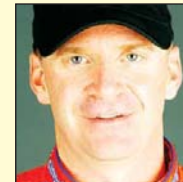
**11. Martin Truex, Jr.** 2,208  
Truex has scored four top-five finishes — including his first victory — in the last seven events, but remains 703 points behind Gordon.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 4     | 7      |



**2. Denny Hamlin** 2,608  
Hamlin made history in 2006, becoming the first rookie to make The Chase. Hamlin has been a factor nearly every week, but has won only once.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 1     | 1    | 7     | 11     |



**4. Jeff Burton** 2,491  
Burton scored six top 10s in the first seven races — including a victory at Texas — but poor finishes at Talladega and Richmond have Burton 420 points behind.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 6     | 10     |



**6. Tony Stewart** 2,429  
Despite leading the most laps this season (766), Stewart's lone victory came July 15 at Chicagoland. Stewart missed The Chase in 2006.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 5     | 12     |



**8. Kevin Harvick** 2,337  
Harvick took the biggest race at Daytona in February, but has only scored nine top 10s this season and has an average finish of 15.3.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 1    | 4     | 9      |



**10. Clint Bowyer** 2,284  
Going into his first Allstate 400 in 2006, Bowyer sat 19th in the standings. Though he has improved his position this season, he's still seeking his first victory.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 1     | 0    | 1     | 10     |



**12. Dale Earnhardt, Jr.** 2,151  
Earnhardt has had an up-and-down season, but a 100-point penalty from a rules infraction at Darlington has him in jeopardy of missing The Chase.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 0    | 3     | 7      |

## Outside Looking In



**13. Ryan Newman** 2,121  
This season, "the Rocketman" has regained his pole-winning form, but his 63-race winless streak remains intact despite eight top-10 finishes.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 0    | 3     | 5      |



**14. Kurt Busch** 2,074  
The 2004 champion has an average finish of 17.1 and is still trying to recover from a 100-point penalty at Dover in June that kicked him from ninth to 17th.

| Poles | Wins | Top 5 | Top 10 |
|-------|------|-------|--------|
| 0     | 0    | 3     | 5      |

## THE CHASE

| When     | Event                  | Where                                      | 2006 Winner    |
|----------|------------------------|--|----------------|
| Sept. 16 | Sylvania 300           | New Hampshire Int'l Speedway, Loudon, N.H. | Kevin Harvick  |
| Sept. 23 | Dover 400              | Dover Int'l Speedway, Dover, Del.          | Jeff Burton    |
| Sept. 30 | Kansas 400             | Kansas Speedway, Kansas City, Kan.         | Tony Stewart   |
| Oct. 7   | UAW-Ford 500           | Talladega Superspeedway, Talladega, Ala.   | Brian Vickers  |
| Oct. 13  | Bank of America 500    | Lowe's Motor Speedway, Concord, N.C.       | Kasey Kahne    |
| Oct. 21  | Subway 500             | Martinsville Speedway, Martinsville, Va.   | Jimmie Johnson |
| Oct. 28  | Georgia 500            | Atlanta Motor Speedway, Hampton, Ga.       | Tony Stewart   |
| Nov. 4   | Dickies 500            | Texas Motor Speedway, Fort Worth, Texas    | Tony Stewart   |
| Nov. 11  | Checker Auto Parts 500 | Phoenix Int'l Raceway, Avondale, Ariz.     | Kevin Harvick  |
| Nov. 18  | Ford 400               | Homestead-Miami Speedway, Homestead, Fla.  | Greg Biffle    |

## Statistics

### Race winners

| Driver            | Make      | Wins |
|-------------------|-----------|------|
| 1. Jeff Gordon    | Chevrolet | 4    |
| 2. Dale Jarrett   | Ford      | 2    |
| 3. Dale Earnhardt | Chevrolet | 1    |
| 3. Bill Elliott   | Dodge     | 1    |
| 3. Kevin Harvick  | Chevrolet | 1    |
| 3. Bobby Labonte  | Pontiac   | 1    |
| 3. Ricky Rudd     | Ford      | 1    |
| 3. Tony Stewart   | Chevrolet | 1    |
| 3. Jimmie Johnson | Chevrolet | 1    |

### Pole winners

| Driver            | Make      | Poles |
|-------------------|-----------|-------|
| 1. Jeff Gordon    | Chevrolet | 3     |
| 2. Ernie Ivan     | Ford      | 2     |
| 3. Kevin Harvick  | Chevrolet | 1     |
| 3. Rick Mast      | Ford      | 1     |
| 3. Ricky Rudd     | Ford      | 1     |
| 3. Jimmy Spencer  | Ford      | 1     |
| 3. Tony Stewart   | Chevrolet | 1     |
| 3. Casey Mears    | Dodge     | 1     |
| 3. Elliott Sadler | Ford      | 1     |
| 3. Jeff Burton    | Chevrolet | 1     |

### Winning car owners

| Car owner            | Make              | Wins |
|----------------------|-------------------|------|
| 1. Rick Hendrick     | Chevrolet         | 5    |
| 2. Richard Childress | Chevrolet         | 2    |
| 2. Robert Yates      | Ford              | 2    |
| 2. Joe Gibbs         | Pontiac/Chevrolet | 2    |
| 3. Ray Evernham      | Dodge             | 1    |
| 3. Ricky Rudd        | Ford              | 1    |

## United Nations

Scotsman Dario Franchitti won the Indianapolis 500 at Indianapolis Motor Speedway in May, while another Brit, Lewis Hamilton, topped the U.S. Grand Prix in June. There are no British drivers entered in the Allstate 400. However, Colombian Juan Pablo Montoya (above), who won the Indianapolis 500 in 2000, is the only foreign driver entered in the NASCAR event. Montoya has already won one Nextel Cup Series race this season.



AUTOSTOCK IMAGES

## Records

**Most top fives:** 7 — Jeff Gordon (right)

**Most top 10s:** 10 — Jeff Gordon

**Most lead changes:** 21 — Aug. 6, 1994

**Fewest lead changes:** 9 — Twice, most recently, Aug. 8, 2004

**Most leaders:** 13 — Twice, most recently on Aug. 3, 1996

**Fewest leaders:** 5 — Aug. 5, 2000

**Most cautions:** 13 — Aug. 8, 2004

**Fewest cautions:** 1 — Aug. 5, 1995

**Oldest winner:** Bill Elliott (left) — 46 years, nine months, 27 days (Aug. 4, 2002)

**Youngest winner:** Jeff Gordon — 23 years, two days (Aug. 6, 1994)

**Closest margin of victory:** .183 second, Ricky Rudd defeated Bobby Labonte, Aug. 2, 1997

**Largest margin of victory:** 4.229 seconds, Bobby Labonte (below) defeated Rusty Wallace, Aug. 5, 2000



HHP PHOTO



RON MCQUEENEY/IMS PHOTO



NSSN PHOTO

## By The Numbers

**8** The number of drivers (Jeff Burton, Bill Elliott, Jeff Gordon, Dale Jarrett, Bobby Labonte, Sterling Marlin, Mark Martin, Joe Nemechek) who have raced in the first 13 Allstate 400s.

**433** Number of laps led by Jeff Gordon in the Brickyard 400, the most by any driver.

**27** The lowest starting position for a Brickyard 400 winner — Jeff Gordon in 2001.

**5,200** Number of miles completed by Bill Elliott in the Brickyard 400, the most by any driver.

**110** The number of laps Rusty Wallace led in 2000, the most by a driver who did not win the race.

**124** The most laps led by a winning driver — Jeff Gordon in 2004.

**0** The number of Allstate 400s won by Penske Racing. Penske Racing has won the Indianapolis 500 14 times.

**21** The most lead changes in one Allstate 400 (1994).

**1** Fewest laps completed — Andy Houston in 2001.



STREETER LECKA/GETTY IMAGES

## Springboard To The Cup

Six times the winner of the Brickyard 400 has gone on to win the Nextel Cup championship in the same season. Jeff Gordon did it in 1998 and 2001, while Dale Jarrett (1999), Bobby Labonte (2000), Tony Stewart (2005, pictured here) and Jimmie Johnson (2006) have also turned the trick.

STREETER LECKA/GETTY IMAGES

## Allstate 400 Top-Five Finishers

### 2006

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Jimmie Johnson | 5     | Chevrolet |
| 2. Matt Kenseth   | 20    | Ford      |
| 3. Kevin Harvick  | 10    | Chevrolet |
| 4. Clint Bowyer   | 2     | Chevrolet |
| 5. Mark Martin    | 19    | Ford      |

### 2005

| Driver             | Start | Make      |
|--------------------|-------|-----------|
| 1. Tony Stewart    | 22    | Chevrolet |
| 2. Kasey Kahne     | 4     | Dodge     |
| 3. Brian Vickers   | 5     | Chevrolet |
| 4. Jeremy Mayfield | 2     | Dodge     |
| 5. Matt Kenseth    | 20    | Ford      |

### 2004

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Jeff Gordon    | 11    | Chevrolet |
| 2. Dale Jarrett   | 17    | Ford      |
| 3. Elliott Sadler | 3     | Ford      |
| 4. Kasey Kahne    | 12    | Dodge     |
| 5. Tony Stewart   | 24    | Chevrolet |

### 2003

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Kevin Harvick  | 1     | Chevrolet |
| 2. Matt Kenseth   | 17    | Ford      |
| 3. Jamie McMurray | 22    | Dodge     |
| 4. Jeff Gordon    | 19    | Chevrolet |
| 5. Bill Elliott   | 3     | Dodge     |

### 2002

| Driver           | Start | Make      |
|------------------|-------|-----------|
| 1. Bill Elliott  | 2     | Dodge     |
| 2. Rusty Wallace | 35    | Ford      |
| 3. Matt Kenseth  | 18    | Ford      |
| 4. Ryan Newman   | 5     | Ford      |
| 5. Kevin Harvick | 7     | Chevrolet |

### 2001

| Driver             | Start | Make      |
|--------------------|-------|-----------|
| 1. Jeff Gordon     | 27    | Chevrolet |
| 2. Sterling Marlin | 8     | Dodge     |
| 3. Johnny Benson   | 26    | Pontiac   |
| 4. Rusty Wallace   | 37    | Ford      |
| 5. Kurt Busch      | 34    | Ford      |



RICHARD ICELAND PHOTO

**HAPPY HARVICKS:** Kevin Harvick gets a hug from his wife, DeLana, after winning the 2003 Brickyard 400.

### 2000

| Driver           | Start | Make      |
|------------------|-------|-----------|
| 1. Bobby Labonte | 3     | Pontiac   |
| 2. Rusty Wallace | 10    | Ford      |
| 3. Bill Elliott  | 7     | Ford      |
| 4. Jerry Nadeau  | 23    | Chevrolet |
| 5. Tony Stewart  | 18    | Pontiac   |

### 1999

| Driver           | Start | Make      |
|------------------|-------|-----------|
| 1. Dale Jarrett  | 4     | Ford      |
| 2. Bobby Labonte | 7     | Pontiac   |
| 3. Jeff Gordon   | 1     | Chevrolet |
| 4. Mark Martin   | 2     | Ford      |
| 5. Jeff Burton   | 16    | Ford      |

### 1998

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Jeff Gordon    | 3     | Chevrolet |
| 2. Mark Martin    | 7     | Ford      |
| 3. Bobby Labonte  | 10    | Pontiac   |
| 4. Mike Skinner   | 16    | Chevrolet |
| 5. Dale Earnhardt | 28    | Chevrolet |

### 1997

| Driver             | Start | Make      |
|--------------------|-------|-----------|
| 1. Ricky Rudd      | 7     | Ford      |
| 2. Bobby Labonte   | 25    | Pontiac   |
| 3. Dale Jarrett    | 3     | Ford      |
| 4. Jeff Gordon     | 24    | Chevrolet |
| 5. Jeremy Mayfield | 16    | Ford      |

### 1996

| Driver             | Start | Make      |
|--------------------|-------|-----------|
| 1. Dale Jarrett    | 24    | Ford      |
| 2. Ernie Ivan      | 15    | Ford      |
| 3. Terry Labonte   | 9     | Chevrolet |
| 4. Mark Martin     | 2     | Ford      |
| 5. Morgan Shepherd | 38    | Ford      |

### 1995

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Dale Earnhardt | 13    | Chevrolet |
| 2. Rusty Wallace  | 24    | Ford      |
| 3. Dale Jarrett   | 26    | Ford      |
| 4. Bill Elliott   | 4     | Ford      |
| 5. Mark Martin    | 14    | Ford      |

### 1994

| Driver            | Start | Make      |
|-------------------|-------|-----------|
| 1. Jeff Gordon    | 3     | Chevrolet |
| 2. Brett Bodine   | 7     | Ford      |
| 3. Bill Elliott   | 6     | Ford      |
| 4. Rusty Wallace  | 12    | Ford      |
| 5. Dale Earnhardt | 2     | Chevrolet |



## RACE REWIND

Race 12 of 17: Honda 200 At Mid-Ohio, Sunday, July 22  
Mid-Ohio Sports Car Course, Lexington, Ohio

## FINAL RESULTS

FIRST



Scott Dixon

SECOND



Dario Franchitti

THIRD



Helio Castroneves

| Fin. | St. | Car | Driver            | Car                                    | Laps | Money     | Status     |
|------|-----|-----|-------------------|--|------|-----------|------------|
| 1    | 6   | 9   | Scott Dixon       | Target Dallara-Honda                   | 85   | \$123,400 | Running    |
| 2    | 5   | 27  | Dario Franchitti  | Canadian Club Dallara-Honda            | 85   | 99,050    | Running    |
| 3    | 1   | 3   | Helio Castroneves | Team Penske Dallara-Honda              | 85   | 102,050   | Running    |
| 4    | 3   | 11  | Tony Kanaan       | Team 7-Eleven Dallara-Honda            | 85   | 65,500    | Running    |
| 5    | 2   | 7   | Danica Patrick    | Motorola Dallara-Honda                 | 85   | 59,400    | Running    |
| 6    | 8   | 14  | Darren Manning    | ABC Supply Co. Dallara-Honda           | 85   | 53,900    | Running    |
| 7    | 10  | 17  | Ryan Hunter-Reay  | Ethanol Dallara-Honda                  | 85   | 50,400    | Running    |
| 8    | 9   | 15  | Buddy Rice        | Dreyer & Reinbold Racing Dallara-Honda | 85   | 49,000    | Running    |
| 9    | 12  | 2   | Tomas Scheckter   | Vision Racing Dallara-Honda            | 85   | 47,400    | Running    |
| 10   | 11  | 10  | Dan Wheldon       | Target Dallara-Honda                   | 85   | 45,800    | Running    |
| 11   | 15  | 8   | Scott Sharp       | Patron Dallara-Honda                   | 84   | 45,800    | Running    |
| 12   | 13  | 55  | Kosuke Matsuura   | Panasonic Dallara-Honda                | 84   | 44,000    | Running    |
| 13   | 14  | 22  | A.J. Foyt IV      | Vision Racing Dallara-Honda            | 84   | 43,000    | Running    |
| 14   | 7   | 6   | Sam Hornish, Jr.  | Team Penske Dallara-Honda              | 84   | 41,300    | Running    |
| 15   | 17  | 5   | Sarah Fisher      | AAMCO Dallara-Honda                    | 83   | 39,000    | Running    |
| 16   | 16  | 20  | Ed Carpenter      | Hitachi Power Tools Dallara-Honda      | 82   | 38,500    | Running    |
| 17   | 18  | 4   | Vitor Meira       | Delphi Dallara-Honda                   | 54   | 37,000    | Mechanical |
| 18   | 4   | 26  | Marco Andretti    | NYSE Group Dallara-Honda               | 0    | 37,000    | Contact    |

## RACE STATISTICS

Race time: 1 hour, 47 minutes, 24.0663 seconds  
Average speed: 107.222 miles per hour  
Victory margin: 2.6917 seconds  
Caution flags: Two for nine laps  
Lead changes: Eight among four drivers

Lap leaders: Helio Castroneves 1-28; Scott Dixon 29-30; Tony Kanaan 31-32; Dixon 33-49; Kanaan 50-60; Castroneves 61-69; Dixon 70; Dario Franchitti 71-76; Dixon 77-85.

## TALK OF TIME TRIALS

Helio Castroneves lapped the 2.258-mile Mid-Ohio course in 1 minute, 6.8375 seconds at a speed of 121.620 miles per hour, earning the pole for the IRL IndyCar's inaugural visit to the Lexington track.



DOUG DAY PHOTO

## STANDINGS

FIRST



Dario Franchitti

SECOND



Scott Dixon

THIRD



Tony Kanaan

## Top 10

|                     |     |                      |     |
|---------------------|-----|----------------------|-----|
| 1. Dario Franchitti | 474 | 6. Helio Castroneves | 323 |
| 2. Scott Dixon      | 450 | 7. Danica Patrick    | 297 |
| 3. Tony Kanaan      | 363 | 8. Scott Sharp       | 284 |
| 4. Dan Wheldon      | 357 | 9. Tomas Scheckter   | 255 |
| 5. Sam Hornish, Jr. | 345 | 10. Vitor Meira      | 253 |



JIM HAINES/IRL INDYCAR PHOTO

**MOVE ON BY:** Marco Andretti begins a lazy tumble during Sunday's IndyCar Series race at the Mid-Ohio Sports Car Course in Lexington, Ohio.

## THREE:

### Dixon Does Good At Watkins Glen

CONTINUED FROM PAGE 3

appeared to be firmly in Franchitti's grasp just a few short weeks ago.

"The last race we won, I brought up I'd be a lot more comfortable if we were racing my teammate (Dan Wheldon) or Sam Hornish, Jr. for the championship with the amount of road courses left," Dixon said. "Unfortunately, Dario is very fast on all of them. He's been consistently on the podium when we've won. It's been very tough to try to close that gap.

"But with the streak, I hope it is a true race to the finish, not a silly accident or mechanical problem that one of us has."

Franchitti's second-place finish allowed him to stay ahead of Dixon, but this year's Indianapolis 500 winner is seeing his once-large lead get whittled away, despite finishing his 11th-straight race with a fifth-place finish or better.

"The problem we've got right now is we're looking for perfection," said Franchitti, a native of Edinburgh, Scotland. "The guys with Dixon's car, including Scott himself, are doing a hell of a job.

"We need perfection. I'm being critical of myself and my guys, but we need that perfection in order to win the championship."

Dixon's victory earned him a check for \$123,400, and a large crowd at Mid-Ohio welcomed open-wheel racing's return to the historic road course.

Polesitter Helio Castroneves was third after leading twice for 37 laps, the most of any driver in the race. Dixon led four times for 29 laps.

Tony Kanaan ran into teammates Danica Patrick and Marco Andretti at the start of the race, sending Andretti's car upside-down and out of the race. Kanaan finished fourth, followed by Patrick.

Andretti finished last in the 18-car field and was uninjured in the lazy flip.



DOUG DAY PHOTO

**UP AHEAD:** Scott Dixon (9) avoids the off-course car of Danica Patrick during Sunday's IRL IndyCar Series race at Mid-Ohio Sports Car Course.

"We all can't fit through there," Andretti said after being released from the medical center. "It's a bummer when people act that way on starts and things just get crazy. This isn't the first time. I tried the outside, and that was not going to work because I thought Danica was off the track, so I wanted to get all the way over to the right to avoid contact.

"We had a winning car. It is unfortunate."

Both Kanaan and Patrick were frustrated at the turn of events that took out Andretti and hampered their own chances at racing for the victory.

"There was nothing I could do," Kanaan lamented. "Danica appeared to be sliding. She had a loose moment in front of me. I hit the brakes to avoid her and spun. Unfortunately, I took Marco out in the process. I felt so bad for Marco because he had nothing to do with it.

"Actually, Marco turned me back straight and then he rolled over."

Patrick blamed the incident on polesitter Castroneves and how he started the race.

"Helio really jumped the start pretty well," Patrick explained. "He gunned it out of the last corner and never looked back when they threw the green. We approached the first corner

flat out."

Patrick was able to make up positions through pit stops and by picking a few off on the track to score another top five.

Castroneves thought he had a legitimate start and shouldn't be blamed for tricking Patrick, who started on the outside of the front row.

"As soon as we did the keyhole (a part of the course leading to the start), I started waiting for Danica and then I went for it," Castroneves said. "She kind of fell back just half a car. My car was really good in the straightaway and I started to pull away. When I looked in my mirrors, I saw Tony and here. I think they tangled. It was too fast. After that I just kept going, and I didn't see much of what happened."

It was actually the race winner who had a clear view of the incident in front of him as Dixon started sixth. "I could tell with Helio being on pole that it was just about going to start the lap before the start," Dixon explained.

"He always goes so early. I think he kind of screwed Danica there, to be honest, because the pace car pulled to the left and he went as soon as the pace car went. So, she had nowhere to go."

## Andretti Green Encounters Turmoil At Start

By BRUCE MARTIN  
NSSN CORRESPONDENT

LEXINGTON, Ohio — For two drivers who had finished in the top five of Sunday's IndyCar Honda 200 at the Mid-Ohio Sports Car Course, Danica Patrick and Tony Kanaan didn't want to celebrate.

Both had been involved in an incident at the start of the race that was triggered by polesitter Helio Castroneves's fast start. Patrick, who started on the outside of the front row, had to slow up when the pace car pulled off the track, and that allowed Castroneves to hit the accelerator.

Patrick's car wiggled, which stacked up the outside row of cars. Kanaan hit the brakes to try to avoid Patrick, and he ran into the side of teammate Marco Andretti, sending Andretti's car into a lazy flip, where it landed upside-down.

His father, Michael, also crashed and flipped at Mid-Ohio in a 1998 CART

race.

The Mid-Ohio Sports Car Course has an unusual layout where the race actually begins on the backstretch, between the third and fourth turns of the 13-turn road course. In the old days, there was an old wooden bridge at the end of the long frontstraight, and track officials deemed it too dangerous to begin the race at the flag stand.

The old wooden bridge is gone, replaced by a concrete structure, but the tradition of starting the race coming down the hill out of the "keyhole" portion of the track remains.

That allowed a situation where the pace car has to pull off, and in order to do that, it pulled in front of Patrick's car on the outside lane.

Patrick entered this race with her best starting position on a road course and believed her first IndyCar victory was within reach.

To pedal her way back to a fifth-place finish may have been one of Patrick's best races. But she can't forget about

how her shot at victory ended at the very start of the race.

"I have to stop myself and think for a little bit that everything happens for a reason," Patrick recalled. "I didn't know what it was, maybe we'd have some clever strategy or something. We managed to work our way to the top six pretty quickly, so we didn't get crazy with our strategy and got a solid finish.

"It's a real shame to start the race like that, especially when there are some teammates involved."

Patrick, Kanaan and Andretti all drive for Andretti Green Racing. A fourth driver, Dario Franchitti, finished second to race-winner Scott Dixon.

"I thought it was all right. We got some people in the pits at the beginning and after that I clipped off people one by one," Patrick said. "It was a bit of a clunk for a while. I got a few people on restarts, but it was a shame that Marco was knocked out of the race."



RUSS LABOUNTY PHOTO

**WELCOME BACK, RYAN:** Ryan Hunter-Reay took over the Team Ethanol machine for last weekend's IndyCar Series race at Mid-Ohio. The American finished seventh.

## Mid-Ohio Return Makes Waves

*Hunter-Reay Finds A Seat In IRL,  
Replaces Fired Jeff Simmons*

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

LEXINGTON, Ohio — Big-time open-wheel racing returned to the Mid-Ohio Sports Car Course for the first time since **Paul Tracy** won a Champ Car World Series race here in 2003, and the fans returned en masse to this picturesque area to watch the IndyCar Series prepare for Sunday's Honda 200. That impressed the drivers who qualified on Saturday in front of a large and enthusiastic crowd and returned on Sunday to race in front of an even bigger crowd.

"Today, I have to say the amount of fans that were here were unbelievable," said race-winner **Scott Dixon**. "The first pace laps, I got on the radio to the team to tell them the hills were packed, there were so many people here. It was great to see. "It's great to be back here at Mid-Ohio."

**Tony Kanaan** was equally impressed. "I have to thank the fans — I've never seen so many people here," Kanaan said. "I was waving at them at the end of the race. It was a great event. Mid-Ohio is a great race track. Not a lot of passing, but a great event and looking forward to coming back."

The fans were located all around the course in the great viewing areas that make it so unique.

"When we came here for the test day last month, there were a lot of excited fans, and the people that were here were intense," said **Danica Patrick** after qualifying second on Saturday. "They know about racing here, they are educated, they follow

it, and the fan base is excited about having IndyCar racing back at Mid-Ohio.

"After driving for Rahal Letterman for a few years and living down in Columbus, I know how passionate the fans are here for their open-wheel racing. I'm glad they have embraced us in the IndyCar Series."

**Helio Castroneves** won the pole, his sixth of the season, and that ties **Billy Boat's** record for most poles in one season set in 1998. Castroneves finished third in the race.

"This place here is a tradition," Castroneves said. "I remember watching the IndyCar Series when I lived in Brazil and this race. The mounds and the hills on this course are full of people, and it's just awesome. It's fun when you go out there and see a lot of people."

"It was the right move for the IndyCar Series to come here."

■ Patrick had the best road-course qualifying effort of her career, as she improved from fifth in single-lap qualifications to second in the "Saturday Six" qualifying format.

Castroneves won the pole with a lap at 121.620 miles per hour, lapping the 2.258-mile road course in 1:06.8375. Patrick's lap was 121.089 mph for a lap at 1:07.1257.

Castroneves went from sixth to first in the final 10-minute session.

■ Super Aguri Panther Racing will move Indy Pro Series driver **Hideki Mutoh** up to IndyCar for the season finale at Chicagoland Speedway in September.

Mutoh will join Panther drivers **Kosuke Matsuura** and **Vitor Meira**. He will drive a No. 60 Formula Dream Dallara-Honda for his IndyCar debut.

"I'm very happy and excited about this opportunity to race for Super Aguri Panther Racing in the IndyCar Series," Mutoh said. "I have

learned a lot this season in the Indy Pro Series and want to do well at Chicagoland. It has been a goal of mine since I arrived in the United States. I also look forward to working with Vitor and Kosuke, who have been a big help to me as I adjust to this style of racing."

Mutoh is second in the Indy Pro Series Championship behind **Alex Lloyd**.

■ For the first time in his IndyCar career, three-time champion **Sam Hornish, Jr.** missed the "Saturday Six" on a road course.

Hornish was the seventh-fastest qualifier in Saturday's single-lap qualifications with a lap at 118.895 mph.

■ **Ryan Hunter-Reay** made his IndyCar debut on Friday for Rahal Letterman Racing. He replaced **Jeff Simmons**, who was fired by the team on Wednesday after a series of crashes this season in the Team Ethanol car.

Simmons had already set up his motor home at Mid-Ohio earlier this week before the team called and told him he was fired.

Hunter-Reay is a former Champ Car driver who has been trying to find a NASCAR ride.

"I'm 26 years old. I'm not a spring chicken, but I'm not old. I'm still young," Hunter-Reay said. "I think I can bring that to the team. I've had success on ovals in the past and I hope that carries over here. There's no reason why it shouldn't."

The driver is jumping into a car that has belonged to another driver for the last season and a half.

"You feel like you're with somebody else's girlfriend — for a second," Hunter-Reay said. "Then you get over that real quick. It's like the business world. It's harsh. It's tough. And sometimes you're on the upside of it and sometimes you're on the downside of it."

## Dixon Keeps Low Profile In Hunt For IndyCar Title

LEXINGTON, OHIO

**S**cott Dixon celebrated his 27th birthday in victory lane, winning his third IndyCar race in a row in Sunday's Honda 200 at the Mid-Ohio Sports Car Course.

His present could come at the end of the season if he's able to win his second IndyCar Series title.

Dixon has replaced Dario Franchitti as the hottest driver in the series after winning at Watkins Glen July 8, Nashville July 15 and Mid-Ohio on Sunday.

He has chopped 41 points off Franchitti's once-large lead to trail by just 24 in the standings, and with two of the last three races coming on road courses at Infineon Raceway and Belle Isle in Detroit, the New Zealander is confident he can win his first IndyCar title since 2003.

That was Dixon's first season, when he was a reluctant participant of the then all-oval series. Dixon

had honed his skills on road courses throughout the world and was a driver in the rival CART Series before team owner Chip Ganassi decided to abandon that series and move to IndyCar.

Dixon won his very first event in his new series, taking the checkered flag at Homestead-Miami Speedway. He would go on to win the season championship and appeared to be an annual contender for the championship.

But after two miserable seasons in 2004 and 2005, the low-key Dixon admitted he was at a crossroads; that if he didn't turn it around, all the promise and potential would fade away.

"Oh-four (2004) and 2005 were tough seasons," Dixon said. "Oh-three (2003) was probably a little unexpected. I fastly came onto the scene, coming into the IndyCar Series and winning races and taking a championship. I think that was a problem because we built ourselves up so high, and the harder you fall after that."

### LAST WORD



**BRUCE MARTIN**

"We definitely fell pretty hard in '04, '05. So '06 was definitely a big year for us."

Dixon believed that with equal equipment, Target-Chip Ganassi Racing could put away the miserable experience with the Toyota engines that had dropped them out of contention for race victories and championships.

But working with the sluggish engine in 2004 and 2005 allowed the team to develop the race car. So, when the team started using the Honda engines, they were able to excel.

"We had even equipment with teams that were winning," Dixon said. "Adding Dan Wheldon to the team was a huge addition for our team, with

the momentum he brought from winning the Indianapolis 500 and the championship in '05.

"I'd say the huge turn for us and for me was definitely last year and not it's sort of just redefining a little. We're making the car a little bit better for myself and zoning in. But last year was a big turn for our team."

Prior to Dixon's three-straight victories, Franchitti had won two in a row and three races in a five-race stretch, including the 91st Indianapolis 500.

The driver from Edinburgh, Scotland, had the momentum and appeared on his way to his first series title.

But after losing to the birthday boy from Auckland, New Zealand, for the third-straight week, Franchitti's trademark smile was replaced with a pensive look.

"I think at this point when you look at the guys fighting it out up front week in, week out, there are no weak spots for anybody," Franchitti said. "We've just got to get on with it and do the job."

*"... we built ourselves up so high, and the harder you fall after that."*

**SCOTT DIXON**

### UP NEXT

#### Michigan Int'l Speedway

Brooklyn, Mich

##### Track specs

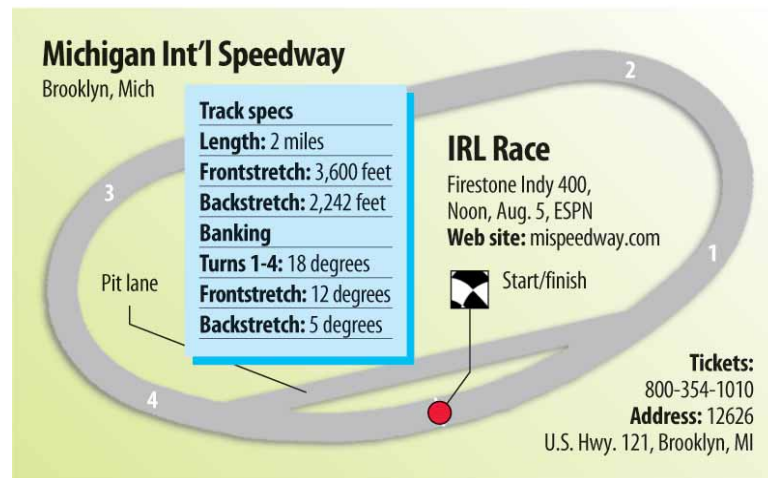
**Length:** 2 miles  
**Frontstretch:** 3,600 feet  
**Backstretch:** 2,242 feet  
**Banking**  
**Turns 1-4:** 18 degrees  
**Frontstretch:** 12 degrees  
**Backstretch:** 5 degrees

##### IRL Race

Firestone Indy 400,  
Noon, Aug. 5, ESPN  
**Web site:** mispeedway.com

Start/finish

**Tickets:**  
800-354-1010  
**Address:** 12626  
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AUTOIMAGERY.COM PHOTO

**NO LAUGHING MATTER:** Ashley Force goes for a wild ride — and a hard hit — during a pedalfest with Kenny Bernstein in the second pairing of Funny Car eliminations Sunday. Force was unhurt.

## Ashley Force Takes A Wild Ride

'Hot Rod' Only Driver To Master Right Lane In Top Fuel Competition

By **SUSAN WADE**  
NSSN CORRESPONDENT

KENT, Wash. — **Ashley Force** followed her father down the track in the second pairing of round two Sunday in the Schuck's Auto Supply NHRA Nationals. Right after he advanced by defeating **Tony Pedregon**, the 14-time champion cautioned that his daughter still is learning to handle the 7,000-horsepower Funny Car and joked, "It took me 30 years and I still suck!"

Within minutes, **Ashley Force**, running against **Kenny Bernstein** and the Monster Energy Dodge Charger, hit the wall nearly head-on around half-track as both she and Bernstein had to pedal their cars. Her Castrol Ford Mustang fishtailed several times, crushed into the wall and spun around with a flash of fire, folding the body all the way back.

She was unhurt, popping from her seat right away, even smiling and within a minute wrapping her hair back in a ponytail and she spoke with her dad and Safety Safari members.

"I am just fine," she said gamely. "I am sorry for my family and team, because I know what that's like from watching my dad. I got into some trouble. My team is great, and I trust them. We'll be back at the next race, at Sonoma."

She said correctly that pedaling a car is not something a driver can learn without being forced to do it.

"That's the toughest thing," Ashley Force said. "In testing, you don't practice pedaling. My dad knows how to do that, and that's why he has won 14 championships. I don't have that experience. I can only get better

by practicing — but not like that!"

■ **John Force**, who has been mired as far back as 20th place in the Funny Car standings, said he hasn't given his sponsors their money's worth this year. But he did in the first round, as the No. 13 seed (16th on merit but beneficiary of NHRA's Top-10 rule that inserted **Jim Head**, **Cruz Pedregon** and **Gary Scelzi** into the field). Force eliminated No. 4 **Tony Bartone** to move into eighth place in the standings. That put him on the provisional list of drivers eligible to compete for the championship. Three more races remain for him to secure a spot.

■ In spite of losing to Ashley Force in the opening round, point-leader **Ron Capps** became the first Funny Car driver to claim one of the eight spots for the Countdown to the Championship.

■ **Rod Fuller** was the lone Top Fuel driver to win from the right lane. After eliminating **Clay Millican** with a 4.552-second elapsed time at 322.53 miles per hour in the seventh of eight pairings, he said, "There's nothing wrong with that right lane. I don't want the fans to think this is a one-lane race track. We just proved it with that 55, and she was pretty conservative." Fuller lost in the semifinals to eventual runner-up **Brandon Bernstein** but clinched the class's No. 1 seeding for the Countdown's top eight.

■ No. 5 Pro Stock qualifier **Greg Anderson**, making his 107th-consecutive race in his Summit Racing Pontiac GTO, said he was concerned about going "into race day not knowing what the track will hold." He learned in the first round against **Jeg Coughlin** it will take a 6.654-second e.t., which was low time of the weekend until winner **Dave Connolly's**

track-record 6.649-second pass in the final round. Anderson's 207.50-mph speed in that first-round victory, though, remained the class's fastest of the meet. It came as Anderson won his 450th-career round of eliminations.

■ **J.R. Todd** might not have liked it, but he took it Saturday. "It kind of stinks to get only one run, but it's my first No. 1 [qualifier award] so I'll take it," the Torco/Skull Shine dragster driver said following his 4.577-second run at 318.39 mph Saturday. "I was ready to go out there and pedal it if I had to, [but] it was a nice, smooth run."

■ **Doug Greenfield**, new general manager of the facility that will celebrate its 50th birthday next year, said a number of programs are in the works, with even more to follow in their five-to-seven-year plan. "We're making changes like you wouldn't believe around here," he said.

"The next project is we're going to relocate the track," Greenfield said. "This original track will stay. But we'll have a sportsman track that goes north and south."

**Russell Stevenson**, director of track operations, said Pacific Raceways has 17 acres of new paving, along with a brand-new state-of-the-art playground for children, coin-operated showers for men and women, more than 100 new trees, a new office building that includes a diecast and art store and putting green.

"We're cleaning the place up. Full speed ahead," Stevenson said.

One of the new features is a three-tiered \$2,500-a-table patio with umbrella tables on each side of the tower. The areas were full Saturday for the lone full qualifying session.

The facility, more than just a drag strip, houses a 2.25-mile road course.

## Rainy Weekend Sends Some Home Without Racing

KENT, WASH.

While the rain only might have inconvenienced Schuck's Auto Supply Nationals winners Tony Schumacher, Jack Beckman and Dave Connolly at Pacific Raceways, it meant disaster for Top Fuel driver Morgan Lucas and Funny Car drivers Gary Densham, Tim Wilkerson and Jerry Toliver.

Because steady rain washed out Friday's two qualifying sessions and reduced Saturday's action to one run, National Hot Rod Ass'n officials invoked the so-called "Top-10 Rule," inserting non-qualified drivers into the two nitro-class fields for Sunday's eliminations.

Dave Grubnic was the beneficiary in Top Fuel, leaving fairly qualified No. 16 Lucas the odd man out among the 17 entrants.

In the Funny Car class, Densham, Toliver, and Wilkerson dropped off the 16-car grid to allow previously non-qualified Jim Head, Cruz Pedregon and Gary Scelzi into the lineup.

Wilkerson took the decision in stride, although he qualified with a 14th-best 4.968-second elapsed time in his Levi, Ray & Shoup Chevy Impala. "The rules are the rules," Wilkerson said. "There's not much we can do about it. We made a nice run. It should have been better, but we hit a big bump and it threw the blower belt off. We certainly would have liked another chance to improve. It certainly goes to show you how important one run can be and how important it is to be in the top 10."

"The worst thing about it is that we lose out on our qualifying money and points. But we have to live by the rules. So, we'll just have to wait until next week to do better."

This is not the first time this year that Densham and Wilkerson have

## THE STRAIGHTLINE



SUSAN WADE

been beaten up by rules and circumstances. They qualified first and second Memorial Day weekend at the International Hot Rod Ass'n race at Tulsa. But rain again was the culprit. The IHRA declared the race postponed, and immediately after the call, the Oklahoma skies cleared up. As it turned out, the weather held up so that the race could have been completed. But Densham and Wilkerson were unable to return to Tulsa to run, because the make-up date fell on the same weekend as the NHRA event at Englishtown, N.J.

Lucas didn't whine, either.

*"The rules are the rule. There's not much we can do about it.... It certainly goes to show you how important one run can be and how important it is to be in the top 10."*

TIM WILKERSON

"I've figured out every way not to qualify this year," he said, showing his good humor and the resilience of a 23 year old.

"The fact of the matter is I've been at a race where this has happened before — Bristol 2005. At that race, we qualified No. 2, but were solidly in the top 10, and it really wasn't an issue. It's one of those circumstances

that as much as we don't like it, at some point later on in my career, it's going to be the same thing for me.

"As much as I want to be mad about it, I can't. The part that does upset me the most is my crew guys. I really worry about them. I'm not thrilled and not exactly happy about it. So, we'll just deal with it. It's just another speed bump."

Pro Stock/Pro Mod chassis builder Jerry Haas encountered more than just another speed bump Saturday in Seattle. We send him best wishes for a speedy recovery following a heart attack as he is released from Valley Medical Center in Renton, Wash. He underwent a procedure to have a stent implanted to clear a 99-percent blockage. Haas had suffered a previous heart attack and had received a stent then.

## UP NEXT

Fram Autolite NHRA Nationals, July 27-29, Infineon Raceway, Sonoma, Calif.

## STANDINGS

### TOP FUEL



Rod Fuller

### FUNNY CAR



Ron Capps

### PRO STOCK



Greg Anderson

## Top Three

|                      |     |
|----------------------|-----|
| 1. Rod Fuller        | 977 |
| 2. Larry Dixon       | 833 |
| 3. Brandon Bernstein | 821 |

|                 |     |
|-----------------|-----|
| 1. Ron Capps    | 965 |
| 2. Robert Hight | 811 |
| 3. Mike Ashley  | 726 |

|                  |       |
|------------------|-------|
| 1. Greg Anderson | 1,081 |
| 2. Jeg Coughlin  | 997   |
| 3. Dave Connolly | 885   |

## RACE REWIND

FORMULA ONE

Race 10 of 17: Grand Prix of Europe, Sunday, July 22  
Nurburgring, Nurburg, Germany

## FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Felipe Massa

THIRD



Mark Webber

| Fin. | St. | Driver               | Country       | Team                    | Laps |
|------|-----|----------------------|---------------|-------------------------|------|
| 1    | 2   | Fernando Alonso      | Spain         | McLaren Mercedes        | 60   |
| 2    | 3   | Felipe Massa         | Brazil        | Scuderia Ferrari        | 60   |
| 3    | 6   | Mark Webber          | Australia     | Red Bull-Renault        | 60   |
| 4    | 12  | Alexander Wurz       | Austria       | Williams Toyota         | 60   |
| 5    | 20  | David Coulthard      | Great Britain | Red Bull Racing         | 60   |
| 6    | 4   | Nick Heidfeld        | Germany       | BMW Sauber F1 Team      | 60   |
| 7    | 5   | Robert Kubica        | Poland        | BMW Sauber F1 Team      | 60   |
| 8    | 7   | Heikki Kovalainen    | Finland       | Renault F1 Team         | 59   |
| 9    | 10  | Lewis Hamilton       | Great Britain | McLaren Mercedes        | 59   |
| 10   | 13  | Giancarlo Fisichella | Italy         | Renault F1 Team         | 59   |
| 11   | 14  | Rubens Barrichello   | Brazil        | Honda Racing F1 Team    | 59   |
| 12   | 15  | Anthony Davidson     | Great Britain | Super Aguri F1 Team     | 59   |
| 13   | 8   | Jarno Trulli         | Italy         | Panasonic Toyota Racing | 59   |
| 14   | 1   | Kimi Raikkonen       | Finland       | Scuderia Ferrari        | 34   |
| 15   | 16  | Takuma Sato          | Japan         | Super Aguri F1 Team     | 19   |
| 16   | 9   | Ralf Schumacher      | Germany       | Panasonic Toyota Racing | 18   |
| 17   | 22  | Markus Winkelhock    | Germany       | Spyker F1 Team          | 13   |
| 18   | 17  | Jenson Button        | Great Britain | Honda Racing F1 Team    | 2    |
| 19   | 21  | Adrian Sutil         | Germany       | Spyker F1 Team          | 2    |
| 20   | 11  | Nico Rosberg         | Germany       | AT&T Williams           | 2    |
| 21   | 18  | Scott Speed          | USA           | Scuderia Toro Rosso     | 2    |
| 22   | 19  | Vitantonio Liuzzi    | Italy         | Scuderia Toro Rosso     | 2    |



STEVE ETHERINGTON PHOTO

**BITTER BRAZILIAN:** Felipe Massa (left) isn't happy about his second-place finish at the Nurburgring.

## RACE STATISTICS

Race time: 2 hours, 6 minutes, 26.358 seconds  
Victory margin: 8.1 seconds

Fastest lap: Felipe Massa, Ferrari, 1 minute, 32.853 seconds

## TALK OF TIME TRIALS

Finland's and Ferrari's Kimi Raikkonen fought off a third-round assault from McLaren's Fernando Alonso to take the pole with a lap of 1 minute, 31.522 seconds. Alonso was second, followed by Raikkonen's teammate, Felipe Massa.

## STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

## Top 10

|                    |    |                         |    |
|--------------------|----|-------------------------|----|
| 1. Lewis Hamilton  | 70 | 6. Robert Kubica        | 24 |
| 2. Fernando Alonso | 68 | 7. Giancarlo Fisichella | 17 |
| 3. Felipe Massa    | 59 | 8. Heikki Kovalainen    | 15 |
| 4. Kimi Raikkonen  | 52 | 9. Alexander Wurz       | 13 |
| 5. Nick Heidfeld   | 36 | 10. Mark Webber         | 8  |



STEVE ETHERINGTON PHOTO

**SAFE HAVEN:** Jenson Button is quick to avoid the carnage in the early laps of the European Grand Prix.

## Fernando Claims Wet, Wild Euro GP

*Ferrari's Massa Is None Too Pleased With Alonso's Antics Late In The Race*BY DAN KNUTSON  
NSSN CORRESPONDENT

NURBURG, Germany — Thanks to sudden rain showers, Sunday's European Grand Prix turned into an incident-filled, wild and crazy race that started with 30 pit stops in the first three laps and ended with sharp words between winner Fernando Alonso and Felipe Massa after their car-banging fight for the lead.

Kimi Raikkonen started from the pole in his Ferrari and took the lead while Alonso, who qualified his McLaren Mercedes second, slipped to third behind Massa's Ferrari. BMW Sauber teammates Nick Heidfeld and Robert Kubica collided but managed to keep going.

Moments later, it started to rain heavily. Raikkonen tried to dive into pit lane only to slither back out on the track while a majority of the drivers pitted for rain tires behind him.

The leader on lap two was none other than Markus Winkelhock, who was making his F-1 debut with Spyker. At the end of the final warm-

up lap, the team had him pit for rain tires, and he started the race from pit lane. When the rains came and the others pitted, Winkelhock took over first place.

By lap three, a lake had developed in the first turn, and Jenson Button, Lewis Hamilton, Adrian Sutil, Scott Speed and Tonio Liuzzi all slid off the track. At the end of lap four, officials stopped the race to clear away the stranded cars and wait for the rain to ease off. Within minutes, the sun was shining.

Once the race restarted, it was the end of Winkelhock's glory, as cars streamed by. He later retired with hydraulic problems.

Massa led ahead of Alonso. Next came the Red Bull duo of Mark Webber and David Coulthard. Raikkonen eventually moved up to third, only to stop with hydraulic problems.

With 10 laps to go, it began to rain again, and everybody pitted for rain tires. Prior to that, Massa had a nearly five-second advantage on Alonso, but the latter closed in relentlessly.

Alonso, whose McLaren was much quicker in the wet than Massa's Ferrari, made several lunges for the lead. He finally got by, but not before one of Massa's tires left a mark on the



STEVE ETHERINGTON PHOTO

**HIT THE SHOWERS:** Fernando Alonso celebrates his F-1 victory.

McLaren's sidepod.

Afterwards, in the room behind the podium, they exchanged harsh words. Alonso thought that Massa had been too aggressive. After celebrating on the podium, however, Alonso mellowed out.

"We touched each other two times," he said, "and I apologize to him (Massa) because I was so stressed when I finished the race because we nearly didn't finish the race. Now I try to enjoy the victory and forget everything."

Massa looked pretty dour after losing the race with just five laps to go. He said he had bad tire vibrations.

After an anxious last lap holding off Wurz, Webber claimed a well-deserved third place and tasted the podium champagne for the second time in his F-1 career.

## Toro Rosso Shuns Speed; Open Seat For Bourdais?

BY DAN KNUTSON  
NSSN CORRESPONDENT

NURBURG, Germany — Will Sebastian and Sebastian drive for Toro Rosso in 2008? Team co-owner Gerhard Berger says both are near the top of the list for next year.

"There are a couple of names that we're interested in," he said, "where we know they are able to do a good job, and one of them is Sebastian Bourdais, another one is Sebastian Vettel."

"Hopefully, we're going to see some more possibilities, and we're going to check everything very carefully and

then make a decision: what is the right thing for us for the future?"

Toro Rosso has an option on Bourdais until the end of July. Vettel, meanwhile, has told BMW Sauber that he doesn't want to be a test driver again in 2008.

"There will be a solution, but it is not there yet," BMW's Mario Theissen said of Vettel. "We are discussing the situation and there is no decision."

The solution would be to get Vettel into Toro Rosso, and all of this means that American Scott Speed and teammate Tonio Liuzzi would be ousted.

"It doesn't take a rocket scientist to read the press and to know that Franz (Tost) and Gerhard (Berger) are pushing like hell to get rid of me and Tonio," Speed told NSSN. "So, they have their own agendas and motivations, and good for them. Personally, as unhappy as they are with me, I am easily as unhappy with them."

Speed says he feels no pressure about his future with Toro Rosso because he's driving as fast as he can and everything else is out of his hands now.

He is looking at options with other F-1 teams and racing outside of F-1.



STEVE ETHERINGTON PHOTO

**HARD WEEKEND:** Lewis Hamilton locks up the brakes on his McLaren during Saturday's practice at the Nürburgring. Hamilton's ninth-place finish was the first time he hadn't ended up on the podium all season.

## F-1 Is Missing Out On No USGP

*Big Names In Paddock Say America Is Vital To Sport's Growth*

By **DAN KNUTSON**  
NSSN CORRESPONDENT

NURBURG, Germany — The car manufacturers involved in Formula One want the United States Grand Prix to return to the schedule as soon as possible.

"I think they (Indianapolis) put a lot of effort into looking after us, and it would be nice not only for it to continue but to add another grand prix in the United States," Honda's

**Nick Fry** told *Reuters*. "So, as far as we are concerned, the sooner we can get back to the United States the better. Our optimum would be one on the East Coast and one in the middle."

BMW Motorsports director **Dr. Mario Theissen** called the loss of the USGP "a setback." "The U.S. is our number-one market, so it is important for us to be represented in the U.S. with F-1," he told *NSSN*. "I hope that we have a U.S. Grand Prix in the future, if not next year, then in 2009."

■ There's only one F-1 race in Germany this year, but it's called the European GP instead of the German GP. The organizers of the Hockenheim circuit, who have the rights to the German GP title, couldn't come to an agreement with the Nürburgring organizers to use the name.

■ Honda has confirmed that **Rubens Barrichello** will be back with the team for a third season and **Jenson Button** for a sixth year in 2008.

"We have not had the performance to be competitive this year," Button said, "but I am confident that our recent difficulties are now behind us and that next year looks promising."

■ The usually longhaired **Jarno Trulli** sported a new short haircut at the Nürburgring.

■ **Lewis Hamilton** escaped injury when his right-front tire blew when he was traveling at about 160 miles per hour into turn eight during qualifying. The McLaren bounced over the gravel traps and speared into a tire wall. Hamilton climbed out and then collapsed on the ground.

A faulty air gun failed to properly tighten the right-front wheel nut (**Fernando Alonso's** car had the same problem), and as the nut worked loose the wheel began to wobble, and this, in turn, caused a piece of the suspension or brakes to pierce the wheel rim and cause an instant deflation of the tire.

After examining Hamilton on Saturday night and again on Sunday morning, doctors cleared him to race.

■ **Felipe Massa** wore black bands on his arm and helmet as a sign of mourning for the nearly 200 victims of Brazil's worst aviation accident.

■ **Gil de Ferran** has quit as sporting director of Honda. While the team says it was by mutual agreement, the Indy 500 winner and double CART champion had become disillusioned because he wasn't able to do the job, which was to be a conduit to the drivers, he'd been hired for.

"My decision to leave has not been an easy one," he said. "I simply feel that I came to this team to fulfill a particular role and it has not materialized as I had hoped."

■ This is the 80th anniversary of **Rudolf Caracciola** winning the first car race at the Nürburgring. He won the Eifelrennen on June 19, 1927 driving a Mercedes-Benz S. **Fernando Alonso** and **Lewis Hamilton** briefly drove the same car on a section of the old track prior to this year's GP.

■ Riding his 500cc Sunbeam motorcycle, **Graham Walker**, father of the celebrated F-1 TV commentator **Murray Walker**, won the first race of any kind at the Nürburgring. The event was held the day before the car race.

■ Recently, the French GP organizers asked to be taken off the 2008 calendar, and **Bernie Ecclestone** said that F-1 would never go back to the unloved rural Magny-Cours circuit. But a statement from the French motorsport federation, the FFSA, says it hopes to stage a race next year. France has a contract to 2011.

■ Toro Rosso is not for sale. "I didn't offer anybody to sell something and nobody asked me," **Gerhard Berger** said. "It's speculation, and it's been going on since the beginning of the season, so just let them go on."

■ **Nick Heidfeld** and his partner, **Patricia**, became parents for the second time when son **Joda** was born July 21. Nick flew back to Switzerland after qualifying on Saturday for a visit and returned race-day morning.

■ **Timo Glock** won Saturday's GP2 race. **Javier Villa** won Sunday's event.

■ Police in Woking, England, recently pulled over a young man driving a Mercedes-Benz for a routine check. It was Hamilton.

## Spy Game Infiltrates F-1 Paddock

NURBURG, GERMANY

**M**claren has denied Ferrari allegations that more than one McLaren employee was privy to the stolen Ferrari technical information prior to July 3. Ferrari has stated that McLaren Managing Director Jonathan Neale also knew about the documents.

"McLaren can confirm from its own investigation that no Ferrari materials or data are or have ever been in the possession of any McLaren employee other than the individual sued by Ferrari," a McLaren statement said, referring to Mike Coughlan.

"The fact that he held at his home unsolicited materials from Ferrari was not known to any other member of the team prior to the 3rd July 2007.

"Furthermore, McLaren has categorically established that no Ferrari information has at any stage been used to develop its car."

McLaren said it was confident that it could prove all this at the FIA World Motor Sport Council hearing in Paris on July 26.

It will be interesting to hear the outcome of the spy scandal.

FIA President Max Mosley says that McLaren could be punished, including losing points, if found guilty. If McLaren is punished for the actions of one individual (Coughlan) it becomes an issue of collective guilt. And in that case, surely Ferrari should also be punished collectively for the actions of one person (Ferrari alleges it is Nigel Stepney) within its team.

Going by the standards of criminal courts, Ferrari should be punished even more severely because in this case an individual in that team allegedly stole something, whereas the McLaren individual is "only" guilty of receiving stolen goods.

During the past weeks a steady stream of insider stories leaked into the Italian media from the affidavit that Coughlan, by order of the High Court in London, gave to Ferrari. Where is it coming from? And is it accurate?

## ACROSS THE POND



DAN KNUTSON

"The High Court ruling led ultimately to three recipients of Mike Coughlan's affidavit being told in no uncertain terms that it was privileged information," McLaren director Ron Dennis said, "and that they would be committing a legal breach in the event of any of it being shared with third parties."

"I am quite sure the FIA understands the nature of the court order, so I can only assume the other parties who had this material have chosen to share distorted excerpts with other people."

McLaren, which had no input into the Coughlan/Ferrari affidavit, filed its own report to the FIA on July 20. Dennis said that the leaked stories give an imprecise view of what happened and that the truth will eventually come out.

Stepney, meanwhile, says he is willing to talk to Ferrari's Luca di Montezemolo and Jean Todt to prove that he is innocent in the Ferrari/McLaren espionage affair.

"I want to clear my position with Ferrari; I want to let everyone understand it's nothing to do with me," the Italian newspaper *Gazzetta dello Sport* quotes Stepney saying via his lawyer.

"And I want to reveal some names of people inside Ferrari who had more interest than myself in doing what I'm unfairly accused of."

"I have nothing against the team, and I could never have done such things. I repeat: it's a conspiracy."

Italian newspapers reported that Stepney says he has no idea how the mysterious white powder got into his pants pocket or the Ferrari fuel tanks.

In the paddock at the Nürburgring, a source close to Stepney told me that Stepney might also make a public statement before the case is heard by the FIA on July 26.

After the hearing we will all know a lot more about what really happened.

## UP NEXT

### Hungaroring

Budapest, Hungary

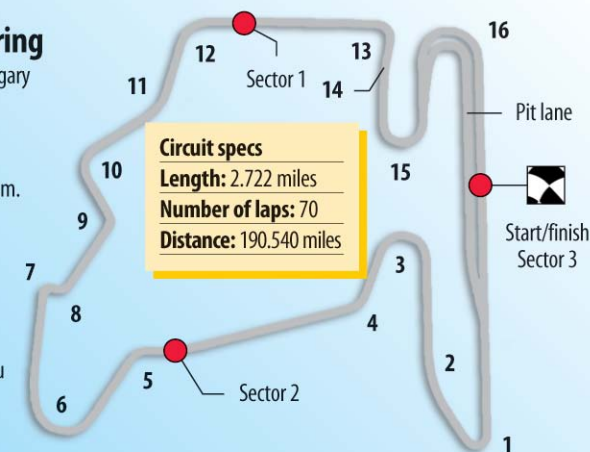
### F-1 Race

Hungarian Grand Prix, 8 a.m. Aug. 5, Speed

Phone:

(+36) 2844 4444

Web site: hungaroring.hu



## RACE REWIND

Race 8 of 17: Grand Prix Edmonton, Sunday, July 22  
City Centre Raceway, Edmonton, Alberta, Canada

## FINAL RESULTS

FIRST



Sebastien Bourdais

SECOND



Justin Wilson

THIRD



Graham Rahal

| Fin. | St. | No. | Driver             | Team                         | Laps | Status     |
|------|-----|-----|--------------------|------------------------------|------|------------|
| 1    | 2   | 1   | Sebastien Bourdais | Newman-Haas-Lanigan Racing   | 96   | Running    |
| 2    | 3   | 9   | Justin Wilson      | RSPORTS                      | 96   | Running    |
| 3    | 4   | 2   | Graham Rahal       | Newman-Haas-Lanigan Racing   | 96   | Running    |
| 4    | 7   | 15  | Simon Pagenaud     | Team Australia               | 96   | Running    |
| 5    | 14  | 3   | Paul Tracy         | Forsythe Championship Racing | 96   | Running    |
| 6    | 13  | 7   | Oriol Servia       | Forsythe Championship Racing | 96   | Running    |
| 7    | 6   | 19  | Bruno Junqueira    | Dale Coyne Racing            | 96   | Running    |
| 8    | 10  | 4   | Dan Clarke         | Minardi Team USA             | 96   | Running    |
| 9    | 5   | 21  | Neel Jani          | PKV Racing                   | 96   | Running    |
| 10   | 12  | 34  | Jan Heylen         | Conquest Racing              | 96   | Running    |
| 11   | 11  | 14  | Robert Doornbos    | Minardi Team USA             | 95   | Running    |
| 12   | 8   | 28  | Ryan Dalziel       | Pacific Coast Motorsports    | 95   | Running    |
| 13   | 16  | 29  | Alex Figge         | Pacific Coast Motorsports    | 95   | Running    |
| 14   | 9   | 8   | Alex Tagliani      | RSPORTS                      | 69   | Contact    |
| 15   | 1   | 5   | Will Power         | Team Australia               | 69   | Mechanical |
| 16   | 15  | 11  | Katherine Legge    | Dale Coyne Racing            | 36   | Mechanical |
| 17   | 17  | 22  | Mario Dominguez    | PKV Racing                   | 32   | Mechanical |



CHAMP CAR PHOTO

**BEHIND THE EARS:** The top three finishers in Sunday's Champ Car race shower each other in champagne.

## RACE STATISTICS

Race time: 1 hour, 45 minutes, 41.953 seconds  
Average speed: 107.517 miles per hour  
Victory margin: 3.947 seconds  
Caution flags: Two for eight laps

Lead changes: Four among three drivers  
Lap leaders: Sebastien Bourdais 1-20; Will Power 21-48; Justin Wilson 49; Bourdais 50-96.

## TALK OF TIME TRIALS

Will Power set a fast time of 58.403 seconds in the second qualifying session to capture the pole for Sunday's grand prix, topping point-leader Sebastien Bourdais's time of 58.709 posted in the first session.

## STANDINGS

FIRST



Sebastien Bourdais

SECOND



Robert Doornbos

THIRD



Will Power

## Top 10

|                       |     |                     |     |
|-----------------------|-----|---------------------|-----|
| 1. Sebastien Bourdais | 194 | 6. Alex Tagliani    | 134 |
| 2. Robert Doornbos    | 174 | 7. Neel Jani        | 129 |
| 3. Will Power         | 169 | 8. Graham Rahal     | 126 |
| 4. Justin Wilson      | 165 | 9. Oriol Servia     | 121 |
| 5. Simon Pagenaud     | 143 | 10. Bruno Junqueira | 108 |

## BOURDAIS:

Rahal Earns A Podium  
Finish North Of Border

CONTINUED FROM PAGE 3

Power retired after the steering seized on his Team Australia Panoz DP01 — Bourdais had his recent run of bad fortune turn around.

"It's a great win," Bourdais said after averaging a record 107.517 miles per hour. "We needed a great team effort because it was hard today. We had a bobble in the pits with Katherine (Legge), so it wasn't automatic. But we overcame that, and it was an awesome job from everybody from the McDonald's team. We stuck together and said, 'It's not over.' We kept plugging away, and it worked out. "I couldn't be any happier."

From a clean track on the outside of the front row, Bourdais grabbed the lead at the start but lost it during the first round of yellow-flag pit stops when he had to be held in his pit box until backmarker Legge moved past.

But in vintage style, he stretched his second 32-gallon load of fuel until lap 52, two laps longer than Wilson and a full three laps more than pole man Power. In less than four minutes, third place was transformed into a four-second lead over Wilson.

Bourdais turned up the wick late in the race to secure the fastest-lap bonus point.

"Craig (Hampson, engineer) said on the radio that we had it by about half a second, so I was just cruising around for eight or 10 laps," Bourdais explained.

"Then I saw Justin coming back a bit and I thought if he pulls a flyer in the last couple of laps, it would be a shame to lose it.

"So, I pushed hard for a couple laps, but I didn't want to push too hard either," he continued. "It was a compromise. You want to get every point, but you don't want to risk it all and lose the win."

Wilson and Rahal managed to lap in the 59.5-second bracket late in the



CHAMP CAR PHOTO

**HEAD ON:** Sebastien Bourdais is back in control of the Champ Car World Series after his victory Sunday in Edmonton.

race. But Bourdais finally set the standard with a 58.653.

"I'm just pleased to get a good run in, and it means a lot to move up in the championship, though unfortunately Sebastien has pulled away from me slightly," said Wilson. "We showed again this year that we know what it takes to go quick around here."

Rahal ran with the leaders all day

and was a full 18 seconds clear of fourth-place finisher Simon Pagenaud at the checkered flag. Canadian hero Paul Tracy was fifth.

"I thought we had a good enough car to get by Justin, but at the end there just couldn't quite hang in," Rahal remarked.

"Still, it's a good result to be in third."

## Canadian Triple Crown Heads Down Under

By JOHN OREOVICZ  
NSSN CORRESPONDENT

EDMONTON, Alberta — Team Australia's clinching of Champ Car's first Canadian Triple Crown was a true team effort.

Will Power and Simon Pagenaud combined for an average finish of 5.2 in the July Champ Car races in Mont-Tremblant, Toronto and Edmonton.

That was good enough to hold off a furious rally from Newman-Haas-Lanigan Racing, as Sebastien Bourdais and Graham Rahal's 1-3 result improved their team's average finish in Canada to 5.5.

Rookie Pagenaud was the model of consistency in Canada, finishing fourth in each race. Power added a win at Toronto to his third-place finish in Mont-Tremblant, but the Australian's Panoz DP01 let him down at Edmonton with broken steering, and he was classified 15th.

"The Triple Crown is a great thing

because it involves a little bit more the Canadian fans, and I think that's a great move from Champ Car," said Pagenaud, a 25-year-old Frenchman. "Will and I have been so far the strongest combination since the beginning of the year, so it's great."

Power was more concerned with the reason for his retirement from the Edmonton race than he was about the damage the DNF did to his championship hopes. He dropped 24 points behind Bourdais after starting the race level on points with the three-time series champion.

The steering rack seized on the pole-winning No. 5 Team Australia car, and Power believes the part that broke should be upgraded.

"It's a bittersweet day for me, especially because I've obviously lost a lot of points to Sebastien," Power observed. "You know, I had a major part break in the steering. So, in a way it was lucky I pulled in because now looking at it, it could have been a mas-

sive accident."

Power acknowledged that the component in question could have been damaged the day before, when he took a wild ride across the grass after securing the pole position. He said the steering began to freeze when he turned right about halfway through the Edmonton race.

"It's hard to say," he noted. "Just looking at the part that broke, it's not as strong as it probably should be. Now I'm just seeing that it's actually hollow, and I think all the teams should check that part. It should be let known what it is and how it cracked and everything because it could cause a pretty big accident. Losing your steering at these speeds ... you know, something bad could happen."

Team Australia (nee Walker Racing) has been the surprise of the 2007 Champ Car season. Power has taken two wins and two more podium finishes, while Pagenaud ranks second behind Robert Doornbos in the rookie



CHAMP CAR PHOTO

**RIGHT-HAND TURN:** American Graham Rahal works his way around the circuit outside Edmonton during Sunday's Champ Car race. He finished on the podium in third.

## Canadian Eyes Turn To Edmonton

Toronto, Mont-Tremblant, Edmonton:  
Triple Crown In Canada

BY JOHN OREOVICZ  
NSSN CORRESPONDENT

EDMONTON, Alberta — The Grand Prix Edmonton is showing signs of staying power, and it remains the most popular race in Champ Car's three-event Canadian Triple Crown.

Edmonton organizers announced a three-day attendance of 167,152, a three-percent decline from last year and down 17 percent from the inaugural 2005 event, when more than 200,000 fans passed through the turnstiles.

This year, the Saturday crowd came within 400 of the race-day attendance, which was pegged at 60,508. The 47,000 capacity grandstands appeared about 85-percent full.

"This is only our third year, so it's tough to get a handle on what your fan base is going to be," GPE president Jim Haskins told the *Edmonton Journal*. "We were confident people were going to be here, and we were right."

"Edmonton showed the world we're able to throw a pretty good three-day party," he added. "It couldn't be better."

Actually, it could, with stronger support from Edmonton's corporate community. Drugstore chain Rexall was a late addition as the event's title sponsor.

"On one hand, we have arguably the fastest track, the most challenging track and the best sight lines of any track, but we also have the highest costs," Haskins said. "Our budget is well over \$10 million."

Haskins added that he hopes the event will turn a profit for the first time in 2008.

■ Racing legend **Mario Andretti** served as the grand marshal for this year's Grand Prix Edmonton.

"I've had so many good times in Canada," Andretti related. "I've been racing here since 1963, in midgets. So many different cars. Edmonton was on the Formula 5000 schedule, but I never got to race here. "I'm not surprised at the success of this event because Canadians are avid motor racing fans," he added. "The ambience here is what you want."

Andretti said the highlight of his weekend was giving rides to passengers in the Minardi F1x2 car. His most notable fare was his old friend **Paul Newman**.

"As soon as they said 'You can drive the two-seat (F-1) car,' that was the clincher," Andretti said. "I keep my hand in. I'll be driving something until I'm in the grave."

The 67-year-old Andretti spun the car three times during his Friday practice session and joked that he was testing the traction control. Mario hasn't completely ruled out a competitive return to the track.

"Of course, I'm looking at Newman, so I have 15 more years and I'm not giving up," he said, referring to the 82-year-old former actor. "He was fourth in his class last weekend at Lime Rock. He qualified sixth and said, 'I'm slow as a snail. I wish I was 81 again.'"

■ Two out of every three lucky fans who won or paid for the privilege of a two-seater ride got a driver named Mario at Edmonton. **Mario Dominguez** joined Mario Andretti in the three-car lineup, along with regular Minardi F1x2 shoe **Zsolt Baumgartner**.

■ Dominguez was drafted into regular racing duty when PKV Racing's **Tristan Gommendy** sustained a pair of minor vertebrae fractures in a Friday qualifying incident. Gommendy spun at turn seven and hit the wall head-on

at about 40 miles per hour.

The impact — and the injury — was very similar to what **Paul Tracy** suffered in practice earlier this year at Long Beach. The latest accident seems to confirm that Champ Car has some work to do on the Panoz DP01 spec chassis to diffuse impact forces, particularly in straight-on collisions.

Dominguez's Cosworth engine started sounding sour about 10 laps into the Edmonton race, and it lasted only 32 laps before letting go.

■ Minardi Team USA had its worst weekend of the 2007 season, with **Dan Clarke's** eighth-place finish as the highlight.

**Robert Doornbos** entered the Edmonton weekend leading the Champ Car standings, but the Dutchman failed to make his usual Saturday improvement and wound up 11th on the grid. He was classified in that finishing position as well after being taken out by the lapped car of **Alex Tagliani**.

"It was a very difficult race, and I'm glad that it's over," said Doornbos, who dropped 20 points behind race winner and three-time series champion **Sebastien Bourdais**. "We figured things out a bit too late in the weekend."

■ Forsythe Championship Racing was happy to salvage fifth and sixth place in the race after Paul Tracy and **Oriol Servia** were only able to qualify on the sixth row.

Tracy took a fortunate win at Cleveland but has generally not been on the pace in 2007, and after landing the Forsythe gig at mid-season, Servia hasn't fared much better.

"We made huge changes to the car overnight, and we really didn't know what to expect today," Tracy admitted. "So, we kind of came blindfolded into the race and got a top five, which is very good considering where we started."

## Seb's Success Opens Doors For His Future

EDMONTON, ALBERTA

The month of August can't come fast enough for Sebastien Bourdais.

When the calendar shows, the 28-year-old Frenchman should have a better idea about whether he'll finally have an opportunity to compete in Formula One. Scuderia Toro Rosso has an option on Bourdais that expires at the end of July.

Bourdais recently did a two-day test for Toro Rosso at Spa-Francorchamps that amounted to a full-scale audition for a 2008 race seat. At this weekend's European Grand Prix at the Nurburgring, STR co-owner Gerhard Berger and team principal Franz Tost publicly praised 'Super Seb's' performance at the Spa test.

At Edmonton, the three-time Champ Car titlist put together another typically efficient victory — the 27th of his five-year U.S. career. But he tried to downplay talk of his potential move to F-1.

"It's not black and white," he said. "There are a lot of factors to consider, and I would be very happy to continue where I'm at."

"Obviously, I'm really happy that I got to drive a Formula One car at Spa," he added. "So, if that was my last time in the car, it was a great memory to leave with."

The smart money is betting that even though he is playing it down, Bourdais will indeed end up in F-1 next season at Toro Rosso — or a rebranded version of that team under the direction of Nicolas Todt.

Speculation in Europe has Todt (the son of Ferrari sporting director Jean Todt) acquiring STR from Red Bull magnate Dietrich Mateschitz and running it under the ART Grand Prix banner that has won the last two FIA GP2 championships with drivers Nico Rosberg and Lewis Hamilton.

Todt also happens to be Bourdais's manager. He reportedly hopes to maintain technical links with Red Bull Technology to benefit from design director Adrian Newey's expertise. Through the Todt connection, ART could also emerge with stronger links to Ferrari.

## TURNING AWAY



JOHN OREOVICZ

Clarification of the relationship between Formula One's "works" and "second" teams will be a key factor influencing Bourdais's decision to accept an F-1 offer — if it comes.

But not the only one. Seb says it would be hard to walk away from one of the best open-wheel rides in America. On the other hand, the birth of his infant daughter, Emma, has him and his wife, Claire, longing to return to a European base, closer to the grandparents.

Mario Andretti, the 1978 world champion, has lobbied for Bourdais to get an F-1 opportunity for the last couple of years, and he hopes his time has finally come.

"I think it's a wonderful thing that Sebastien is finally getting some attention," Andretti commented at Edmonton. "Formula One, for a single-seat driver, is the ultimate test, no question about it. It has always been. And Sebastien deserves a good opportunity there."

"I think he has been overlooked and underrated in every way," Mario said. "He is a very special talent and he has shown that over and over again."

Andretti's concern is that Bourdais's team doesn't measure up to his talent.

"That's a question mark," he admitted. "Toro Rosso could be one of the top-three teams next year, though they certainly haven't shown it so far. But F-1 has had that problem for many years. Unless you go to one of the top-three teams, you have no chance to show that you can win. All you can do is show moments of brilliance with a secondary team and get noticed. Talent will always surface, will always come to the forefront."

There's no doubt that Bourdais has been the class of the depleted Champ Car field in the last few years. If he can make a smooth and successful transition into F-1 next year, it will give the series he is leaving a badly needed injection of international credibility.

## UP NEXT

Tickets: (408) 998-TIXS, (415) 421-TIXS, (510) 625-TIXS

Web site: sanjosegrandprix.com

**San Jose Street Circuit**  
San Jose, Calif.

**Champ Car Race**  
San Jose Grand Prix, 6 p.m. Sunday, ESPN2

**Circuit specs**  
Length: 1.448 miles  
Number of laps: 93  
Distance: 134.664 miles

Start/finish





DICK AYERS PHOTO

**GETTING READY TO GO:** The World of Outlaws Sprint Series field assembles for the traditional four-wide pace before Sunday night's event at Lebanon Valley Speedway.

# Meyers Mops Up

## Keeps 'The King' At Bay In Clean Race At Lebanon Valley

By **RON HEDGER**  
NSSN CORRESPONDENT

WEST LEBANON, N.Y. — Jason Meyers thought he'd screwed up when he won the dash Sunday night at Lebanon Valley Speedway, putting runner-up Steve Kinser in the preferred outside-front-row starting spot.

But Meyers surprised the full house, himself and Kinser when he blasted the Primerica Financial Maxim in front of Kinser on the break and stayed there for 25 trips around the high-banked half-mile track to earn his fourth World of Outlaws victory of the season.

"I was thinking in the middle of the

dash that I should have let Steve go by, but it worked out OK," Meyers said. "I've always hated this place, but I guess I can't say that anymore. It was an awesome night."

Kinser, who got close a couple of times in traffic but never showed Meyers a wheel, led sixth-starting Lucas Wolfe, Daryn Pittman and Jason Solwold to the stripe.

"I was too tight getting into the corner," said Kinser. "The starts are everything here, and I couldn't carry any speed into the corner. We tightened it up at the last minute and we blew it."

With the exception of a lap-two yellow for Craig Dollansky and Jac

Haudenschild, who went around together in turn two right in the middle of the tightly bunched field, the race was trouble free. But that also meant that Meyers caught the backmarkers quickly, and he, Kinser and Wolfe had to battle traffic as well as each other from lap 11 on. Wolfe got the crowd up when he drew in on Kinser, but he couldn't make it happen.

"I gained a lot on the original start, which let me follow the king for 25 laps," offered Wolfe. "He got down on the bottom in traffic and I really gained on him, then I lost it all in one and two. By the end, we were all running the same line, so I'm happy with third. It does a lot for our confidence."

# Leppo Leaps Into Victory Lane At The Grove

By **TONY VENEZIANO**

MECHANICSBURG, Pa. — After failing to qualify for the feature on Thursday night, Brian Leppo bounced back to post his first World of Outlaws victory on the second night of the Cleveland Brothers Summer Nationals Friday at Williams Grove Speedway.

Leppo led all 25 laps of the historic half-mile oval where he races on a weekly basis en route to the \$5,000 triumph.

Leppo shared the front row with 20-time WoO champion Steve Kinser and

held off The King the full distance.

"I don't know what to say really," said Leppo, driver of the Swope Salvage & Recycling JEL. "To win a World of Outlaws race after lining up on the front row with the King of the Outlaws is a dream come true. I think we accomplished a great thing here tonight."

Leppo had to endure a red flag and five cautions, including one with just three laps to go, en route to his second-career victory at Williams Grove Speedway.

"I told myself to not pay attention to the scoreboard," said the winner, who

was greeted by a throng of family and friends in the winner's circle. "I didn't want to get psyched out knowing that the guy behind me has far more experience than I'll have in my lifetime. I had to keep hitting my lines, and until you mess up it is your race to lose."

Kinser finished second after winning the first heat and the Crane Cams Dash to earn the pole.

Lucas Wolfe finished third, with Paul McMahan and Craig Dollansky rounding out the top five. Point-leader Donny Schatz finished sixth after starting 16th.

# Schatz Takes Opening Night

By **TONY VENEZIANO**

MECHANICSBURG, Pa. — Donny Schatz continued two hot streaks Thursday night at Williams Grove Speedway on the opening night of the Cleveland Brothers Summer Nationals.

Schatz sailed under the checkered flag first for the third-straight time at Williams Grove and for the third-straight time in World of Outlaws competition dating back to the Kings Royal at Eldora Speedway.

"It was a good night," said Schatz. "The car was good. We are glad to get this one in the books and return to victory lane."

Polesitter Jason Sides led the first 17 laps before Schatz, the fast qualifier, took the lead. Schatz then held off Danny Lasoski as the pair charged through lapped traffic.

"We had a little wing problem and

could not get it back enough," noted the winner. "We should have been a little better, but we found the race track first and we got there first and that is what counts. We know what we have to do for tomorrow night, and we'll come back and try again."

Lasoski started fourth after losing an engine on the last lap of the Crane Cams Dash.

"I didn't get to really look at the race track after we blew an engine on the last lap of the dash," said Lasoski, whose team recently added veteran mechanic Rob Hart to its crew. "We just made a guess at it, and we weren't even close. I kept working with the race car and getting the wing back to get it balanced. By the time I got the thing all adjusted, Donny (Schatz) had passed us."

Sides came home third, with Jeff Shepard and Joey Saldana rounding out the top five.

## KEYSTONE:

Kinser Comes Close, But Not Close Enough

CONTINUED FROM PAGE 2

Speedway and \$50,000 at the Kings Royal at Eldora Speedway.

Schatz won the opening night preliminary at the Grove on Thursday but experimented with his car on Friday and raced from 16th to sixth.

"It was a great win," said Schatz, driver of the ParkerStore J&J. "The last two nights are what got us here and helped us be up front. We had to run the heat race tonight and do a little playing around. We learned a lot about our race car tonight. We learned a lot about tires, and that is what we want to do, because the next time we come back here there is even more money on the line. Hopefully, we can take that and learn from it and come back next time and be even better."

## SCHATZ:

Any Step Is A Step In The Right Direction For Dollansky

CONTINUED FROM PAGE 2

It was the second-straight "SuperClean Summer of Money" victory for the reigning World of Outlaws champion.

"It was a great race," said Schatz. "We had a great night. We went start to finish, and you can't ask for anything more than that as a driver. We're glad to get another Silver Cup."

The race began with polesitter Craig Dollansky taking the opening lead, with Schatz looking low in the first turn. Dollansky ran the high side of the track for the first few laps and held a four-car-length advantage, with Schatz running the low side.

As the pair was just about to enter lapped traffic, Schatz dove low off the fourth turn on the eighth lap to take the lead from Dollansky.

Schatz took the lead on the opening lap after lining up on the outside of the front row. He won a drag race with Paul McMahan down the long front straightaway at the famed half-mile track. He dove to the bottom of the track in the first turn and quickly put a few car lengths between him and McMahan.

Steve Kinser shadowed Schatz for the last 20 laps of the event. With the laps winding down, he was able to track Schatz down in traffic and make a couple of attempts to pass him. At the line, the margin of victory was just 0.789 second with Kinser finishing in the runner-up spot.

"I was faster than everybody tonight," said Kinser. "I ran him (Schatz) down, but there wasn't anywhere to go but the bottom. I tried the middle early. I had one time where I got down under him, but there was so much loose stuff down the straightaway that I couldn't get a hold of it. I had to settle in and follow him."

McMahan, Joey Saldana and Danny Lasoski filled the top five.

From there, Schatz began to pull away and encountered plenty of lapped traffic in the 40-lap event that went green to checkers in just under 10 and a half minutes.

"It was a little surprising to go non-stop, but this is a good group of cars," said Schatz. "The race track was really good. It got a little slick and slowed down a couple of seconds. That's what you really need to have a good race. When you get to race lapped traffic like that is when it's most fun for a driver, especially when you are leading."

Dollansky made a late charge to regain the second spot after falling to third on the 12th lap.

"Second is not what we are looking for, but considering the last few months that we have had, at least we are getting in the game right now and working towards winning a race," said Dollansky. "It's been a difficult couple of months for us, but we are definitely making some progress."

Daryn Pittman finished third, with Steve Kinser and Tim Shaffer rounding out the top five.





## Hebing Gets Oswego Win — Finally

By AL ROBINSON  
NSSN CORRESPONDENT

OSWEGO, N.Y. — Wilbur Hebing broke the ice for himself and car owner Kenny Troyer in the Dart Race of Champions modified feature Saturday night at Oswego Speedway.

Hebing led the 75-lap RoC event all the way from the pole, notching his first major triumph and the first in 30 years of trying at Oswego for K. Troyer as a driver and now an owner. Matt Hirschman finished second, with Chuck Hossfeld, Billy Putney and Mike Leaty following.

## Merchant Turns 40 In Louisiana

VIVIAN, La. — Kenny Merchant scored the 40th O'Reilly SUPR Late Model victory of his career Saturday at Ark-La-Tex Speedway.

Howard Willis led the 20-car field for the first 10 laps until Merchant gained the point on round 11 and held the top spot all the way to the checkers.

Rounding out the top five were Jody Prince, Kyle Cummings and Robbie Stuart.

**The finish:**  
Kenny Merchant, Howard Willis, Jody Prince, Kyle Cummings, Robbie Stuart, Lee Davis, Ricky Ingalls, Jeff Gandy, Allen Tippen, Jason Ingalls, Billy Melton, Ray Moore, Gary Scott Christian, Patrick Daniel, Keith Strother, Rodney Stanford, Ronny Adams, Rob Litton, Kyle Taylor, Jeff Chanler.

## Unser Enters Plea In Las Vegas Case

LAS VEGAS — Two-time Indianapolis 500 winner Al Unser, Jr. agreed to plead no contest to drunk-driving charges related to his January highway crash in Nevada.

According to the plea agreement, lesser charges, including hit-and-run, against Unser will be dropped. Unser's blood-alcohol content after the accident was reported to be 0.22 percent, while Nevada's legal limit is .08.

Clark County chief deputy district attorney L.J. O'Neale said the 46-year-old Unser will lose his driver's license for 90 days, be fined a maximum of \$1,000 and be required to attend a driving school.

Elsewhere, a Warren County, Ohio, judge issued an arrest warrant for seven-time Indy 500 starter David "Salt" Walther. Walther failed to come through on a promise he made April 10 to pay \$20,000 in nonsupport within 90 days. Judge James Flannery said the 59-year-old Walther will be sentenced 16 months in jail.



PAUL TREVINO PHOTO

**GUESS WHO'S BACK?** Tim Kaeding takes the checkered flag Friday at Ocean Speedway in Watsonville, Calif.

## Tim Kaeding Bounces Back To Victory Lane

WATSONVILLE, Calif. — After missing a pair of races the previous weekend due to injury, Tim Kaeding returned to form with a dominating performance Friday night at Ocean Speedway.

Kaeding captured his fourth Golden State Challenge victory of the season, fending off

challenges from Brandon Wimmer in his return to victory lane.

Wimmer finished ahead of Brent Kaeding for second. Willie Croft and Ronnie Day filled the top five.

**The finish:**  
Tim Kaeding, Brandon Wimmer, Brent Kaeding, Willie Croft, Ronnie Day, Sean Becker, Trevor Green, Jason Statler, Jerry Bonnama, Brett Miller, Jon Maiwald, Ken Fredenburg, Mark Workentine, Mike Stallings, Tyler Schmidt, Evan Suggs, Ric McCormick, Rick Wright, Jr., Jim Skinner, Jason Botsford, Dan Simpson, Brent Bjork.

## Daggett Does It On Dirt, Sweeps Michigan Tour

**Friday**

HARTFORD, Mich. — Dustin Daggett won his sixth Engine Pro ASCS Sprints on Dirt feature of the season Friday night at Hartford Speedway Park.

Daggett held off challenges from Gary Fast to win his third feature at Hartford in the Phil Mott-owned Gaerte-powered Maxim.

Despite numerous restarts during the 20-lap event, Daggett held off Fast throughout. Ben Rutan, Gregg Dalman and Tim Norman filled the top five.

**The finish:**  
Dustin Daggett, Gary Fast, Ben Rutan, Gregg Dalman, Tim Norman, Brett Mann, Mark Grabill, Ryan Ruhl, Aaron Shaffer, Bill Johnson, Kirk Cheney, Jim McCarron, Andy Teunessen, Jake Stebner, Ryan Grubaugh, Joe Bares, Dain Naida.

**Saturday**

CRYSTAL, Mich. — Dustin Daggett won his third-straight Engine Pro ASCS Sprints on Dirt feature Saturday at Crystal Motor Speedway.

Daggett moved from the fourth starting position and passed Phil Gressman on lap three and raced through lapped traffic to the victory. Daggett was driving the Mott Motorsports Gaerte-powered Maxim chassis.

Gressman finished second, with Tim Norman charging to finish third. Ben Rutan and Tim Allison rounded out the top five.

**The finish:**  
Dustin Daggett, Phil Gressman, Tim Norman, Ben Rutan, Tim Allison, J.R. Stewart, Ryan Grubaugh, Steve Irwin, Brett Mann, Mike Daggett, Gary Fast, Mike Brecht, Kyle Patrick, Bill Johnson, John Gall, Jim Goetgluck, Ryan Ruhl, Aaron Shaffer, Ernie Kuehneman, Jr., Ken Quimby.

# Bud's The Man In Dodge City

**Saturday**

DODGE CITY, Kan. — Bud Kaeding took advantage of lapped traffic to add an American Sprint Car Series feature victory to his resumé by topping Saturday night's 25-lap ASCS Rocky Mountain Region main event at Dodge City Raceway Park.

Kaeding started the feature event in the third position as a fill-in for the injured Adam Main.

Polesitter Brad Best led the field for the first 23 laps, but Kaeding stayed within striking distance, taking advantage when Best was slowed by lapped traffic on the 24th circuit.

Derek Drown finished third, and Justin Melton was fourth. ASCS Rocky Mountain point-leader C.J. Johnson took fifth.

**The finish:**  
Bud Kaeding, Brad Best, Derek Drown, Justin Melton, C.J. Johnson,

Patrick Bourke, Nick Haygood, Troy Douglas, Bob Schaeffer, Chad Corken, Jeff Heffner, John Jacob, Brian Hartman, Leighton Crouch, Kathryne Minter, Bryan Gossel, Todd Plemons, Keith Rauch, Brian Harbert, Michael Woodruff.

**Sunday**

DODGE CITY, Kan. — Bud Kaeding completed a sweep of the American Sprint Car Series Rocky Mountain Region two-night stand at Dodge City Raceway Park by taking Sunday night's 25-lap feature.

Brad Best led the opening round before Kaeding charged into the lead and maintained the top spot for the rest of the event.

Best held on for the runner-up position, while Derek Drown, C.J. Johnson and Jason Johnson rounded out the top five.

**The finish:**  
Bud Kaeding, Brad Best, Derek Drown, C.J. Johnson, Jason Johnson, Brandon Berryman, Don Drou, Jr., Travis Rilat, Patrick Bourke, Mike Peters, Keith Rauch, Justin Melton, Nick Haygood, Bryan Gossel, Michael Woodruff, Ricky Montgomery, Bob Schaeffer, Chad Corken, Marc Robe, Garry Lee Maier.

# Brown, Boston Show The Way In Shootout

**Friday**

DENISON, Iowa — Brian Brown topped the opening leg of the American Sprint Car Series Midwest vs. Northern Plains Region North vs. South Sprint Car Shootout by wiring the field in Friday night's 25-lap feature at Crawford County Speedway.

It was Brown's third ASCS Regional victory of the year aboard Tim and Gina Doogs's Ostrich-powered Ditzfield Transfer No. 21 Maxim.

Seventeen-year-old Jack Dover started from the pole, but Brown took the lead and paced every lap. Dover came home second, ahead of Clint Garner, Scott Winters and Lee Grosz.

**The finish:**  
Brian Brown, Jack Dover, Clint Garner, Scott Winters, Lee Grosz, Skip Jackson, Chad Meyer, Dave Glennon, Curt Lund, Natalie Sather, Chris Graf, Jason Danley, Dave Becker, Bobby Becker, Gregg Bakker, Eric Lutz, Billy Alley, Chuck Swenson, Seth Brahmmer, Toby Chapman.

**Saturday**

EAGLE, Neb. — Mike Boston bolted to his second American Sprint Car Series Regional victory of the year by wiring the field in Saturday night's 25-lap ASCS Northern Plains vs. Midwest Region North vs. South Sprint Shootout at Eagle Raceway.

After the initial pair of starts were waved off, Boston took off from the pole and paced the field throughout aboard the Eckley Racing Engines No. 51 Maxim.

Jeff Lowery raced from the fourth row to finish second, with Jay Russell, Chuck Swenson and Lee Grosz following.

**The finish:**  
Mike Boston, Jeff Lowery, Jay Russell, Chuck Swenson, Lee Grosz, Tige Jensen, Toby Chapman, Terry Holliman, Frank Galusha, Natalie Sather, Adam Gullion, Jeff Griffith, Gage Dorr, John Klabunde, Trevor Grossenbacher, Bobby Becker, Jay Jordan, Ken Klabunde, Dave Glennon, Scott Winters.

# Murphy Becomes King Of Inaugural SCRA 360

HANFORD, Calif. — Peter Murphy captured the inaugural SCRA 360 Sprint Car Series 50-lap main event Sunday at Kings Speedway.

Murphy battled with 16-year-old Justyne Hamblin for the top spot during the first six laps before taking the point for good and cruising to victory.

Murphy built full-straightaway leads on several occasions, which were interrupted only by yellow flags.

Michael Faccinto, Greg Bragg, Rusty Carlile and Jeff Gardner completed the top five.

**The finish:**  
Peter Murphy, Michael Faccinto, Greg Bragg, Rusty Carlile, Jeff Gardner, Danny Faria, Jr., John Niggli, John Iturnia, Richard Harvey, Jr., Dave Knott, Albert Pombo, Myles Bishop, Justyne Hamblin, Tim Turner, Jonathan Logan.



A weekly report of action from across America

**MID ATLANTIC**

Delaware  
Maryland  
New Jersey  
Pennsylvania  
Virginia  
West Virginia

**Mercer Raceway Park**

- Mercer, Pa.  
July 21, 2007  
**410 Sprint Car**  
1. Rod George  
2. Andy McKisson  
3. Mike Lutz  
**358-Modified**  
1. Jimmy Holden  
2. Ron Eperthener, Jr.  
3. Rick Hall  
**Stock Car**  
1. Brian Booher  
2. Andy Buckley  
3. Rick Norco  
**Mod Lite**  
1. Brian Woodhall  
2. Mark Marcucci  
3. Doug Stanley  
**Mini Stock**  
1. Lucas Sprouse  
2. Pete Wearing  
3. Dan Nagy

**Bridgeport Speedway**

- Bridgeport, N.J.  
July 20, 2007  
**358 Small Block**  
1. Lee Nardelli  
2. John Stangle  
3. Ron Roberts  
**Limited Sprint**  
1. Jeff Mueller  
2. Hank Trum  
3. Jonathan Swanson  
**600cc Micro Sprint**  
1. Kyle Newcomb  
2. Dan Erkoboni  
3. Glenn Heverin  
**270cc Micro Sprint**  
1. Chris Locuson  
2. John Blanda  
3. Spencer Kelly  
**4-Cylinder Stock Car**  
1. Warren Stradley

**Bridgeport Speedway**

- Bridgeport, N.J.  
July 21, 2007  
**Big-Block Modified**  
1. Steve Bottcher  
2. Pete Visconti  
3. Rick Laubach  
**358 Small Block**  
1. John Pursell  
2. Sean Gunther  
3. Randy Yaple  
**Sportsman**  
1. Joseph Watson  
2. Jordan Watson  
3. Brett Ballard  
**Outlaw Stock**  
1. Dave Wilhelm  
2. Ken Watson  
3. Ken Watson, Jr.

**Hesston Speedway**

- Hesston, Pa.  
July 21, 2007  
**Limited Late Model**  
1. Randy Burkholder  
2. Mike Altobelli, Jr.  
3. Tim Smith, Jr.  
**Street Stock**  
1. Bill Henney  
2. Khi Swanger  
3. Kris Edwards  
**Hobby Stock**  
1. Bill Replogle  
2. Joe Hammers  
3. Joe Deamitt

**Susquehanna Speedway Park**

- Newberrytown, Pa.  
July 21, 2007  
**Late Model**  
1. Carl Billet  
2. Jake Jones  
3. Billy Wampler  
**Street Stock**  
1. Paul Morgan  
2. Craig Morgan  
3. Dustin Hollinger  
**Midjet**  
1. Tracy Readinger  
2. Ryan Smith  
3. P.J. Gargiulo  
**Stock Car**  
1. Thomas Johns  
2. Ray Broderick  
3. Charlie Pensinger  
**Rookie Rumble**  
1. Steve Johns  
2. Brian Rehbein  
3. Adam Doll  
**Women on Wheels Stock Car**  
1. Kendra Knaub  
2. Karen Hawthorne

**The Fairgrounds at Kutztown**

- Kutztown, Pa.  
July 17, 2007  
**600cc Micro-Sprint**  
1. Shane Lewis  
2. Brett Smith  
3. Brent Marks  
**270cc Twin 15**  
Feature No. 1  
1. Sean Stolz  
2. Pat Bealer  
3. Ross Perchak  
Feature No. 2  
1. Eddie Wagner  
2. Jeff Hartman  
3. Jesse Hartman  
**Slingshot**  
1. Shannon Smith  
2. Steve Hicks  
3. Kyle Rohner

**Lernerville Speedway**

- Sarver, Pa.  
July 20, 2007  
**Sprint Car**  
1. Scott Priestler  
2. Ed Lynch, Jr.  
3. Dan Kuriger  
**Late Model**  
1. Alex Ferree  
2. Jared Miley  
3. Matt Lux  
**Modified**  
1. Jeremiah Shingledecker  
2. Del Rougeux, Jr.  
3. Dave Murdick  
**Pure Stock**  
1. Butch Lambert  
2. Mike Pegher  
3. Bob Egley

**Path Valley Speedway Park**

- Spring Run, Pa.  
July 20, 2007

- 305 Sprint Car**  
1. Wes Zimmerman  
2. Mike Freet  
3. Jim Kennedy  
**600 Sprint Car**  
1. Tyler DeVault  
2. Heath Hehly  
3. Chad Hough  
**270 Sprint Car**  
1. Ryan McAndrews  
2. Sean McAndrews  
3. Steve Whary  
**Limited Late Model**  
1. Scott Richwine  
2. Bob Dunn  
3. Tim Fedder  
**Dash for Cash**  
1. Mike Duck  
2. Tim Fedder  
3. Justin Kann  
**Super Stock**  
1. Dave Dunkle  
2. Josh Bernier  
3. Steve Harlon  
**Thundercar**  
1. John Rasp  
2. Mark Grove  
3. Lyle Barnes

**Dog Hollow Speedway**

- Strongstown, Pa.  
July 21, 2007  
**Late Model**  
1. Clate Copeman  
2. Rodney Phillips  
3. Shawn McGarvey  
**Fastrak Late Model**  
1. Paul Michny  
2. Dave Padula  
3. Kris Knuth  
**Street Stock**  
1. John Kinsey  
2. Josh Jacoby  
3. Jeff Sweeney  
**Pure Stock**  
1. Tim Laughard  
2. Tim Good  
3. Marshall Detwiler  
**4-Cylinder Sidewinder**  
1. Chris Booher  
2. Scott Shirk



JIMMY DEARING PHOTO

**DIRT DODGERS:** Ken Schrader (99) romps around Bryan Collins en route to winning Saturday's late-model feature at I-55 Raceway in Missouri.

**Langley Speedway**

- Hampton, Va.  
July 21, 2007  
**Late Model**  
1. Mark Wertz  
2. Greg Edwards  
3. Anthony Warren  
**Modified**  
1. Thomas Stinson  
2. Buddy Emory  
3. Joe Scarbrough  
**Super Street**  
1. Ritchie German  
2. Steve Dill  
3. Tommy Sweeney  
**Super Truck**  
1. Craig Firman  
2. Tommy Nixon  
3. Justin Ballo  
**Truck**  
1. Randy Bradsher  
2. Jeff Sampson  
3. Michael Farmer

**New Egypt Speedway**

- New Egypt, N.J.  
July 21, 2007  
**Modified**  
1. Matt Sheppard  
2. Tim Tanner, Jr.  
3. John Keller  
**Sportsman**  
1. Gary Butler  
2. Art Liedl  
3. Gene Stravinsky  
**Super Stock**  
1. George Quinlan  
2. Billy Bauer  
3. Matt Kall  
**Crate-1**  
1. Richie Cass, Sr.  
2. E.J. Harrington  
3. Dave Gorbatak  
**Outlaw Stock**  
1. Brian Ludwig  
2. Gary Klimeczak  
3. Mike Hires

**Grandview Speedway**

- Bechtelsville, Pa.  
July 22, 2007  
**Modified**  
1. Jeff Strunk  
2. Duane Howard  
3. Rick Schaffer

**Mahoning Valley Speedway**

- Lehighton, Pa.  
July 21, 2007  
**Modified**  
1. Earl Paules  
2. Scott Leshner  
3. Chip Santee  
**Late Model**  
1. Todd Stehlie  
2. Geno Steigerwalt  
3. Mike VanFossen  
**Street Stock**  
1. Bill Hunara  
2. Mark Deysher  
3. Joe Mooney  
**Pro-4 Late Model**  
1. Chris Kuronya  
2. Kevin Rex, Jr.  
3. Ricky Ahner, Jr.  
**Factory Stock**  
1. Justin Steigerwalt  
2. Justin Serfass  
3. Jason Frey  
**4-Cylinder Stock**  
1. John Smith  
2. Scooter Graver  
3. Dave Freundt

**Wall Township Speedway**

- Belmar, N.J.  
July 21, 2007  
**Modified**  
1. Kevin Flockhart  
2. Chas Okerson  
3. Steve Reed  
**Street Stock**  
1. Board Boardwick  
2. John McCormack  
3. Bill Vanderveen  
**Factory Stock**  
1. Vern McLaughlin III  
2. Mike Bilello  
3. Dan Collamer  
**Legends**  
1. Francis Cottrell  
2. Ron Poley  
3. Bryan Gardella

**South Boston Speedway**

- South Boston, Va.  
July 21, 2007  
**Late-Model Stock Car**  
1. Adam Barker  
2. C.E. Falk III  
3. Wayne Ramsey  
**Limited Sportsman**  
1. Lee Pulliam  
2. Terri Marks  
3. Tiffany Daniels  
**Pure Stock**  
1. Joey Throckmorton  
2. Justin Tucker  
3. Joey Conner  
**Grand Stock**  
1. Troy Dowdy  
2. Bill Edwards  
3. Jerry Wilkerson

**Trail-Way Speedway**

- Hanover, Pa.  
July 21, 2007  
**600cc Micro**  
1. Dwayne Gutshall  
2. Jimmy Brookens  
3. Brandon Artibani  
**270cc Micro**  
1. Todd Hoover  
2. Sean Stolz  
3. Mike Boyer  
**4-Cylinder Stock Car**  
1. Brian Racine  
2. Jim Jacobs  
3. Shawn Crunkilton  
**1000cc Sidewinder**  
1. Mark Strickler  
2. Donnie Hendershot  
3. Jesse Snyder  
**6-Cylinder Stock Car**  
1. Steve Hollingsworth  
2. Luther Sheeler  
3. Tyler Gastley  
**Scramble Car**  
Feature No. 1  
1. Roy Denike  
2. Steven Alban, Jr.  
3. Robert Fox, Jr.  
Feature No. 2  
1. Chase Eckert  
2. Steve Hollingsworth  
3. Shawn Crunkilton

**Old Dominion Speedway**

- Manassas, Va.  
July 21, 2007  
**Late Model**

**Virginia Motor Speedway**

- Saluda, Va.  
July 20, 2007  
**Late Model**  
1. Tom Cochick  
2. Jared Powell  
3. Stephan Evans  
**Sportsman**  
1. Tim Shelton  
2. Roger Jamerson  
3. Kenny Moreland  
**Modified**  
1. Brian Maxey  
2. Page Harrison  
3. Brent Bordeaux

**Allegany County Speedway**

- Cumberland, Md.  
July 22, 2007  
**Super Late Model**  
1. Jack Pencil  
2. Scott Rhodes  
3. Wayne Johnson  
**Limited Late Model**  
1. Randy Burkholder  
2. D.J. Troutman  
3. Tim Smith, Jr.  
**Street Stock**  
1. John Whitfield  
2. Daniel Comman  
3. Mike Stiffler  
**Hobby Stock**  
1. Marcus VanMeter  
2. Steve Fadley  
3. Mike VanMeter

**8-Cylinder**

1. Chris Booher  
2. Dwain Rhodes  
3. Jason Imes

**Virginia Motor Speedway**

- Saluda, Va.  
July 20, 2007  
**Late Model**  
1. Tom Cochick  
2. Jared Powell  
3. Stephan Evans  
**Sportsman**  
1. Tim Shelton  
2. Roger Jamerson  
3. Kenny Moreland  
**Modified**  
1. Brian Maxey  
2. Page Harrison  
3. Brent Bordeaux

**Tyler County Speedway**

- Middlebourne, W.Va.  
July 21, 2007  
**Late Model**  
1. Paul Wilmot, Jr.  
2. Greg Baumberger  
3. Butch McGill  
**Modified**  
1. Shawn Davis  
2. Darren Glover  
3. Mike Wilson  
**Steel-Block Late Model**  
1. Michael Griffin  
2. Sonny Conley  
3. Joel Prosser  
**Pure Stock**  
1. Brian Shaffer  
2. John Watson  
3. Jeff Formash  
**Mod-Lite**  
1. Robert Stackpole  
2. Josh Coffman  
3. George Englert

**Beckley Motor Speedway**

- Beckley, W.Va.  
July 20, 2007  
**Modified**  
1. Dave Defibaugh  
2. Jess Hartman  
3. Mike Wilson



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**SHAKE ON IT:** Mark McFarland (left) congratulates Michael Ritch after Saturday's Hooters Pro Cup race.

# Ritch Holds On To Take Victory

KENLY, N.C. — If there was any doubt that Michael Ritch was for real, it disappeared after the Naturally Fresh 250 presented by Awesome Awings at Southern National Raceway Park on Saturday night.

Ritch, driver of the No. 28 Naturally Fresh/Jackaroo Ford, nudged Mark McFarland out of the lead on lap 195, pulled away for his second victory of the season and extended his lead in the Aaron's Southern Division point standings.

"I've been racing since I was 8 years old, and there ain't nobody out here that will out-drive me," said Ritch. "They might be able to out-dollar me, but not out-drive me. My crew doesn't get paid. They just do it for fun, and we're leading a big-time series right now. My guys are just awesome. I wish I could repay them. The way I repay them is cold beer and wins."

It was a cold track that helped Ritch to his 13th Hooters Pro Cup win.

After trailing McFarland for much of the second half of the event, Ritch closed in after a red flag. McFarland, driver of the No. 81 Knight's Companies Chevrolet, tried to keep Ritch at bay, but Ritch bumped

McFarland out of the bottom groove in turn one of lap 195. McFarland charged back in turn four to pull alongside of Ritch. The lapped car of Billy Bigley blocked McFarland's charge, and McFarland finished .747 second behind Ritch.

Jay Fogleman, driver of the No. 4 The Works Ford, posted his best finish of the season by coming home third. Mike Garvey, driver of the No. 17 JaniKing Ford, posted his third top-five finish of the season by finishing fourth. Matt Hawkins, driver of the No. 2 H&H Electric Ford, completed the top five. Hawkins also picked up \$1,000 for being the Miller Lite Rookie of the Race.

**The finish:**  
 Showing driver, car, laps completed and money won: 1. Michael Ritch, Ford, 250, \$10,500; 2. Mark McFarland, Chevrolet, 250, \$6,500; 3. Jay Fogleman, Ford 250, \$5,700; 4. Mike Garvey, Ford, 250, \$4,000; 5. Matt Hawkins, Ford, 250, \$4,000; 6. Bobby Gill, Ford, 250, \$4,300; 7. Carl Long, Ford, 250, \$2,600; 8. Richard Boswell, Chevrolet, 250, \$3,900; 9. Mike Herman, Jr., Chevrolet, 250, \$2,500; 10. Derrick Kelley, Ford, 250, \$2,200; 11. Wade Day, Ford, 250, \$2,100; 12. Shelby Howard, Chevrolet, 250, \$2,300; 13. Kirk Leone, Ford, 250, \$2,100; 14. James Buescher, Chevrolet, 250, \$1,800; 15. Bill Plemons, Jr., Ford, 250, \$1,700; 16. Mike Mason, Ford, 248, \$1,600; 17. Clay Jones, Chevrolet, 245, \$1,600; 18. Dange Hanniford, Chevrolet, 244, \$1,600; 19. Billy Bigley, Jr., Ford, 242, \$1,600; 20. Dusty Williams, Ford, 233, \$1,600; 21. Gary Helton, Chevrolet, 220, \$1,400; 22. Allen Purkhiser, Ford, 193, \$1,400; 23. Trevor Bayne, Chevrolet, 186, \$3,000; 24. Chase Pistone, Chevrolet, 186, \$1,400; 25. Caleb Holman, Chevrolet, 179, \$1,400; 26. Justin Wakefield, Ford, 158, \$1,200; 27. Woody Howard, Chevrolet, 147, \$2,200; 28. Don Satterfield, Chevrolet, 139, \$1,200; 29. Frank Deiny, Jr., Ford, 133, \$1,200; 30. Brian Scott, Ford, 109, \$1,200; 31. Mart Nesbitt, Ford, 101, \$1,200; 32. Ryan Duff, Chevrolet, 93, \$1,200; 33. Joey Coulter, Ford, 29, \$1,200.

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# Fleeman Flees From Trouble

JEFFERSON, Ga. — Georgia Asphalt Series point-leader Russell Fleeman survived a wild race to record his fifth series victory of the season in Saturday's US Auto Sales 100 at Peachstate Speedway.

Chris Dilbeck led the opening 22 laps before being overhauled by Joel Anderson. The young hometown favorite showed the way for the next 73 laps until he clipped the wall on lap 95, handing the lead to Fleeman.

Anderson's crash set up a five-lap shootout to the finish, with Jimmy Garmon and Joey Senter setting their sights on

Fleeman. Back under green, Garmon managed to challenge Fleeman in the closing laps, but soon had his hands full protecting his own position from Senter, giving Fleeman room to pull away for the victory. Senter squeezed by Garmon to claim the runner-up spot. Greg Motes and David Watters made up the rest of the top five.

**The finish:**  
 Russell Fleeman, Joey Senter, Jimmy Garmon, Greg Motes, David Watters, Frederick Moore, Kyle Fowler, Ronnie Kittle, Chris Dilbeck, Spencer Maggard, Larry Jordan, Michael Britt, Shane Nalley, Ricky Sander, Billy Clancy, Joel Anderson, Mahlon Winstead, David Elliott, Bubba Pollard, Paul Kelley, Kevin Stephens, Michael Phelps, Michael Pope, Heath Hindman, Ronnie Sanders, Joe Click, Michael Massey, Wayne Willard, Mitch Cobb, Dakota Stroup.

# Varin Defends Turf

**By RON HEDGER**  
 NSSN CORRESPONDENT

FONDA, N.Y. — It was the locals versus the DIRT invaders for 60 laps July 17 at Fonda Speedway. Defending Fonda modified champion Bobby Varin kept the bragging rights at home, taking both the \$6,000 winner's

share of the purse and an \$800 bonus as the first "local" car. DIRT kingpin Billy Decker led early, but gave way to Varin, though Decker repeatedly made a run at the lead in traffic. He finally settled for second, ahead of DIRT star Brett Hearn, locals Matt DeLorenzo and Dave Camara. Jeremy Wilder claimed the companion sportsman event.

# CLASSIFIEDS

## RACING MARKETPLACE

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### Parts/Engines 15

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### Parts/Engines 15

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| 6. Supermodifieds     | 13. Legends Cars         | 20. Collectibles     | 27. Rides Available     | 34. Sponsorships           |
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NSSN THE FINAL LAP



CHAMP CAR PHOTO

**TAKING TIME OUT:** Alex Tagliani spends time with a young fan prior to Sunday's Champ Car grand prix in Edmonton.



ERIK PEREL/HHP PHOTO

**VIEWING ROOM:** The St. Louis Arch looms in the background as specators watch Saturday's Busch Series race at Gateway Int'l Raceway.



JIM MORRISON PHOTO

**STARTING EARLY:** Richie Gaines III helps his father, Dickie Gaines, with his sprint car after the USAC National Sprint feature at Bloomington Speedway on Friday night.



DAVID E. HEITHAUS PHOTO

**INTO THE SUNSET:** Cole Whitt (bottom) and Ricky Stenhouse, Jr. battle for position during Indiana Sprint Week at Bloomington (Ind.) Speedway.



JOE SECKA/JMS PRO PHOTO

**READY TO RUN:** Paul McMahan awaits World of Outlaws action July 18 at Lernerville Speedway in Sarver, Pa.

## ECONOMAKI:

### Daytona Victory Brings Out McMurray Secrets

CONTINUED FROM PAGE 4

smile is discovering McMurray spent \$50,000 of his hard-earned money for a shock dyno so he could learn all there is to know about shock absorbers. “It didn’t help my career at all,” he says, noting, “And I still have it.” By the way, have you seen today’s racing shock absorber prices? Like, between \$150 and \$200 each, and we all know there are four needed on each car, with spare sets required as well.

Downtown Indianapolis business owners agree the Speedway’s loss of the annual June U.S. Grand Prix Formula One race will be a serious financial blow. Many restaurateurs say the F-1weekend has been their biggest of the year, rivaling the second week in December, noted for its many holiday parties. Several restaurant managers report the biggest

Saturday night of the year came on the F-1 race weekend, while one said the annual loss to his eatery will be \$70,000. The Indianapolis Convention & Visitors Ass’n reports that in its eight Indy visits, the F-1 race has pumped more than \$1 billion into the local economy. Oil-rich middle Eastern countries are now offering \$30 million to \$35 million for a grand prix weekend, and these are prices IMS chooses not to match, having been paying far less. Yet, there are those who say, “Don’t give up hope,” feeling there is a good chance F-1 will eventually return to Indianapolis.

An interesting, though disappointing, e-mail from **George Bristol** of Cookeville, Tenn., reports the sad state of some Middle Tennessee short tracks. He tells us the former Tennessee Motor Speedway in Baxter reopened in May as Cookeville Speedway but closed after two weeks. And the “Mini-Bristol” Riverview Speedway in Carthage remains closed, and Golden Mountain Speedway, which closed in 2004, has yet to reopen. He says Crossville Raceway, however, is alive and well and recently aligned with ASA.

## ZYLA:

### Acura Hopes To Advance To ALMS’s LMP1 Class

CONTINUED FROM PAGE 4

tage events. As for the ALMS Acura effort, it is difficult for Clarke to hide his enthusiasm.

“This is just the beginning for Acura in ALMS,” said Clarke. “We’ll hopefully move into the ALMS LMP1 class based on our success in LMP2, and this is our overall goal. I also enjoy the numerous and diverse manufacturers that compete in ALMS.”

Clarke’s statement alludes to “what is lacking” in the IRL IndyCar Series, where his 3.5-liter Honda V-8 engines power all of the entries through the 2009 season. He more appreciates the true manufacturer-versus-manufacturer atmosphere that ALMS offers, yet he admits the IRL has both positives and negatives. “Well, we win every race in the IRL, but we power the losers, too.”

Clarke noted that the marketing of the high-end Acura brand, an outgrowth of Honda to better compete with rivals Nissan/Infiniti and

Toyota/Lexus, is about to change.

“Acura is available only in North America, but we will be expanding the marketing of the Acura brand in both China and Japan soon.”

He explained that competing in ALMS gives Acura the opportunity to experiment and develop its high-tech technology with the prototype entries, but perhaps not in the usual manner some people think. As for Honda and Acura road cars benefiting from the ALMS racing technology, Clarke explains how it works.

“Technology is passed on to our consumer-driven road cars through what I call ‘fallout.’ In that I mean we don’t specifically do R&D in racing to better our road cars per se, but the benefit does eventually transfer to the dealership. When we hit on something that can improve our road cars, and better protect and/or enhance the consumer experience, we’ll pass it on to our assembly plants,” Clarke admitted.

He further explains that unlike the Honda 3.5-liter V-8 Indy Series engine, where the company shares a “50-50” assembly agreement with Ilmor engines in Europe, the entire ALMS racing 3.4-liter V-8 is a 100-percent HPD effort.

A lengthy fax update from New Jersey teenager **Paulie Harraka**, now deeply involved in NASCAR’s Drive for Diversity program, stresses the value of Legends Car racing for those with driving ambitions. Harraka, who will start his senior year at a Wayne, N.J., high school in September, explains in detail his experience of recent months driving a Briggs & Stratton late model for **Bill McAnally** (a satellite entity for **Richard Childress Racing**) at All-American Speedway in Roseville, Calif. He said he was bug-eyed at a street-stock preliminary race held on the track after it had been watered down and sloshed with soapsuds to make it slippery! His own race followed after the track had been rinsed off, which he said made for interesting difficulties. Harraka posted his first feature victory at AAS on June 30th and now leads the Whelen All-American Series Rookie of the Year standings by a sizeable margin and lies second in overall points. When school begins he plans to resume his incredible cross-country travel schedule but is determined to maintain his uninterrupted straight-A average. Good luck, Paulie.

Clarke further notes that the aforementioned chassis used by two of the three Acura teams (the Courage) are officially Acura following much tweaking, retooling and redesign. Former Simtek Formula One team owner and Benetton chief designer Nick Wirth receives credit for reworking the French Courage LC75s chassis into the Acura motif.

“We call our chassis the ARX-01a, and if you want to win in LMP1, you’ll need a manufacturer-specific chassis to do so,” said Clarke. “When we move into the LMP1 class, we’ll certainly use our own designed, developed and tested Acura chassis.”

In ending, the last time we queried Clarke in early 2006, we asked if perhaps HPD might one day take delivery of some Holley carburetors, hinting to a Honda move into NASCAR style racing where engines utilize Holley carbs.

“I remember your asking me that, and I said back then ‘Never say never.’ But to be very honest, at this point, Holley carburetors are still not welcome at HPD’s R&D headquarters,” Clarke joked. “If they show up, we’ll send them back. It’s our way of saying that we are more interested in a higher-tech form of racing.”

## FORUM:

### Analysts Have Tire Terms Confusing Viewers

CONTINUED FROM PAGE 4

In a recent race, Sterling Marlin was heard to say that he blew a tire, and I bet Jimmie Johnson said the same thing at Chicago Sunday when he was taken out with tire failure and hit the wall a ton.

At one point in the race, Wally Dallenbach or Kyle Petty said, “blow out,” and later they came back and Larry Mac said the good folks at Goodyear said it was cut.

Please tell me if this is determined by a laser, or are they coached to not use the four-letter word?

*Jimmy Schmitt  
Liberty, Mo.*

### Gehrke Gains Amaze

A recent article by Dave Argabright pointed out the accomplishments of “blue-collar” racer Chet Gehrke. As Dave pointed out, Gehrke is having great success competing throughout the Midwest in the Ford Focus Midget Series. As of this writing, Chet is leading the points in both the FFM Midwest series (pavement only). For good measure, Chet is currently fifth in the newly formed USAC/UMARA Pavement series based out of Grundy, Ill. — a series he is only running part-time.

All of this is impressive enough, but a closer examination of the situation transforms these accomplishments from impressive to astonishing. As Mr. Argabright pointed out, Chet is racing far from his Oklahoma home. He does not have a crew — he races alone. He runs on what is surely the tightest budget among front-running Focus Midget competitors. Finally, and perhaps most astonishingly, Chet

is leading a pavement-only series as well as a dirt/pavement series that is comprised of mostly pavement races, with a single car. That’s right — Chet runs the same car on both dirt and pavement.

The Ford Focus Midget Series was originally designed to be a “combo car” series, but over the last few years, poor management has allowed the series to evolve to the point where virtually anyone who is serious about the pavement needs to purchase a pavement-only car. Because of this, Mr. Gehrke is up against equipment worth about three times as much as his at every paved track he goes to.

In spite of this, his dedication and his talent have taken Chet Gehrke to the front of the pack. In this day and age, Chet’s story is truly remarkable.

*Keith Iala  
San Miguel, Calif.*

### IRL Needs Michigan

Who is running the IRL? The IRL is really starting to look like CART. Who is so short-sighted that they can’t see the value in losing Michigan? They can take that Mid-Ohio date and run it any time. Give Michigan the July date it wants.

The Michigan race has been boring every year. I have been a staunch supporter of the IRL and went to all the Disney shows, Chicago, Richmond, Indy, etc. Disney should still be on the schedule.

With Sam Hornish, Jr. talking about going to “NAPCAR” and losing Michigan now, that’s the final straw.

Indy cars have run at MIS for 40 years. It is the best two-, three- and four-wide racing you will ever see. Giving up great race tracks for the road-race set?

You’d better wake up, Tony George, and make some quick changes.

*Randy Stull  
Horton, Mich.*

# Reader Scores No. 1

By **MARK KIELBLOCK**

NEWBERRYTOWN, Pa. — Tracy Readinger took advantage of a track surface that changed to his liking

## ARDC

and won his first ARDC event Saturday night at

S u s q u e h a n n a

Speedway Park.

Reader’s car wouldn’t fire prior to hot laps, so he had no practice before heading out for competition. As the evening wore on, Readinger

saw the track go from tacky to slick in the middle, set up his car accordingly and dominated most of the feature.

Ryan Smith finished second, followed by P.J. Gargiulo, Eric Heydenreich and Andy Martin.

The finish:

Tracy Readinger, Ryan Smith, P.J. Gargiulo, Eric Heydenreich, Andy Martin, Nick Wean, Randy Monroe, Greg Robinson, Steve Lenig, Ray Bull, Frank Polimeda, A.J. Ernesto, Brett Arndt, Dave Shirk, Zack Martini, Phil Meisner, Jr., Carey Becker, Chris Zrinski, Bob Goerner, Scott Zipp, Drew Heistand, Stephanie Stevens, Mark Lawshe, Bruce Buckwalter.

# Fitzpatrick Makes Last Lap Count

EDMONTON, Alberta — For the second-consecutive race, J.R. Fitzpatrick used a last-lap pass to win a race. This time, Fitzpatrick’s victim was Canadian **TIRE** was Andrew Ranger, who led the first 31 laps of the 32-lap event at the NASCAR Canadian Tire Series Rexall Grand Prix Edmonton in front of 60,132 fans Saturday.

Fitzpatrick dove to the inside when Ranger slid up the track in turn 12 of the 14-turn street course as the field was coming to the checkered flag.

A week ago at Sunvalley Speedway in Vernon, B.C., Fitzpatrick passed Scott Steckly on the final turn of the final lap.

Fitzpatrick was forced to be patient and wait for his car to get better as the race wore on, while the pole-sitting Ranger was battling a transmission problem and a loose race car.

“I could tell he was getting really loose a few times and I wanted to be there when he slid up the track,” said Fitzpatrick. “I missed a couple of chances, but going through turn 12, I was able to get him on the inside.”

Fitzpatrick is the first two-time winner in the NASCAR Canadian Tire Series presented by Sirius Satellite Radio. Road-course specialist Robin Buck worked his way up from the ninth starting position to finish third. D.J. Kennington and Don Thomson, Jr. finished fourth and fifth, respectively.

The finish:

J.R. Fitzpatrick, Andrew Ranger, Robin Buck, D.J. Kennington, Don Thomson, Jim Lapcevic, Peter Gibbons, Dave Whitlock, Brad Graham, Jason Hathaway, Mark Dilley, Trevor Seibert, Derek Lynch, Kevin Dowler, Doug Brown, Joey McColm, Pierre Bourque, James Van Domselaar, John Gaunt, Jim White, Todd Nichol, Kent Nuhn, Jason White, Carl Harr, Daryl Harr, Ron Beauchamp, Scott Steckly, Trent Guest, Kerry Micks, Wade Lee.

# Hall Dominates Wire To Wire, Charges To Victory At Chico

CHICO, Calif. — Mark Hall led all 30 laps of Friday night’s Hoosier Racing Tires Civil War Sprint Car Series feature at Silver Dollar Speedway.

It was round eight of the 15-race series and first night of back-to-back events.

## CIVIL WAR

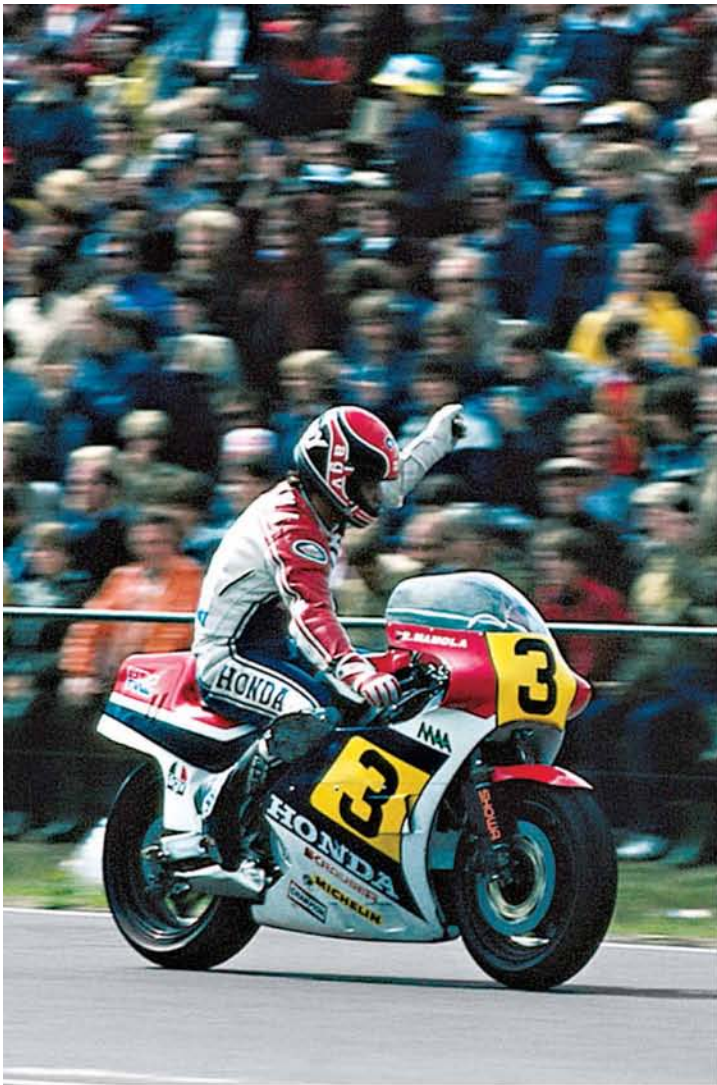
Hall’s triumph on the quarter-mile bullring made him the seventh-different winner in the first eight races of the series.

“The crew did a great job. Everything went our way,” said Hall. “The track was a bit rough in places, but it was still really racy.”

Andy Gregg finished second, ahead of Stephen Allard, Greg DeCaires and Billy Wallace. Andy Forsberg was the fast qualifier for the 41-car field.

The finish:

Mark Hall, Andy Gregg, Stephen Allard, Greg DeCaires, Billy Wallace, Andy Forsberg, Colby Weisz, Mike Henry, Mason Moore, Robert Stice, Dean Freitas, Jimmy Trullis, Robbie Whitchurch, Mike Monahan, Herman Klein, Scott Kinney, Mark Tabor, Sr., Jeff Delt, Brett Rollag, Mark Tabor, Jr., Chad Compton, Troy Degaton.



The taste of learning is sweet.

Every time we race, we learn. And for over 40 years, we've been learning, and winning, on some of the world's most demanding circuits. Competing in Formula 1®, the IndyCar® Series, and MotoGP® pushes us to be better. Generating new technologies and designs for every vehicle we make. So to us, a race is more than a race. It's also a classroom.

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