

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

SINCE 1934



NATIONAL SPEED SPORT NEWS

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Goes To Stenhouse

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AUTOSTOCK PHOTO

MAY 14, 2008

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\$3



SPEEDY KIWI

Dixon Sets Pace With Indianapolis Pole



IRL INDYCAR

PAGES 3, 26-29

INSET PHOTO: DANA GARRETT/IRL INDYCAR PHOTO

STEVE SNOODY/IRL INDYCAR PHOTO

LEAD FOOT: Target Chip Ganassi Racing's Scott Dixon captured the pole for the 92nd Indianapolis 500 Saturday with a four-lap average of 226.366 miles per hour.

Babb Nets \$40,000 In Diamond Nationals

LUCAS OIL LMS

PAGE 3



Repackaged Chevy Engine For Midgets

TSR To Debut Engine Design That Features Relocation Of Cam, Pushrods

INDIANAPOLIS — Chevrolet officials unveiled a new Chevy midget racing engine May 7 at Indianapolis Motor Speedway.

The engine was designed specifically for competition in the USAC Mopar Midget Championship and will be campaigned initially by Tony Stewart Racing.

The new Chevy midget racing engine uses the proven pushrod/two-valve layout that has been the hallmark of GM small-block V-8s since 1955.

“The Chevy midget engine is a clean-sheet-of-paper design,” said GM Racing director Mark Kent. “Most of the engines in the USAC midget series are either based on the four-cylinder Chevy II engine that dates back to the 1960s, or they are a conventional V-8 engine cut in half.”

“The opportunity to design an all-new Chevy midget racing engine was an invitation for some of our best and brightest engineers to create an engine within the USAC guidelines that would be competitive in both performance and cost with existing engines. There is definitely a ‘wow!’ factor with the new Chevy Midget engine — every component is recognizable, but they’re repackaged and rearranged in a very innovative way.”

In accordance with USAC rules, the Chevy midget engine displaces a maximum of 166 cubic inches and burns methanol fuel. The inline four-cylinder aluminum block has dry iron cylinder liners, and the aluminum cylinder head has two valves per cylinder operated by pushrods and rocker arms. Maximum output is in excess of 350 horsepower.

“Creating an overhead-valve Midget engine by cutting off one cylinder bank of a V-8 engine positions the camshaft on the intake side of the engine,” explained Dennis Weglarz, manager, GM Racing Powertrain. “Our key design decision was to relocate the cam and pushrods to the exhaust side of the cylinder case. This opened up the intake side of the cylinder head and allowed our engineers to optimize airflow without compromising the intake ports to accommodate the pushrods.”



GENERAL MOTORS PHOTO

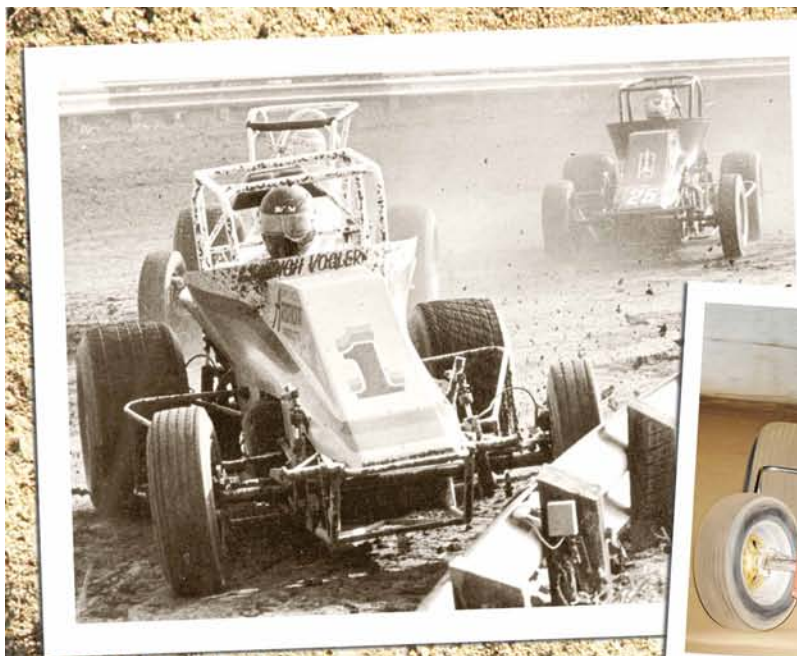
Chevy Midget Engine Specifications

- Type:** inline four-cylinder
- Displacement:** 166 cubic inches (2.7 liters)
- Horsepower:** 350+
- Fuel:** methanol
- Bore diameter:** 4.150 inches
- Crankshaft stroke:** 3.050 inches
- Deck height:** 8.54 inches
- Cylinder bore spacing:** 4.50 inches
- Valvetrain:** Pushrod OHV
- Valves per cylinder:** two
- Camshaft drive:** gear
- Cylinder case material:** aluminum
- Cylinder liners:** “dry” iron
- Cylinder head material:** aluminum
- Fuel system:** mechanical FI
- Ignition system:** programmable electronic
- Throttle system:** individual runner
- Lubrication system:** dry sump

“Relocating the camshaft to the exhaust side also opened up new options in positioning the spark plugs and fuel injector nozzles. It also locates the camshaft lower in the chassis and offsets its weight to the left side of the car, which can be advantageous to handling. The exhaust-side camshaft is really the cornerstone of the Chevy midget engine’s design concept.”

The engine has been tested by Tony Stewart Racing, which is in the process of transitioning to the new engine, and will be Chevrolet’s primary team at least at the launch of this program, but the engine will eventually be available to all USAC

ENGINE: CONTINUED ON PAGE 35



DAVID E. HEITHAUS PHOTOS

ACTION TRACK: Rich Vogler leads Bob Kinser in 1981. (Below) Shane Cottle hooks the Edison No. 10e around Terre Haute during a USAC Sprint race last season.



RESURRECTION

New Group Is Breathing Life Back Into Terre Haute

It's a new day for the Terre Haute Action Track. The official announcement came in late February, but the word had been out on the streets for some time already.

After months of rumors and speculation, a new group, DHK Promotions, was busy preparing the historic half-mile oval for racing.

Few racing venues are as deeply rooted in American racing history as the Action Track. Built at the Vigo County Fairgrounds in 1949, the first race winner was Joe James. For nearly 50 years, the Action Track was a regular stop for short-track racers touring the country. Organizations like



DAVID E. HEITHAUS PHOTO

DIGGING IN: Duke Cook (28) leads during a June 29, 1980 race at Terre Haute.

RESURRECTION: CONTINUED ON PAGE 35

NSSN RACING LINE

The Week In Motorsports For May 14, 2008

Hines Returns To Victory Lane At Eldora Speedway

ROSSBURG, Ohio — Tracy Hines visited victory lane Saturday night for the first time since suffering injuries in an off-roading accident and missing most of last season, topping Saturday night's

USAC National Sprint Car Series race at Eldora Speedway.



RICK SHERER PHOTO

Turkey Trot: Massa Takes Third Straight Turkish GP

ISTANBUL, Turkey — Felipe Massa feels right at home in Turkey. He has started from the pole and won the Grand Prix for three-consecutive years here.

Massa led most of the way in his Ferrari to score his second win of the season and the seventh of his career.

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Secondhand Speed

Babb Is Diamond In The Rough For \$40,000 Pay Day

Dixon Claims Indianapolis Pole In Second Attempt; Ganassi Takes Top Two Spots

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Scott Dixon predicted on Friday that if he qualified in the front two rows during Saturday's Pole Day for the 92nd Indianapolis 500, he probably wouldn't make another attempt later in the day to try for the pole.

Dixon was wrong.

With team-owner Chip Ganassi calling the strategy, Dixon took to the race course with 2-1/2 hours left in Saturday's qualifications

to knock Team Penske driver Ryan Briscoe off the pole. Dixon, a native of Auckland, New Zealand, who now lives in Indianapolis, won his first Indy 500 pole with a four-lap average of 226.366 miles per hour.

"It hasn't really sunk in yet," Dixon said of winning the pole. "Indy for our team, our development started well into the winter. I think Chip and Mike and all the guys on the team are adamant on putting up a strong fight for this year's 500. I think between the small group of drivers and, obviously, people like Chip that have raced cars before, it means a lot to them just because you're definitely right on the limit and giving it your all."

"It's definitely right at the top of accomplishments I've done."

Teammate Dan Wheldon of Emberton, England, made another attempt with 19 minutes left in the session, but fell just



GINNY HEITHAUS PHOTO

P1: Target Chip Ganassi Racing's Scott Dixon bumped Team Penske's Ryan Briscoe off the pole for the 92nd Indianapolis 500 in his second qualifying attempt.

SPEED: CONTINUED ON PAGE 26

Rain Puts A Damper On Second Day Of Qualifying At Indy

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — After a glorious day on Saturday's Pole Day for the 92nd Indianapolis 500, rain returned to Indianapolis Motor Speedway overnight and continued through Sunday, forcing IndyCar Series officials to cancel Sunday's second round of qualifications.

Positions 12-22 on the starting grid were supposed to be filled on Sunday. Because of the cancellation, positions 12-33 will be filled next Saturday during the round of qualifications

"It's a shame because it certainly alters everyone's plans for the week. It's been a bit of a challenge losing both Wednesday and Thursday and a half day Friday and now Sunday."

BRIAN BARNHART,
PRESIDENT, INDYCAR COMPETITION

with Bump Day scheduled for next Sunday, when teams can bump out the slowest-qualified driver in the field.

IndyCar President of competition Brian Barnhart expects 37-38 cars to contend for the 33-car starting lineup before qualifications for the May 25 race conclude next Sunday.

Sunday's qualifications were set to begin at noon, but with heavy rain not allowing any of the teams to practice on Sunday morning, officials called off the day's activities at 12:45 p.m.

It was the first time a qualification day has been rained out since 2006, but it's the third day this month that rain has forced the cancellation of all on-track activity.

"It's really unfortunate," said Barnhart. "We

RAIN: CONTINUED ON PAGE 26

WHEATLAND, Mo. — Shannon Babb can now add a Diamond Nationals victory and a diamond ring to his already impressive resume. Babb led every lap en route to picking up the \$40,000 paycheck in Sunday afternoon's rain-delayed event at Lucas Oil Speedway.

A stellar field of 80 entries was trimmed to 26 for the 100-lap Lucas Oil Late Model Dirt Series-sanctioned second annual

LUCAS OIL LM Super Clean Diamond Nationals, with fast-qualifier Scott Bloomquist and Babb

leading the field down to the green. Babb immediately showed his strength by powering ahead of Bloomquist, Billy Moyer and Earl Pearson, Jr.

While a rash of early cautions kept Babb at bay, Bloomquist, Moyer and Pearson swapped second back and forth.

A lap-39 restart saw Babb on the point, with Pearson, Bloomquist, Scott James and Moyer in tow. As Babb weaved in and out of lapped traffic, Pearson shadowed his every move until lap 69 when a broken j-bar forced the defending series champion to slow on the track.

When racing resumed, Babb led Bloomquist, Moyer, Darrell Lanigan and Jimmy Owens to the green flag. Bloomquist slipped high in turn four, allowing several cars to pass. Moyer shadowed Babb over the closing laps, but was never able to chase down the driver of the Clint Bowyer Motorsports No. 18.

Babb was the first to cross the stripe in his Clements-powered Rocket, with Moyer second. Lanigan, Owens and point-leader Steve Casebolt rounded out the top five.

"I'd just like to thank Clint Bowyer and this whole team for giving me a great race car," Babb said. "It's awesome to get this win and I'd like to thank Forrest (Lucas) for all he does to make this event possible."

The summary:

Fast Time: Scott Bloomquist, 16.909 seconds (80 cars).

First Heat: Scott Bloomquist, Scott James, Jeremy Payne, Darrell Lanigan, Chad Simpson, Larry Campbell, Jesse Stovall, J.D. Hubert, Mark Voigt, Larry Clawson, Greg Larsen, Ricky Frankel, P.J. Haskins.

Second Heat: Will Vaught, John Blankenship, Dan Schlieper, Chub Frank, Freddy Smith, Brian Shirley, Shanon Buckingham, Scott Drake, Alan Vaughn, Wayne Chinn, Chad Frewaldt, Billy Peden, Stacy Taylor, Larry D. Clawson.

Third Heat: Shannon Babb, Jimmy Owens, Terry Casey, Clint Smith, Chris Simpson, Brian Birkhofer, Dave Eckrich, Billy Drake, Brandon McCormick, Mark Burgtorf, Ryan Dauber, Aaron Seabaugh, Davis Thomas.

Fourth Heat: Billy Moyer, Steve Casebolt, Michael England, Ray Cook, Wendell Wallace, Rusty Dukes, Denny Eckrich, Jack Sullivan, John Mason, Justin Fegers, Steve Hucovski, Don O'Neal, Brady Smith.

Fifth Heat: Earl Pearson, Jr., Rick Eckert, Josh Richards, Steve Francis, John Anderson, Bart Hartman, James Ward, Justin Rattliff, Larry Jones, Jeremy Grady, Peyton Taylor, Jason Sivils, Darren Miller, Bryant Goldsmith.

Sixth Heat: Jimmy Mars, Eric Turner, David Turner, Brantlee Gotschall, Al Purkey, Terry Phillips, Andrew McKay, Denny Woodworth, Steve Rushin, Randy Zimmerman, Shawn Harke, Brad Neat.

First B Main: Lanigan, Frank, C. Smith, F. Smith, Chad Simpson, Chris Simpson, Stovall, Shirley, Campbell, Hubert, Chinn, Larry Clawson, Frewaldt, Voigt, Drake, Eckrich, McCormick, Vaughn, Larsen, Birkhofer, Drake, Buckingham, Frankel, Haskins, Peden, Taylor, Larry D. Clawson, Burgtorf, Seabaugh, Thomas.

Second B Main: Francis, Wallace, Cook, Anderson, Gotschall, McKay, Dukes, Mason, Sullivan, Taylor, Woodworth, Jones, Grady, Hucovski, Ward, Fegers, Purkey, Hartman, Rushin, Zimmerman, Sivils, Phillips, Eckrich, Rattliff, Harke, Elston, Neat, O'Neal, B. Smith, D. Miller, Goldsmith.

Feature: Babb, Moyer, Lanigan, Owens, Casebolt, James, Richards, Bloomquist, Schlieper, Eckert, Rattliff, Francis, Blankenship, Pearson, Mars, Hartman, Vaught, Casey, England, Wallace, Frank, Payne, Phillips, E. Turner, Purkey, D. Turner.

OPINIONS

ECONOMAKI: Foreign-born drivers take top four spots at Indy. **PAGE 4**
CLAYTON: Even with a face lift, Lady In Black still has her bite. **PAGE 23**
MARTIN: Rahal misses chance at Indy starting grid. **PAGE 29**

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EXCLUSIVE

For 1999 Cup Champion Jarrett, All-Star Race Marks Last Go-Round

Dale Jarrett considers his final race at Bristol Motor Speedway in March as the last race of his NASCAR Sprint Cup career.

But it won't be the last time Jarrett goes to battle in a race car against Cup competition. That will come in Saturday's Sprint All-Star

Race at Lowe's Motor Speedway and it gives Jarrett a chance to say farewell to those that matter the most.

WINNER'S LIST

Series	Winner	Where	Page
All Star Sprints	Jeff Shepard	Port Royal, Pa.	6
USAC-CRA	Danny Sheridan	Perris, Calif.	6
Nationwide	Tony Stewart	Darlington, S.C.	8
ARCA RE/MAX	Ricky Stenhouse, Jr.	Sparta, Ky.	10
ASCoT	Jack Dover	Oklahoma City	14
ASCoT	Jason Johnson	Mesquite, Texas	14
USMTS	Jason Hughes	Many, La.	17
USMTS	Jason Hughes	Magnolia, La.	17

THE FINISH

"I can't believe they give out set-up sheets inside Cracker Jack boxes."

TONY STEWART ON THE SUCCESS OF JOE GIBBS RACING'S NO. 20 TEAM IN THE NASCAR NATIONWIDE SERIES

SHEENA BAKER, PAGE 4



► PUBLIC FORUM

Let your voice be heard

Brakes On Busch

I just wonder how long NASCAR will wait before they put the brakes on out-of-control Kyle Busch, before he kills somebody.

He collided with Jamie McMurray at Talladega, and it was a miracle that he did not cause a massive pileup. Then came Richmond. Once Denny Hamlin was sidelined, you could see what was coming next, either Busch was going to win or no one in front of him was.

Busch was lucky he took Dale, Jr. out. If that had been Dale, Sr., you could bet there would not have been a second time. Nice going, Clint.

Wilbur Wetzel
Tuscola, Ill.

Junior Deserved Win

On the Richmond Race: I thought I was watching Bristol or the last laps at Talladega. They had the "big one," too.

The race did not end right. Dale, Jr. deserved that race, but Kyle Busch pulled a Dale, Sr. act: "I didn't mean to put him out, I just wanted to rattle his cage." Dale, Sr. was always honest. For Kyle Busch to say Jr. should have given him more room, and he came down on (Busch) is bull.

I don't know what TV the announcers were watching. They can try to explain it anyway they like, but they must not have seen Busch's hands. He should not have been scored second. NASCAR sat Michael Waltrip out for a night for doing less. Friday night, Busch got out of his car on pit road and punched Steve Wallace. Steve did grab his helmet. He should have jerked his head off. Let's see who gets penalized. Tony Stewart should give Busch his anger management address, and NASCAR should see he uses it.

Mickey Felix
Camp Dennison, Ohio

FORUM: CONTINUED ON PAGE 39



Share Your Opinion

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



Foreigners Predominate

Indy 500 Lineup At The Moment, 3 Yanks, 8 Visitors

MIDLAND PARK, N.J.

With weather interfering with early preparations for this year's Indianapolis 500 May 25th, hard-core fans now have to wait until Saturday to see how this year's field shapes up. Because the only qualifying so far was last Saturday — with a new 11-car per day maximum in effect — many fan favorites will be waiting to go when qualifying resumes this weekend. Had there been no 11-car limit, the 500 starting field would be half full by now. The new IRL regulations do make for interesting TV viewing, as repeat runs are now permissible even for those already qualified. A few drivers, solidly in the field, took advantage of this, aiming for the pole position. That coveted starting place, as we now all know, went — on his second try — to New Zealander **Scott Dixon**, who will be flagged off first alongside his

Ganassi Racing team-mate **Dan Wheldon** of England with Australian **Ryan Briscoe** in the third front-row starting spot, making for an all-foreign-born front row. The fastest of Saturday's three American qualifiers in the top 11 was **Danica Patrick**, fifth quick for a

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

middle row-two starting place. Of the first-day qualifiers making the race, eight are foreign-born.

Needed: Big Bucks. With Sears' (whatever happened to Roebuck?) Craftsman tool line in the 13th and final year of its contract as sponsor of NASCAR's truck-racing series, a big push is on for a replacement backer. No news yet.

With only two restrictor-plate races remaining on the 2008 Sprint Cup calendar, researchers have decided it takes a different style of driving than usual to excel in "plate" racing. One driver who has learned this lesson better than all others is **Jeff Gordon**, who has a record 12 "plate" victories, including the first in a Car of Tomorrow, in which the only lap he led was the final one! Gordon started that race in 34th position. Daytona and Talladega are today's only restrictor-plate tracks and drivers say it takes a lot of study to master this type of race in which the cars no longer have the "acceleration snap" found in non-plate events.

In our nation's capital city of Washington, a major conference on sports franchising and facility management will be held May 21-22. Some 45 key players from all forms of pro sports will



GINNY HEITHAUS PHOTO

FAMILY AFFAIR: Marco Andretti (left) watches the scoring monitor with his grandfather, Mario, and father Michael Saturday at Indianapolis Motor Speedway. Marco was one of three Americans to qualify in the top 11 spots for the 92nd annual Indy 500.

speak, including just one from auto racing, **Gillian Zucker**, who is the president of the Auto Club Speedway, formerly known as California Speedway.

An interesting article on NFL rookies reveals all such tyros must first attend a league symposium dealing with finance and other matters. The same article reports the MINIMUM annual salary for an NFL rookie is now \$295,000, jumping to \$370,000 for second-year players and \$445,000 for third-year players. One can easily understand why racing teams are seeking chief financial officers.

The obituaries appearing after the death of **Cameron Argetsinger**, credited as being the father of road racing in this country, were the longest and most elaborate Ye Ed has ever seen for an U.S. motorsport figure.

Citing a plethora of weekly dirt-track racing at nearby tracks in places like Waycross, Screven and Golden Isles, the management of the two-year-old Douglas (Ga.) Motorsports Park last week announced cancellation of all oval track events for 2008.

ECONOMAKI: CONTINUED ON PAGE 39

What's The Secret Behind JGR's Nationwide Success?

DARLINGTON, S.C.

After his victory in Friday night's Diamond Hill Plywood 200, Tony Stewart was more than willing to divulge the secret behind the success of the No. 20 this season in the NASCAR Nationwide Series, even though crew chief Dave Rogers warned him not to.

"One of the prizes he (Rogers) got out of a Cracker Jack box he got, it was the darndest thing — it was just a helpful hint. It led to all of this," Stewart quipped. "I can't believe they give out set-up sheets inside Cracker Jack boxes."

"I said don't tell them," Rogers said.

"I know, but it's all right," Stewart said. "We kept the box."

It was all fun and games for the Joe Gibbs Racing crew after the team scored its sixth-straight Nationwide Series victory and the fourth in a row for the No. 20 team. But the rest of the competition was left shaking their heads, wondering what they can do to compete with the Gibbs teams.

"We've got to work on our program. The 20 car is whooping everybody's butt every weekend," Clint Bowyer said after finishing second to Stewart in Darlington. "They're beating us in

IN THE GROOVE



SHEENA BAKER

horsepower quite a bit. They're getting through the corners awesome, too. We've got to improve our program all the way."

Third-place David Reutimann echoed Bowyer's sentiments.

"The 20 car's getting a little old, seeing that thing win," he said. "Hopefully we can do something to combat that."

So far this season, Joe Gibbs Racing has captured eight of the series' 12 events. In the four events that a Gibbs car did not reach victory lane, a Gibbs car was the dominant car or a race-winning car in three before something — contact at Las Vegas, a blown tire at Atlanta, a wild ride through the grass at Nashville — ended the team's shot at the win.

Through 12 events, Stewart and teammates Kyle Busch and Denny Hamlin, who split time between the Nos. 18 and 20, have led 1,126 of a possible 2,067 laps (though Busch and Hamlin have also spent time in Braun Racing's No. 32 Toyota). Without a doubt, Joe Gibbs Racing has become this season's Hendrick Motorsports in the Nationwide Series.

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Editor and
Publisher Emeritus

CORINNE ECONOMAKI
President/Publisher

MIKE KERCHNER
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Production Editor

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The
Audit
Bureau

Putting It On The Line In ARCA

BALLSTON SPA, N.Y.

Most racers dream of making it to the big-time, which for the vast majority means NASCAR's Sprint Cup or Nationwide Series.

But very few, unless they have families with some serious money to burn, or, in the case of Joey Logano, a gold-plated reputation, get the seat time needed to demonstrate their ability.

That leads us to J.R. Heffner, the 2007 Lebanon Valley Speedway modified champion and a winner at Hagerstown, Accord and Volusia Speedway Park in rare ventures away from home.

He's one of a number of drivers in the region considered to be very talented, but lacking exposure on DIRT's highly regarded modified tour because of a lack of finances and the difficulty of getting time off from work. So, when word came in the fall of 2006 that Heffner would be racing at Daytona Int'l Speedway, many were shocked.

"I've wanted to race blacktop my whole life," explained Heffner recently. "But I don't have time to run someplace like Stafford Springs to get experience, so we did that."

"That" was renting a car for the 2007 ARCA race at Daytona, a \$74,000 venture made possible by "friends, sponsors, everybody around here. I was totally honored to be helped that much by our local racing people, especially after we told them we didn't want to take anything away from our Saturday night program, that it would have to be all 'new' money."

Heffner did well in his first superspeedway event, starting 26th and running in that neighborhood until getting caught up in somebody else's problem and wrecking. Until then, despite some initial nervousness, he loved the experience.

"I think it was just as exciting for the people who helped me get there as it was for me," he said. "We decided to buy a car and go back this year, so with some help from Rifenburg Construction and Colarusso and Sons, I got a

THE LONG LOOK



RON HEDGER

car from DEI. Dave Chenette, who raced here at the Valley for years, works there and he assembled the car for us. We had my dirt crew and Dave in the garage and it was nerve wracking. The car next to us was Rusty Wallace's and it didn't qualify, so it was tough.

"I qualified 16th and finished 16th, but we could have done even better," said Heffner. "We had help from Dale, Jr.'s guys on our pit stops, so we had the best crew on pit road. I came out 12th with tires to go the distance, but got a flat so we had to pit again and lost a top-five or top-10 finish."

Heffner grinned when kidded that Daytona is banked like Lebanon Valley, only bigger.

"Yeah, and they've got the same type of drivers, too," he said. "Some you can trust, some you can't. Racing there isn't easy, because I'm not used to the full-sized car, and the mirrors take some getting used to. But the drafting is really neat. What surprised me most was the logistics, what you have to go through for inspection."

Now, that he's more comfortable with superspeedway racing, Heffner will go south again in the fall to race the ARCA event at Talladega (Ala.) Superspeedway.

"We've got a mile-and-a-half car coming, too, and hope to run one or two races on shorter tracks if we can work it out without messing up our schedule here," he continued. "I'm going to do all I can do and I hope to win an ARCA race somewhere. If something comes from that, I'll take it."

"I'm 36 right now. If I was 18, I'd go to Stafford, but I don't have time to go that route. We're going to give it our best shot and see what happens."

Heffner is up against some long odds, but he's got one thing going for him that a lot of the ride renters hoping to make an impression with strong ARCA finishes lack. Talent.

Whether that's enough to tilt the scales remains to be seen.

A Rainy Week In The Life Of A Racer

FARGO, N.D.

The first thing I want to do is apologize for the delay in writing since the season started. I was hoping to do my normal first-quarter recap after we got a dozen or so races in. The only thing I can say is...Mother Nature has been kicking our tails just about everywhere.

Some of the weather is unusual and some of it is scheduling. My philosophy is not to worry about things out of your control. Instead of getting an in-depth look at my first 20 nights driving for Tony Stewart Racing, I figured you could learn more about me by hearing about what I've been doing of late.

On April 25, we were waiting on word from the Outlaws whether or not our race would be on. We were supposed to have back-to-back races in Sioux Falls, S.D., and Knoxville. Sioux Falls was out already and when we got word from Knoxville that it was canceling too, we moved to plan B.

Plan B was getting some seat time somewhere since we had only two nights of racing since March 1. It worked out that the All Stars were at Eldora Speedway, so the TSR team decided to head over there.

Mother Nature once again reminded me who is in charge by dumping seven inches of snow on us late April 25-26. My dad and I were able to make enough of a path at the airport with our trucks to get the airplane out of the hangar and to the runway. Once we got off the ground everything was fine and we arrived at the track a few minutes before the driver's meeting.

The evening itself was rather uneventful as we used it as a glorified test session. Don't get me wrong, we were there to win and were not happy with a third-place finish, but it may have helped us get pointed back in the right direction.

Sundays for me usually include watching the NASCAR race and NHRA event on TV. Thanks to a last-minute wild goose chase, I only got to see the final laps of the April 27 Cup race and was hoping the boss could pull it out. Unfortunately he got hung up in a typical

SNAP SCHATZ



DONNY SCHATZ

Talladega crash.

I've been a big fan of the NHRA since I got to stand at the starting line in Las Vegas a few years ago.

The event was high drama and seeing Ashley Force beat her dad to get her first win was pretty cool.

My Mondays are usually about spending time in the office getting paperwork for the week taken care of. The weather got better

and most of the snow melted, so I spent the late afternoon (April 28) cleaning up some of the timber in my backyard.

It was a good distraction before being a guest on Tony Stewart Live with Tony and Matt Yocum. After talking about racing and sponsors a little, they grilled me pretty good on some funny inside information that they had received about me.

One of the things they got me on was my idea of exercising my dogs by taking them for a walk. I told them I have a regular workout regiment, but I'm not sure they believed me. The person that provided them with the inside information got to know that first hand at the gym on April 29.

I know by looking most of you can't tell that I do have a regular schedule of four days at the gym. My trainer does a great job of working on stamina, endurance and fitness. With all the rainouts we've had, time in the gym has been helpful.

On Wednesday (April 30), I spent the day promoting seat belt safety in the community and had the chance to talk with a variety of people about how important buckling up is.

By Friday morning (May 2), it was time once again to get ready for two nights of racing. Before noon we got word that Cameron, Mo., was canceled.

Fortunately on Saturday (May 3), the sun was shining and all systems were go for a race at Knoxville. I was like a kid at a candy store once we got to the track. Being in the pit area with the guys and focused on racing again, that was a good feeling.

We had a great night. One that I needed. One the team needed. Any time you get to pass "the King" for the win, it's pretty special.

Defending Indy 500 Winner Is At Peace With His Move To NASCAR

INDIANAPOLIS

It was an unofficial stop on the "No Regrets Tour" for defending Indianapolis 500 champion Dario Franchitti May 6 at Indianapolis Motor Speedway.

It was apparent by the orthopedic boot on his left ankle that he wasn't looking for a ride. It was just a chance to stop in and see his friends. He wasn't looking for a job. He already has one, in NASCAR's Sprint Cup Series, thank you. And he's happy with his present lot in life.

"No, I have no remorse at all in making the move," he said.

"Definitely for me it was the right move at the right time. It was my decision to leave — I wanted that new challenge. And boy, did I find it."

That's where the boot comes in. It protects a broken ankle that he picked up in a crash during a NASCAR Nationwide Series race at Talladega Superspeedway.

Franchitti is no stranger to crashes in race cars — even spectacular ones. Twice on the way to the 2007 IRL title he was airborne and inverted at speed.

"I got bounced around a bit, but there wasn't anything broken or hurt, whereas this one hurt," he said.

Has it been a learning experience in NASCAR for a driver whose career has been in open-wheel cars, often on road courses?

"As far as learning (in NASCAR) is concerned, I learn every week," he said. "It's learning a new language, learning how to drive the car differ-

THEN AND NOW



RON LEMASTERS, SR.

ently, how to set up the car differently, learning how to race differently — so many different things.

"Last week at Richmond, I wasn't even in the car. I was listening in on the radio and watching what was happening. Watching the race from an outsider's point of view, with the

knowledge of what it's like to be in there, really helps."

So, why did he return to Indianapolis in May?

"I still have a lot of friends here and this has always been a really special place," he said of a visit that he had anticipated since the end of the 2007 season. "Especially after last year, it has a special place in my heart."

Franchitti is a staunch believer in fate as it applies to success on the race track.

"At this place, more than any, I think, fate plays a hand," he said. "In 2005, I felt we had the strongest car in the race and Tony Kanaan was right there with us. We were just in the wrong place at the wrong time on the second to last pit stop, and that was that."

"Then last year, we were in the right place at the right time. Because the Indy 500 only comes along once a year, it is more greatly magnified because you only get once chance, one bite of this cherry every year."

Although he won the 2007 Indy 500, Franchitti is convinced he never really conquered the track.

"It's the most difficult track I've ever driven," he said. "It changes so much with the weather. You think you have everything right, and the next time, it bites you. It's a very, very difficult place and the race is incredibly difficult, too."

"My advice to all these rookies (there are 13 entered at Indy this year) is, respect it."



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JIM MORRISON PHOTO

LEADING THE WAY: Tracy Hines (21) leads Brady Bacon en route to winning Saturday night's USAC National Sprint Car Series feature at Ohio's Eldora Speedway.

Triumphant Return

By Jim Morrison

ROSSBURG, Ohio — Tracy Hines visited victory lane Saturday night for the first time since suffering injuries in an off-roading accident and missing most of last season, topping Saturday night's USAC National Sprint Car Series race at Eldora Speedway.

USAC SPRINTS

"It is great to do it at Eldora. It is great to do it in a sprint car," said

Hines.

Hines led 26 laps, sharing the top spot only with his Tony Stewart Racing teammate Levi Jones. Jones took the lead with a slide job in the fourth turn on the second lap, setting the stage for a duel between the teammates when a red flag stopped the event after Brad Sweet and Rob Chaney flipped.

Jones, the defending USAC National champion, was penalized two positions after crew members repaired the hood on Jones' car. This handed the lead to Hines and put Jerry Coons, Jr. in second.

"I felt like we were going to have a really good battle," said Hines. "I don't know what happened (with Jones.) They just said on the radio that I was leading. I knew then that all I had to do was keep hitting my marks. I moved around a little bit in three and four trying to figure out where I needed be."

The low line in turns three and four worked initially and then Hines found the top was the groove for him. In the last few laps, Hines could not see the track because of the dust. He almost hit the fence in fourth turn on the white-flag lap.

Brady Bacon finished second. "I was going to have to drive over my head to catch him and pass him, so I laid back," said Bacon. "If we had a yellow or he made a big mistake I was going to be there to capitalize on it." Shane Cottle, Brady Short and Jesse Hockett rounded out the top five.

The summary:



JULIA JOHNSON PHOTO

CELEBRATION TIME: Tracy Hines climbs from his Tony Stewart Racing sprint car after winning Saturday at Eldora Speedway.

Qualifications: 1. Brady Short, Short 36, 15.388; 2. Jerry Coons, Jr., Dynamics 69, 15.404; 3. Jesse Hockett, VKCC 75, 15.425; 4. Neil Shepherd, Shepherd 4n, 15.557; 5. Levi Jones, Stewart 20, 15.560; 6. Tracy Hines, Stewart 21, 15.707; 7. Brad Sweet, Kahne 9, 15.708; 8. Chad Boat, Boat 30, 15.719; 9. Rob Chaney, Hammer 24h, 15.813; 10. Dean Jacobs, Jessup 7k, 15.815; 11. Brady Bacon, Kahne 99, 15.828; 12. Shane Cottle, Contos 4, 15.864; 13. Cole Whitt, Kunz 67k, 15.867; 14. Darren Hagen, Kunz 67, 15.870; 15. Chris Windom, Triple Crown 1h, 15.901; 16. Blake Fitzpatrick, Fitzpatrick 10f, 15.903; 17. Mat Neely, Reid 2, 15.957; 18. Robert Ballou, MPHG 81, 15.980; 19. Brad Kuhn, 2B Racing 2b, 16.020; 20. Dave Darland, Pace 44, 16.110; 21. Dustin Morgan, M & M 93, 16.121; 22. Bret Mellenberndt, Mellenberndt 97, 16.297; 23. Matt Goodnight, Goodnight 39, 16.314; 24. Josh Spencer, Batchelder 66, 16.479; 25. Matt Westfall, Westfall 54, 16.509; 26. Kenny Biro, Biro 22, 16.516; 27. Aaron Mosley, Mosley 27, 16.523; 28. Bill Rose, Rose 6, 16.574; 29. Sammy Imel, Imel 35, 16.594; 30. Kevin Huntley, SC 9x,

16.661; 31. Damion Gardner, Leffler 71, 16.738; 32. Brandon Ferguson, Ferguson 15, 17.659.
First Heat (10 laps): Morgan, Jones, Whitt, Short, Wesfall, Neely, Chaney, Imel.
Second Heat (10 laps): Coons, Hines, Hagen, Huntley, Mellenberndt, Jacobs, Biro, Ballou.
Third Heat (10 laps): Gardner, Kuhn, Windom, Bacon, Goodnight, Hockett, Sweet, Mosley.
Fourth Heat (10 laps): Rose, Darland, Cottle, Boat, Spencer, Ferguson, Fitzpatrick, Shepherd.
Semi (12 laps): Shepherd, Sweet, Jacobs, Chaney, Neely, Mellenberndt, Biro, Imel, Spencer, Goodnight, Westfall, Ferguson, Hockett, Ballou, Mosley.
Feature (30 laps): Hines, Bacon, Cottle, Short, Hockett, Darland, Boat, Gardner, Hagen, Kuhn, Coons, Whitt, Rose, Huntley, Jones, Windom, Morgan, Neely, Mellenberndt, Shepherd, Jacobs, Sweet, Chaney.

Showtime Sheridan Wins From 13th Starting Spot

By Robert Mayson

PERRIS, Calif. — Danny "Showtime" Sheridan scored the most impressive victory of his USAC-CRA Sprint Car Series career Saturday at Perris Auto Speedway after he drove the Kittle Plumbing No. 18 Stinger to victory from the

13th starting position.

"These last two weeks have been unbelievable for the Kittle Motorsports Team. I had one of the best 360 (c.i.) wins of my career last weekend at Santa Maria Speedway and to come back here tonight and win after starting 13th, especially after we struggled in qualifying and in our heat race, is unbelievable," Sheridan said. "I have to give all the credit to Randy Shiosaki who set this car up perfectly. It was the best race car that I've driven in my life. It honestly felt like I had a 410 (motor) and everyone else had a 360."

It was Sheridan's fifth-career USAC-CRA triumph.

After Alex Schutte led the first seven tours of the half-mile dirt track, Garrett Hansen moved to the point on lap eight.

Hansen set the pace, while Sheridan steadily worked his way forward. Sheridan moved around Hansen on lap 27 and went on to victory, with David Cardey grabbing second from Hansen.

"I knew I had to get back on them when I saw lapped traffic coming up," Sheridan recalled. "They were both sliding up the race track a little in turn three and I got a really good run around the top and followed David's rear bumper along the front straight before going for the big slider to get both of them. I saw the door open and this is racing...sometimes you don't get a second chance."

Hansen, Tony Jones and Seth Wilson rounded out the top five.

The summary:

Qualifications: 1. Cory Kruseman, Kruseman 21k, 16.892; 2. Mike Spencer, Chaffin 50, 16.928; 3. Blake Miller, Gardner 93, 16.944; 4. Tony Jones, Alexander 4, 17.029; 5. Garrett Hansen, Prestley 7, 17.046; 6. David Cardey, Crosso 83, 17.050; 7. Alex Schutte, Kruseman 5, 17.110; 8. Seth Wilson, Wilson 17, 17.155; 9. Shane Golobic, Golobic 157, 17.159; 10. J. Hicks, Miller 66, 17.161; 11. Tyler Brown, Gardner 96, 17.161; 12. Alan Ballard, Stansberry 75, 17.169; 13. Danny Sheridan, Kittle 18, 17.233; 14. Cody Williams, Jory 3, 17.306; 15. Josh Ford, Ford 73, 17.309; 16. Davey Pombo, Crosso 38, 17.360; 17. Rodney Argo, Argo 19, 17.395; 18. Jordan Hermansader, Rase 32, 17.423; 19. Eric Severson, Leonard 48n, 17.524; 20. Nadine Gardner Gardner 16, 17.608; 21. Brian Venard, Blair 12, 17.712; 22. Henry Clarke, Kruseman 41k, 17.793; 23. J.J. Erce, Persall 84, 17.821; 24. Austin Mero, Kruseman 71k, 17.890; 25. Todd Hunsaker, Hunsaker 6, 18.005; 26. Luis Espinoza, Sertich 92, 18.193; 27. Brein Kinney, Persall 85, 18.384; 28. Royal Adderson, Adderson 40, 18.478; 29. Joe Gunderson, Gunderson 57, 19.217; 30. Tony Everhart, Everhart 55, no time.

First Heat (10 laps): Argo, Kruseman, Hansen, Hunsaker, Sheridan, Venard, Golobic, Gunderson.

Second Heat (10 laps): Spencer, Cardey, Hicks, C. Williams, Espinoza, Clarke.

Third Heat (10 laps): Miller, Brown, Schutte, Severson, Kinney, Erce, Ford.

Fourth Heat (10 laps): Pombo, Ballard, Jones, Wilson, Mero, Adderson, Gardner.

Semi (12 laps): Sheridan, Golobic, Hermansader, Clarke, Adderson, Venard, Espinoza, Gunderson, Mero, Kinney, Ford, Gardner.

Feature (30 laps): Sheridan, Cardey, Hansen, Jones, Wilson, Spencer, Miller, Golobic, Ballard, Argo, Brown, Schutte, Pombo, J. Hicks, Williams, Severson, Espinoza, Hermansader, Adderson, Clarke, Kruseman, Hunsaker, Venard.

Shepard Leads Posse's Sweep As All Stars Visit Port Royal

By Al Robinson

NSSN CORRESPONDENT

PORT ROYAL, Pa. — Jeff Shepard had the beef at Port Royal Speedway on Saturday night, winning the sixth annual Bob Weikert Memorial sprint car race for the O'Reilly All Star Circuit of Champions. His style, leading all 30 laps from the front row, would have impressed the flamboyant

ALL STARS

Pennsylvania sprint car owner and cattle rancher known as "Mr.

Beef" for whom the race is named.

"It always helps to start up front so you can run in clean air," Shepard declared after his second Port Royal win of the season and the seventh of his career.

In fact, it was his ability to run in traffic late in the race that sealed his victory over current All-Star point leader Lance Dewease, Greg Hodnett, Todd Shaffer and Keith Kauffman. All the top five are, or in the case of Dewease, have been, Port Royal regulars, accounting for 320 victories at the venerable fairgrounds half-mile.

Pole-starter and 13-time Port Royal champion Kauffman beat Shepard on the initial start, which was called back when Bill Brian, Jr. spun in turn one. On the second try, Shepard vaulted into the lead he would never lose. Shaffer was on the move from sixth

and took over the runner-up spot before Mark Smith stopped with a flat tire to trigger a lengthy sequence of cautions after 13 laps. Although it wasn't evident at the time, Shaffer's chances ended during one of several aborted restarts as he hit the inside berm in turn one attempting a slide job for the lead, breaking his left front shock mounting.

Following a fuel stop, the second half ran caution free with Shaffer gradually fading and losing second place to Dewease on lap 23. The final five laps were a chess game in traffic with Shepard losing ground when he was stuck behind the lapped car of Matt Horst, and after clearing him, Mike Erdley and Brandon Martin racing side by side for position. Just when it appeared Dewease had a shot with two laps to go, he also found Horst in his preferred lane, so the traffic issue became a stalemate and Shepard was home free.

The summary:

Fast Time: Paul McMahan, 16.110 seconds (32 cars).

First Heat: Brian Ellenberger, Todd Hestor, Greg Wilson, Sean Michael, Paul McMahan, Brian Paulus, Ryan Myers, Craig Folmer.

Second Heat: Lance Dewease, Randy Hannagan, Mike Wagner, Jeff Shepard, Mark Smith, Chad Jumper, Craig Robinson, Lee Stark.

Third Heat: Dave Hahn, Dale Blaney, Cale Grubb, Greg Hodnett, Keith Kauffman, Mike Erdley, Bob Bennett, Joey Hershey.

Fourth Heat: Cliff Brian, Todd Shaffer, Brandon Martin, Alan Cole, Bill Brian, Matt Horst, Randy Kaylor, Steve Buckwalter.

Dash: Hodnett, Blaney, Dewease, McMahan, Wilson, Martin.

B Main: Buckwalter, Paulus, Horst, Erdley.

Feature: Shepard, Dewease, Hodnett, Shaffer, Kauffman, Paulus, Michael, Smith, Cole, Wagner, Hannagan, McMahan, Wilson, Erdley, Martin, Hestor, Ellenberger, Buckwalter, Horst, Hahn, C. Brian, Grubb, Blaney, B. Brian.

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RACE REWIND

NASCAR NATIONWIDE SERIES

Race 12 of 35: Diamond Hill Plywood 200, Friday, May 9
Darlington Raceway, Darlington, S.C.

FINAL RESULTS

FIRST



Tony Stewart

SECOND



Clint Bowyer

THIRD



David Reutimann

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	3	20	Tony Stewart	Old Spice Toyota	149	\$47,420	Running
2	2	2	Clint Bowyer	BB&T Chevrolet	149	31,750	Running
3	21	99	David Reutimann	Aaron's Dream Machine Toyota	149	23,950	Running
4	15	03	Todd Bodine	Germain Toyota Toyota	149	23,225	Running
5	25	66	Steve Wallace	Atrous Homes Chevrolet	149	24,518	Running
6	4	64	David Stremme	Atrous Homes Chevrolet	149	23,468	Running
7	29	11	Jason Keller	America's Incredible Pizza Chevrolet	149	24,703	Running
8	16	9	Chase Miller	Verizon Motorola Dodge	149	23,713	Running
9	19	38	Jason Leffler	Great Clips Toyota	149	22,443	Running
10	20	59	Marcos Ambrose	Kingsford with Hickory Ford	149	26,018	Running
11	12	12	Sam Hornish, Jr.	Penske Truck Rental Dodge	149	16,075	Running
12	22	27	Brad Coleman	Huggies Pull Ups/Rite Aid Ford	148	21,968	Running
13	17	33	Kevin Harvick	Camping World Chevrolet	148	16,250	Running
14	7	1	Mike Bliss	Micosaukee Resorts Chevrolet	148	21,868	Running
15	13	88	Brad Keselowski	Navy Chevrolet	147	22,168	Running
16	28	89	Morgan Shepherd	Victory in Jesus Racing Dodge	147	21,693	Running
17	27	28	Kenny Wallace	U.S. Border Patrol Chevrolet	147	22,343	Running
18	11	40	Bryan Clauson	Fastenal Dodge	146	21,593	Running
19	23	30	Stanton Barrett	Speedracethemovie.com Chevrolet	146	15,075	Running
20	33	81	D.J. Kennington	MC2 Energy Drink Dodge	146	22,468	Running
21	6	29	Jeff Burton	Holiday Inn Chevrolet	145	14,950	Running
22	39	52	Brad Teague	Truck Service Chevrolet	145	21,368	Running
23	14	5	Mark Martin	GoDaddy.com Chevrolet	144	15,250	Accident
24	10	47	Kelly Bires	Clorox Ford	144	23,668	Accident
25	24	7	Mike Wallace	Geico Toyota	144	21,393	Accident
26	36	61	Kevin Lepage	Un-sponsored Ford	142	21,168	Running
27	9	6	David Ragan	Discount Tire Ford	137	14,650	Accident
28	8	17	Matt Kenseth	CitiFinancial Ford	126	14,600	Accident
29	37	01	Kertus Davis	RACEGIRL Chevrolet	124	21,033	Accident
30	18	25	Bobby Hamilton, Jr.	Curly's BBQ Ford	102	21,243	Engine
31	5	32	Kyle Busch	Beringer Vineyards Toyota	101	14,470	Accident
32	30	4	Derrick Cope	JVC Chevrolet	84	20,893	Accident
33	42	24	Eric McClure	Hefty Chevrolet	63	20,873	Brakes
34	26	37	Burney Lamar	Greg Biffle Foundation Ford	62	20,853	Brakes
35	38	0	Danny Efland	Lori Morgan, LLC Chevrolet	36	14,340	Brakes
36	34	31	Kenny Hendrick	Grandstay.com Chevrolet	30	14,320	Handling
37	43	84	Mike Harmon	Cracker Barrel Chevrolet	25	14,300	Overheating
38	32	90	Johnny Chapman	MSRP Motorsports Chevrolet	16	20,718	Vibration
39	41	02	Andy Ponstein	Stottsclassracing.com Chevrolet	13	14,205	Transmission
40	35	46	Carl Long	Red Line Oil Dodge	9	14,185	Handling
41	31	91	Terry Cook	MSRP Motorsports Chevrolet	7	20,633	Vibration
42	40	22	Ruben Pardo	Supercuts Dodge	4	20,608	Handling
43	1	60	Carl Edwards	Scotts Water Smart Ford	3	18,105	Accident

RACE STATISTICS

Race time: 1 hour, 53 minutes, 59 seconds
Average speed: 107.139 miles per hour
Victory margin: .814 second
Caution flags: Eight for 36 laps
Lead changes: 11 among eight drivers

Lap leaders: Carl Edwards (Pole); Clint Bowyer 1-13;
Tony Stewart 14-52; Kyle Busch 53-58; Matt Kenseth 59;
David Ragan 60; Jeff Burton 61; Kelly Bires 62-63; Marcos
Ambrose 64; Stewart 65-86; Kenseth 87-120; Stewart
121-149.

TALK OF TIME TRIALS

Ryan Newman's 7-year-old qualifying record fell Friday when Carl Edwards lapped Darlington Raceway at 176.995 miles per hour in the No. 60 Scotts Water Smart Ford Fusion. Clint Bowyer started second in the No. 2 BB&T Chevrolet.

STANDINGS

FIRST



Clint Bowyer

SECOND



Kyle Busch

THIRD



Carl Edwards

Top 10

1. Clint Bowyer	1,740	6. David Ragan	1,521
2. Kyle Busch	1,628	7. Brad Keselowski	1,500
3. Carl Edwards	1,590	8. Jason Leffler	1,480
4. David Reutimann	1,572	9. Mike Wallace	1,385
5. Mike Bliss	1,545	10. David Stremme	1,327

Tony Tames Lady In Black

By SHEENA BAKER
PRODUCTION EDITOR

DARLINGTON, S.C. — Darlington Raceway may be sporting new asphalt, but it was the same old story in Friday's Nationwide Series Diamond Hill Plywood 200 as Tony Stewart drove the No. 20 Old Spice Toyota to the team's fourth-straight victory and Joe Gibbs Racing's sixth in a row.

Stewart's victory was his fourth of the season and the sixth of his Nationwide Series career, but marked the first time the two-time Sprint Cup champion has visited victory lane at the 1.366-mile oval.

"With the rich heritage and history here at Darlington, to win here and be the first guy to win after they resurfaced it, it's a feeling that's hard to describe. It's just cool to win at Darlington," Stewart said. "You think back to guys like David Pearson who were so good here...It's just fun. This series is so deep in history in general and this is one of those tracks that history goes as deep as NASCAR does, for the most part. To finally win here is just a huge honor to me."

Stewart took the lead early, moving past Clint Bowyer from his third-place starting spot to take the race lead after a lap-12 restart. From there, it was smooth sailing for Stewart, who put lapped cars between he and the fast-closing Kyle Busch.

But as Stewart made easy work of the field, his closest competitors fell one by one on the track tagged "too tough to tame."

The first to stumble was Busch. Going three wide into turn one on lap 101, Busch made contact with the lapped car of Brad Keselowski, then slammed driver's side first into the wall, putting an end to Busch's quest for his fourth series victory of the season.

Matt Kenseth, who took the top spot when the leaders pitted under caution



AUTOSTOCK PHOTO

ON A RAIL: Tony Stewart leads Friday night's Diamond Hill Plywood 200 at Darlington (S.C.) Raceway.

on lap 87, appeared to have a car strong enough to battle Stewart. Kenseth, though, pitted abruptly for a loose wheel on lap 121, handing the lead back to Stewart. Eight laps later and a lap down to the leaders, Kenseth's No. 17 CitiFinancial Ford drilled the frontstretch wall, bringing out the red flag and ending Kenseth's night.

"We were a lap down and I was trying to catch up where I thought the lucky dog was, and I just let it get away from me," Kenseth said. "I was frustrated and mad at the moment and driving a little faster than I knew the car would take me, and it just got away from me."

Stewart continued to pace the field, pulling away from second-place Mark Martin once the race resumed with 13 laps to go. But even Martin, who has eight Nationwide Series wins at Darlington, could not avoid trouble.

On a lap-144 restart, Martin's No. 5 GoDaddy.com Chevrolet ran out of fuel at the start/finish line, and mayhem ensued as Jason Leffler, Mike

Bliss, Mike Wallace and Kelly Bires collided behind him on the frontstretch, bringing out a second red flag period.

The race resumed for a green-white-checked finish, and Stewart easily pulled away from the field, taking the checkered flag by .814 second over Bowyer.

Stewart credited crew chief Dave Rogers and the crew for getting him to victory lane.

"All three of us on the team (Stewart, Kyle Busch and Denny Hamlin) have won in this car, so it's not one driver winning all of the races. It's the team. It's been proof of that," Stewart said. "It's easy to point the finger at where the success lies and where it comes from, and it starts with Dave. It starts with him and his guys."

"People kind of make fun of you when you say it is an honor. It is an honor to drive for this team this year."

Bowyer now has a 112 point lead over Busch in standings.

Darlington Too Tough For Speedy Carl Edwards

By SHEENA BAKER
PRODUCTION EDITOR

DARLINGTON, S.C. — Friday's Diamond Hill Plywood 200 began with a bang — literally — for polesitter **Carl Edwards**. After breaking **Ryan Newman's** 7-year-old track record by lapping the 1.366-mile oval at 176.995 miles per hour during qualifying, Edwards got loose and scraped the wall in turns three and four while trying

NATIONWIDE NOTES

to hold off second-place starter **Clint Bowyer** for the lead on the first lap. A lap later, Edwards's No. 60 Scotts Water Smart Ford Fusion pounded the SAFER barrier in turn one, sustaining heavy right-side damage and ending the night early for the defending series champion.

■ Edwards's Roush-Fenway Racing

teammates also had a rough night at Darlington. **Matt Kenseth** went from leading the race to slamming the frontstretch wall within 10 laps, effectively ending his night and his hopes for a second Darlington victory.

Kenseth pitted for a loose wheel while leading on lap 121, then lost control of the No. 17 CitiFinancial Ford trying to become the free pass car.

"Two weeks in a row — last week at Richmond, we came out of the pits and had a wheel roll across (pit road), and this week we had a loose one, so it's frustrating," Kenseth said.

David Ragan also found trouble in Darlington, pounding the backstretch inside wall on lap 137 after contact with **Steven Wallace** coming out of turn two.

■ **Denny Hamlin's** shot at a Darlington hat trick ended abruptly in qualifying.

Hamlin, who won the Nationwide Series event last weekend at

Richmond, made contact with the wall in turns one and two during his qualifying lap. Not only did the mistake erase his chance at his third-straight pole at Darlington, it eliminated Hamlin from the starting lineup, as he had to qualify on time.

Hamlin had won both the pole and the race in each of the previous two races at Darlington.

■ For the second week in a row, **Kyle Busch** had harsh words for the competition after crashing out of Friday's Diamond Hill Plywood 200.

Busch collided with the lapped car of **Brad Keselowski** in turn one on lap 101, then drove the heavily damaged No. 32 Beringer Vineyards Toyota to the garage.

"We've got a lap car that's out there that's racing with us leaders showing disrespect," said Busch. "Next time I'm a lap down and I've got damage, I'm going to race him like an S.O.B. and wreck him, too."

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▶ THIS AND THAT

▶▶ PHOTO OF THE WEEK



HHP/ERIK PEREL PHOTO

SHARING THE LOVE: Michael McDowell's No. 00 Brain Cancer Action Week Toyota bears a Mother's Day greeting in memory of his mom, Tracy, during NASCAR's visit to Darlington (S.C.) Raceway.

▶▶ GET THE ALL-STAR FACTS

Saturday night's Sprint All-Star Race at Lowe's Motor Speedway carries a record \$3,308,251 purse, with slightly more than \$1 million earmarked for the winner.

This year's race will run 100 laps and will be run in four 25-lap segments on the 1.5-mile superspeedway. Green- and yellow-flag laps will be counted during the first three segments, with only green-flag laps counting in the final segment. Double-file restarts will be used throughout the race.

There will be a yellow flag between segments one and two during which teams may choose to pit, but must restart at the rear of the field. A 10-minute break will occur between segments two and three, with teams restarting the third segment in the order of finish from the second segment.

Between segments three and four, the caution flag will be waved and teams will be required to make at least a stop-and-go pit stop. Cars will start the final segment in the order they leave pit road.

▶▶ BOOK OF THE WEEK

The Great Race: The Amazing Round-The-World Auto Race Of 1908

By Gary Blackwood

Six automobiles with competitors from four countries set out to be the first to travel from New York to Paris in an automobile in 1908.

The teams left New York and headed west across North America, crossing over to Asia through the Aleutian Islands. The trip proceeded West across Asia, finally making it to Europe and to Paris. This 144-page tome documents the struggles the competitors faced along the way.

\$19.95. Available from Hachette Book Group USA. (800) 759-0190.

▶▶ BY THE NUMBERS

11

one-two finishes for Roush-Fenway Racing in the NASCAR Craftsman Truck Series

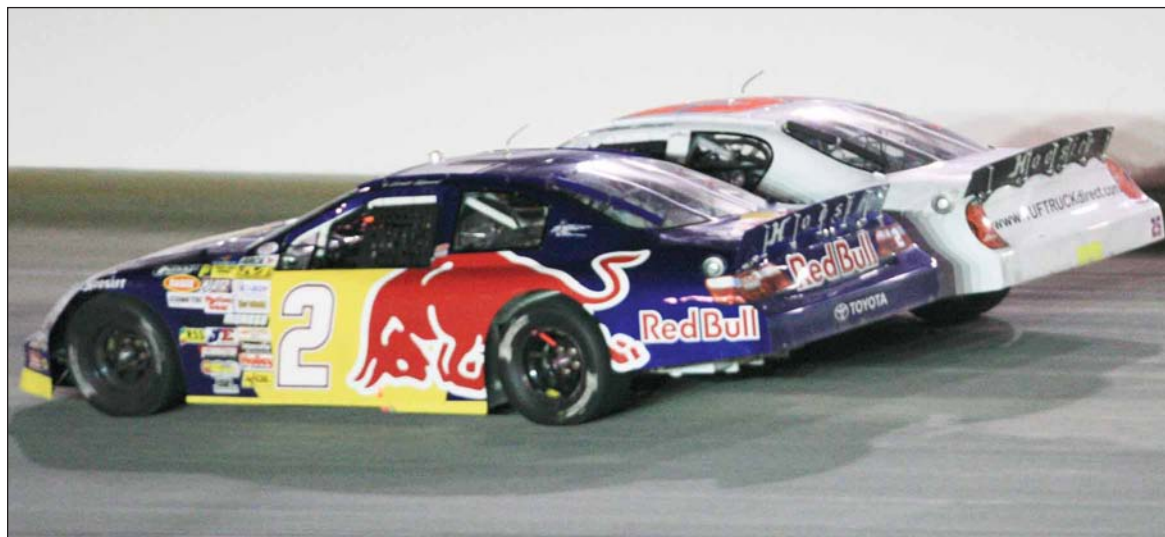


▶▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"We realize that our husbands are going to be gone a lot during the year going into the marriage, and that there will be rainouts and extra testing days that will keep them away on their scheduled days off...However, Mother's Day is the one day that we just can't accept an unscheduled NASCAR race with a smile and open arms."
— Liz Mellott, May 8 blog

■ Presidential-hopeful Sen. Hillary Clinton (D-N.Y.) visits Sarah Fisher at Indianapolis Motor Speedway.



TED ROSSINGO, JR. PHOTO

UP AND COMERS: Stock-car racing newcomers Scott Speed (2) and eventual winner Ricky Stenhouse, Jr. battle for the lead Saturday night at Kentucky Speedway.

Stenhouse Delivers

SPARTA, Ky. — SunTrust Rookie of the Year contender Ricky Stenhouse, Jr., in the No. 99 RoushFenway.com Ford, got the best of Scott Speed over the course of three late-race restarts to earn his first ARCA RE/MAX Series victory in only his sixth series start Saturday night at Kentucky Speedway.

The Olive Branch, Miss., driver not only left with the top trophy, he also left with the point lead by a slim five-point margin over nine-time champion Frank Kimmel.

ARCA RE/MAX

"I don't know if it has really sunk in yet," said Stenhouse. "I think the win probably won't sink in until a little later on. We've come out here and have had good runs and to finally have a win is great. We're coming towards the end of a long stretch of races and so hopefully after winning

here we can do well at Toledo and go off on a high point before taking a few weekends off."

Speed, who led 55 of 112 laps in the Red Bull Toyota, had a 10-length advantage over the field with less than 10 laps remaining before a series of late-race wrecks slowed the pace.

Speed survived the first green-white-checked restart, but not the second during which Stenhouse got a run and blew by on the outside. Speed would get one more chance to get the lead back on the final restart, but Stenhouse held firm and cruised under the checkered flag .374 second in front of Speed.

Canadian driver Ryan Fischer battled back from an early-race spin to finish a career-best third in the Venturini Motorsports Chevrolet.

Speed's teammate Ken Butler III, who started 20th, finished fourth in a Toyota and John Wes Townley was

fifth in a Ford.

Sean Caisse won the pole in his first series start.

The race was extended 12 laps to accommodate the ARCA-mandated rule that no race can finish under caution. Ten cautions slowed the race for 55 laps for a variety of incidents.

The finish:

Showing driver, car and laps completed: 1. Ricky Stenhouse, Jr., Ford, 112; 2. Scott Speed, Toyota, 112; 3. Ryan Fischer, Chevrolet, 112; 4. Ken Butler III, Toyota, 112; 5. John Wes Townley, Ford, 112; 6. Brett Hudson, Dodge, 112; 7. Patrick Sheltra, Dodge, 112; 8. Bryan Silas, Chevrolet, 112; 9. Michael Annett, Toyota, 112; 10. Dominick Casola, Dodge, 112; 11. Taylor Malsam, Dodge, 112; 12. Todd Hansen, Chevrolet, 112; 13. Frank Kimmel, Ford, 112; 14. Tom Hessert, Ford, 112; 15. Billy Leslie, Ford, 111; 16. Bobby Gerhart, Chevrolet, 111; 17. Frank Kapfhammer, Chevrolet, 111; 18. Donny Kelley, Chevrolet, 111; 19. Jake Francis, Dodge, 111; 20. Tom Berte, Chevrolet, 111; 21. Justin Allgaier, Chevrolet, 110; 22. Dexter Bean, Chevrolet, 110; 23. Justin Lofton, Dodge, 109; 24. Norm Benning, Chevrolet, 108; 25. Gabi DiCarlo, Toyota, 107; 26. Tim Mitchell, Ford, 107; 27. Brad Smith, Ford, 107; 28. Sean Caisse, Toyota, 106; 29. Matt Carter, Ford, 98; 30. Jesse Smith, Dodge, 98; 31. Robb Brent, Chevrolet, 98; 32. Todd Bowsher, Ford, 86; 33. Ron Cox, Chevrolet, 80; 34. Mike Koch, Chevrolet, 71; 35. Darrell Basham, Chevrolet, 58; 36. Mike Harmon, Chevrolet, 36; 37. Jason Basham, Chevrolet, 21; 38. Michael Phelps, Dodge, 11; 39. Grant Enfinger, Ford, 8; 40. Wayne Peterson, Chevrolet, 0; 41. Greg Severs, Chevrolet, 0.

Hahn Masters Kentucky Quarter Mile

SPARTA, Ky. — Paul Hahn steered the No. 7 Hahn's Powder Coating Chevrolet to victory Saturday afternoon at Kentucky Speedway, earning his 16th-career ARCA Lincoln Welders Truck Series triumph.

After following race leader Rob Jones for much of the way, the former series champion slipped under Jones for the lead on lap 59 and led the final 41 circuits in an event run on the quarter-mile oval.

ARCA TRUCKS

"We actually got lucky on this one," said Hahn "We were losing power the entire race. The motor was hot and I had to run the fan. It finally lost all power at the finish. We just made it. All the guys did a real good job out there. Rob (Jones) slipped up high and I was able to get underneath him."

Jones finished second, with Steve Christman third. Polesitter Nick Gullatta and Norm Weaver rounded out the top five.

The finish:

Paul Hahn, Rob Jones, Steve Christman, Nick Gullatta, Norm Weaver, Robbin Slaughter, Mike Young, Ashley Hawkins, Ron Wells, Duane Bischoff, Mark Otting, Kenny Kirsch, Jr., Paul Vander Hoff, Michael Risely, Bill Withers, Frank Wilson, Jr., Tim Schafer.



ARCA PHOTO

TRUCKERS: Paul Hahn (7) won Saturday's ARCA Lincoln Welders truck feature on the quarter-mile oval at Kentucky Speedway.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



Brad Coleman
2008 Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE



COWBOY CRUSH



LEANN RIMES



HANK WILLIAMS JR.



NATALIE GRANT



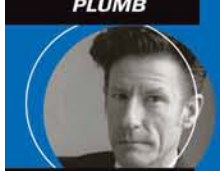
JO DEE MESSINA



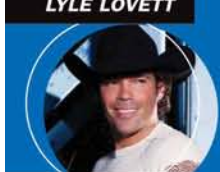
HAL KETCHUM



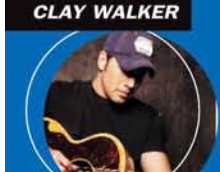
PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	1,690
2. Jeff Burton	1,611
3. Dale Earnhardt, Jr.	1,556
4. Denny Hamlin	1,500
5. Clint Bowyer	1,490
6. Jimmie Johnson	1,442
7. Carl Edwards	1,400
8. Tony Stewart	1,397
9. Kevin Harvick	1,396
10. Jeff Gordon	1,326
11. Greg Biffle	1,308
12. David Ragan	1,266
13. Ryan Newman	1,264
14. Kasey Kahne	1,264
15. Martin Truex, Jr.	1,230
16. Juan Pablo Montoya	1,190
17. Brian Vickers	1,161
18. Travis Kvapil	1,155
19. Bobby Labonte	1,128
20. Matt Kenseth	1,113

Nationwide

1. Clint Bowyer	1,740
2. Kyle Busch	1,628
3. Carl Edwards	1,590
4. David Reutimann	1,572
5. Mike Bliss	1,545
6. David Ragan	1,521
7. Brad Keselowski	1,500
8. Jason Leffler	1,480
9. Mike Wallace	1,385
10. David Stremme	1,327

Craftsman Truck

1. Ron Hornaday, Jr.	775
2. Rick Crawford	714
3. Todd Bodine	704
4. Dennis Setzer	666
5. Johnny Benson	666
6. Kyle Busch	645
7. Matt Crafton	639
8. Chad McCumbee	633
9. Jack Sprague	629
10. Ted Musgrave	627

IndyCar Series

1. Helio Castroneves	144
2. Scott Dixon	138
3. Dan Wheldon	135
4. Tony Kanaan	129
5. Danica Patrick	110
6. Will Power	97
7. Marco Andretti	95
8. Oriol Servia	93
9. Ed Carpenter	90
10. Graham Rahal	88

Indy Lights

1. J.R. Hildebrand	142
2. Richard Antinucci	139
3. Dillon Battistini	123
4. Raphael Matos	107
5. Arie Luyendyk, Jr.	103
6. Sean Guthrie	92
7. Ana Beatriz	91
8. Brent Sherman	89

Formula One

1. Kimi Raikkonen	35
2. Felipe Massa	28
2. Lewis Hamilton	28
4. Robert Kubica	24
5. Nick Heidfeld	20
6. Heikki Kovalainen	14
7. Mark Webber	10
8. Jarno Trulli	9
8. Fernando Alonso	9
10. Nico Rosberg	8

WoO Sprints

1. Craig Dollansky	1,032
2. Jason Meyers	1,020
3. Donny Schatz	1,012
4. Joey Saldana	971
5. Kerry Madsen	916
6. Steve Kinser	911
7. Jac Haudenschild	885
8. Terry McCarl	876
9. Chad Kamenah	875
10. Daryn Pittman	867

WoO Late Models

1. Billy Moyer	1,181
2. Steve Francis	1,171
2. Rick Eckert	1,171
4. Darrell Lanigan	1,157
5. Chub Frank	1,147
6. Shannon Babb	1,143
6. Josh Richards	1,143
8. Clint Smith	1,107
9. Shane Clanton	1,083
10. Tim Fuller	1,053

National Midget Driver Of The Year

1. Dave Darland	402
2. Tracy Hines	232
3. Jerry Coons, Jr.	215
4. Cole Whitt	206
5. Brad Kuhn	204
6. Damion Gardner	200
7. Josh Ford	172
8. Jon Stanbrough	159
9. Brad Loyet	153
10. Tony Stewart	152

NHRA Top Fuel

1. Tony Schumacher	608
2. Antron Brown	540
3. Larry Dixon	469
4. Rod Fuller	434
5. Cory McClenathan	418
6. Hillary Will	381
7. Brandon Bernstein	353
8. Doug Kalitta	328
9. Dave Grubnic	323
10. Doug Herbert	310

NHRA Funny Car

1. Tim Wilkerson	497
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NHRA Pro Stock

1. Jason Line	527
2. Jeg Coughlin	520
3. Kurt Johnson	508
4. Greg Anderson	505
5. Allen Johnson	426
6. Mike Edwards	392
7. V. Gaines	386
8. Warren Johnson	317
9. Greg Stanfield	308
10. Justin Humphreys	286

NHRA Pro Motorcycle

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

Whelen Mod

1. Chuck Hossfeld	335
2. Ted Christopher	314
3. James Civali	305
4. Rowan Pennink	288
5. Todd Szegegy	284
6. Tom Abele, Jr.	267
7. Ed Flemke, Jr.	262
8. Glenn Tyler	255
9. Eric Beers	249
10. Anthony Sesely	248

NASCAR West

1. Mike David	496
2. Eric Holmes	479
3. Austin Cameron	416
4. Jeff Jefferson	416
5. Moses Smith	416
6. Jeff Barkshire	415
7. David Mayhew	408
8. Jason Bowles	404
9. Brett Thompson	395
10. Jason Patison	395

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	1,365
2. Frank Kimmel	1,360
3. John Wes Townley	1,320
4. Matt Carter	1,315
5. Tom Hesser	1,295
6. Scott Speed	1,240
7. Justin Allgaier	1,230

USAC Silver Crown

1. Jerry Coons, Jr.	60
1. Bud Kaeding	60
3. Ricky Stenhouse, Jr.	54
4. Shane Cottle	51
5. Tracy Hines	48
6. Mat Neely	45
7. Levi Jones	42
8. Brian Tyler	39
9. Dave Darland	36
10. Darren Hagen	33

USAC-CRA Sprints

1. Cory Kruseman	591
2. Mike Spencer	569
3. Blake Miller	522
4. Garrett Hansen	496
5. Danny Sheridan	493
6. Tyler Brown	393
7. Levi Jones	350
8. Tony Jones	349
9. David Cardley	319
10. Josh Ford	308

ASCOT Sprints

1. Gary Wright	1,549
2. Jason Johnson	1,511
3. Wayne Johnson	1,499
4. Zach Chappell	1,407
5. Travis Rilat	1,364
6. Garry Lee Maier	1,344
7. Eric Baldaccini	1,222
8. Nick Smith	1,170
9. Kenneth Walker	1,136
10. Jack Dover	1,039

USAC National Sprint Car Series

1. Levi Jones	205
2. Brady Bacon	202
3. Tracy Hines	201
4. Dave Darland	182
5. Darren Hagen	173
6. Jerry Coons, Jr.	170
7. Cole Whitt	167
8. Shane Cottle	16
9. Brady Short	154
10. Dustin Morgan	151

Lucas Oil LM

1. Steve Casebolt	1,625
1. Earl Pearson, Jr.	1,625
3. Justin Rattliff	1,525
4. Terry Casey	1,520
5. Bart Hartman	1,470
6. Dan Schlieper	1,400
7. Scott James	1,375
8. Billy Drake	1,280
9. Donnie Moran	1,240
10. Wayne Chinn	1,160

NeSmith Dirt LM

1. Chip Brindle	484
2. Jeff Fields	460
3. Larry Boutwell	448
4. Jay Blair	440
4. Chris Tays	440
6. Scott Knowles	424
6. Ted Lackey	424
8. Matthew Turner	422
9. Jason Hiett	398
10. Hunter Peacock	396

Mid-Atlantic LM

1. Shane Clanton	300
2. Billy Decker	295
3. Tim Fuller	290
4. Mike Balzano	285
5. Jeremy Miller	280
6. Gary Stuhler	275
7. Shannon Babb	270
8. Jason Covert	265
9. Rick Eckert	260
10. Ricky Elliott	255

ASCS Canyon

1. Jeremy Sherman	1,156
2. Charles Davis, Jr.	1,134
3. Nathan High	1,074
4. R.J. Johnson	1,070
5. Mike Martin	1,064
6. Josh Pelkey	1,042
7. Jeremy Reagles	1,032
8. Andrew Reinbold	991
9. Mike Leslie	986
10. Thomas Ogle	979

ASCS Southwest

1. Ben Gregg	436
2. Ronnie Clark	430
3. Steve Martin	420
4. Shawn Sander	410
5. Cody Cambensy	402
6. Mike Rux, Jr.	400
7. Rick Ziehl	390
8. John Gaston	388
9. Billy Chester III	374
10. Joshua Williams	372

ASCS Sprints On Dirt

1. Ben Rutan	150
2. Gregg Dalman	146
3. Mike Galajda	144
4. Brett Mann	142
5. Kyle Patrick	140
6. Tim Norman	138
7. Joe Bares	136
8. Ryan Grubaugh	134
9. Aaron Shaffer	132
10. Gary Fast	130

USAC W. Sprint

1. Nick Rescino, Jr.	183
2. Tyler Swanson	168
3. Eric Humphries	167

4. Porter Smith	155
5. JoJo Helberg	147
6. Greg Anderson	135
7. Chase Scott	97
8. Brian McClish	86
9. Tim Skoglund	85
10. Tony Hunt	78

URC Sprint

1. Curt Michael	352
2. Chris Coyle	309
3. Dave Ely	297
4. Brian Seidel	296
5. Becca Anderson	287
6. Robbie Stillwaggon	283
7. Randy West	281
8. Davey Sammons	269
9. Ed Aikin	255
10. Jason Claus	251

IRA

1. Steve Meyer	323
2. Scotty Neitzel	315
3. Billy Bolog	313
4. Mike Reinke	281
5. Bill Wirth	276
6. Kim Mock	271
7. John Haeni	270
8. Dave Uttech	264
9. Andy Hunt	248
10. Scott Uttech	247

Super DIRTcar

1. Duane Howard	105
2. Matt Sheppard	103
3. Brett Hearn	95
4. Steve Paine	86
5. Billy Decker	81
6. Gary Tompkins	76
7. Jimmy Phelps	72
8. Larry Wright	71
9. Billy Pauch	66
10. Danny Johnson	63
10. Billy Pauch, Jr.	63

ASCS Gulf South

1. Chris Sweeney	970
2. Gary Watson	962
3. Channin Tankersley	946
4. Greg Rilat	936
5. Brandon Berryman	884
6. Travis Elliott	875
7. Brandon Corn	864
8. Tommy Bryant	851
9. Travis Knighton	803
10. Terry Monroe	782

GSC Sprint Cars

1. Jonathan Allard	640
2. Mike Henry	600

What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

Nos. 18/32 Toyotas, NASCAR Sprint Cup/Nationwide Series
Busch became the youngest winner in the long, storied history of Darlington Raceway with his third Sprint Cup victory of the season. Add that to the list of seven other victories Busch has earned in NASCAR's top three series, and you have the top driver in NASCAR and motorsports.

NO. 1



AUTO STOCK IMAGES PHOTO

REST OF THE BEST

2. Billy Moyer

No. 21 Moyer Victory Circle Late Model
Moyer finished second to former teammate Shannon Babb in the talent-laden 80-car field of the Lucas Oil Late Model Diamond Nationals.

3. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
Edwards won the pole for the Nationwide race at Darlington and finished second in the Sprint Cup Dodge Challenger 500.

4. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The duo won its third race of the season at Virginia Int'l Raceway and hopes to continue its roll this weekend at Laguna Seca.

5. Kimi Raikkonen

No. 1 Ferrari, Formula One
Raikkonen was on the podium again, but third behind teammate Felipe Massa and Lewis Hamilton, the challengers to his F-1 throne.

6. Tim Wilkerson

Levi, Ray & Shoup Chevy Impala SS Funny Car, NHRA
With two Funny Car finals victories in three weeks, Wilkerson is hot heading into this weekend's Thunder Valley Nationals in Bristol, Tenn.

7. Jeff Burton

No. 31 Chevrolet, NASCAR Sprint Cup Series
It was another solid run and a top-10 finish at Darlington for Burton, who remained second in the Cup point standings.

8. No. 20 Nationwide Series Team

No. 20 Toyota, NASCAR Nationwide Series
No matter who's driving — Stewart, Hamlin or Busch — the No. 20 has visited victory lane six times this season, including four straight.

9. Felipe Massa

No. 2 Ferrari, Formula One
Massa won for the second time this season and for the third-straight time at the Turkish Grand Prix Sunday in Istanbul.

10. Scott Dixon

No. 9 Target Ganassi Dallara-Honda, IndyCar Series
Dixon has been shut out of victory lane since the season opener, but is on the pole for Indy and second in the championship standings.

Honorable Mention

Tony Stewart Racing driver Tracy Hines won for the first time since he was injured in an ATV accident early last season. Hines won Saturday's USAC National Sprint Car Series race at Eldora.

Last Week

Felipe Massa enters the rankings at No. 9 along with the No. 20 Nationwide Series car at No. 8 and Scott Dixon at No. 10. Kimi Raikkonen falls three spots, while Billy Moyer is back up to No. 2.

NASCAR Sets Post-Season Banquets

Cup Series Dinner Returns To Waldorf-Astoria For 28th Time

DAYTONA BEACH, Fla. — NASCAR announced the lineup for the post-season awards shows for the its top three series, including the NASCAR Sprint Cup Awards Ceremony's return to the Waldorf-Astoria hotel in New York City. The Dec. 5 Waldorf event will continue a tradition began in 1981 for NASCAR's premier series. The event will be held in the Waldorf's Grand Ballroom.

This lineup is a change from recent seasons, when the NASCAR Nationwide Series was the finale. The Craftsman Truck Series banquet will be Nov. 17 at the Seminole Hard Rock in Hollywood, Fla., while the Nationwide Series banquet will be Nov. 22 at the Portofino Bay Hotel in Orlando.

Hendrick Museum Is Again Open For Business

CONCORD, N.C. — Hendrick Motorsports has reopened its museum after being closed for four months due to renovations.

The 15,000 square-foot facility pays tribute to the nearly 25 seasons of Hendrick Motorsports history and includes displays of memorabilia of drivers Casey Mears, Jimmie Johnson, Jeff Gordon and Dale Earnhardt, Jr.

Throughout the year, the museum will exhibit a rotating stable of famous Chevrolets — such as an original All-Star Racing entry, multiple Daytona 500 champions and the inaugural Brickyard 400 winner.

Admission to the museum is free. It is open to the public from 9 a.m. until 5 p.m., Monday through Friday. For extended race-week hours, directions and more information, contact www.HendrickMotorsports.com.

Darrell Waltrip Racing Experience Planned

PIGEON FORGE, Tenn. — Three-time NASCAR Cup champion Darrell Waltrip and former crew chief Jeff Hammond announced the details of the Darrell Waltrip Racing Experience slated to open at Belle Island Village in Pigeon Forge this fall.

The site will feature race-car simulators; competition remote-controlled cars to race around a mini-Bristol Motor Speedway; an interactive theater and soundstage to replicate Waltrip's Fox Sports duties; an interactive pit crew area; and more. In addition, drivers, crew chiefs, announcers and team owners from the past and present will visit several times a year.

USCS Speedweek Set To Start May 29

ATLANTA — The O'Reilly United Sprint Car Series Outlaw Thunder Tour will kick off Speedweek 2008 May 29 at Riverside Int'l Speedway in West Memphis, Ark., featuring seven days of



HHP/HAROLD HINSON PHOTO

PARTY TIME: The NASCAR Sprint Cup Series banquet will return to the Waldorf-Astoria's Grand Ballroom on Dec. 5. This shot was snapped at the conclusion of the 2007 banquet.

racing in four states.

Greenville (Miss.) Speedway will host the second event May 25 followed by a visit May 26 to Clayhill Motorsports in Atwood, Tenn., and Clarksville (Tenn.) Speedway May 27. Drivers will take a day off before visiting Camden (Tenn.) Speedway May 29 and North Alabama Speedway in Tusculumbia May 30 leading up to the 10th annual Columbus Clash at Columbus (Miss.) Speedway May 31. The seven \$2,000-to-win events will pay a minimum of \$250 for drivers that start the A-main and an additional point fund that will pay the top-10 drivers of Speedweek 2008 starting at \$1,000 for the number-one contender. For rules, visit www.uscsracing.com.

NeSmith Series Adds Pair Of Events To Slate

CARTERSVILLE, Ga. — The NeSmith Chevrolet Dirt Late Model Series added two 40-lap, \$2,500-to-win events to its 2008 National Tour Schedule.

For the first time since 2005, the NeSmith Dirt Late Model National Tour will visit North Alabama Speedway in Tusculumbia for the Tri-State Shootout 40 on June 20. The following day, the series will visit Columbus (Miss.) Speedway for its second of three events at the track.

For the full 2008 schedule, visit www.nesmithracing.com.

West New Crew Chief For DSR's Beckman

BROWNSBURG, Ind. — Johnny West has been named the new crew chief for Don Schumacher Racing's Valvoline/Mail Terminal Services Dodge Charger R/T Funny Car driven by Jack Beckman.

Replacing Rick Cassel, the 53-year-old West brings experience as a former Funny Car driver, owner and tuner to his new position. In addition, he brings his work with drag-racing drivers Roland Leong, Doug Herbert, Scott Kalitta, Don

Prudhomme and Clay Millican as well as 2001 Top Fuel champion Kenny Bernstein.

"If you're planning on having a true team effort, you have to have everybody willing to offer suggestions or ideas to each other about what's going on," explained West. "From what I'm told, that's the way it is at DSR."

PRI Extends Lease Agreement In Orlando

ORLANDO, Fla. — The Performance Racing Industry Trade Show has signed an agreement that keeps the show at the Orange County Convention Center through 2016.

The previous agreement ran through 2010. The event has hosted more than 45,000 industry representatives and guests from more than 50 countries since its Orlando debut in 2005.

"After holding the PRI Trade Show in Orlando for three very successful years, it is now viewed by exhibitors and attendees as the place to be for the future," said PRI Trade Show Producer Steve Lewis.

This year's PRI Trade Show is scheduled for Dec. 11-13.

Clark Hired To Head I-94 Speedway

SAUK CENTRE, Minn. — Chris Clark has been hired as the new general manager at I-94 Speedway.

Clark comes to I-94 with 21 years of experience from short tracks all around the upper Midwest. Clark spent 15 years in various capacities at Rockford (Ill.) Speedway.

Most recently, Clark was part of the management team at Elko (Minn.) Speedway.

"I'm really excited to be making the move to Sauk Centre and becoming part of the team that makes I-94 click," Clark said. "This track has a terrific history, and I hope to help add to that in the years to come."

NUTS AND BOLTS

Retired DIRTcar Northeast racing official **Larry Bishop** was recently honored with the Dig Safely New York President's Award for his leadership in the DIRTcar Racing program...Gary Taylor, the defending Southern Midget Racing Series champion, recently won four races in the prototype **XXX midget chassis** he is wheeling. The chassis is still being developed with production dates to be determined soon...**Speed's** broadcast of the NASCAR Nationwide Series at Richmond Int'l Raceway scored an average rating of 637,000 households, making the event the highest rated show of the day on the network...**Gaerte Fuel Systems** will enroll the top-two drivers in the final IMCA Modified point standings competing with a Gaerte carburetor in its 2009 house carburetor program. The company will also award \$100 product certificates to the top eligible driver in each of the five modified regions...All full-point events on the 25th anniversary **Lucas Oil Empire Super Sprint** schedule are now \$2,000-or-more-to-win events... The **CRA Super Series 150** event that has twice been postponed at the Music City Motorplex in Nashville, Tenn., has been rescheduled for July 30... Rain forced the postponement of Friday night's scheduled World of Outlaws Sprint Car Series event at **Tri-City Speedway** in Pontoon Beach, Ill. It has been rescheduled for June 8...The picture of the winner's podium from the **USAC Sprint Car Series** race in the May 7 issue of *NSSN* was incorrectly credited. The photo was taken by Jim Morrison. Our apologies, Jim.

Payne Best At Lakeside

KANSAS CITY, Kan. — Jeremy Payne did his best to spoil the May 7 homecoming of N A S C A R star Clint Bowyer at Lakeside Speedway.

MLRA

Payne led wire to wire, cruising to a victory over second-

place Clint Smith and Terry Phillips in third.

Bowyer, a former Lakeside track champion, was making a special appearance at his home track along with World of Outlaws driver Shannon Babb, who drives for Bowyer's newly formed late-model team.

Al Purkey finished fourth while Bowyer rounded out the top five.

The finish:

Jeremy Payne, Clint Smith, Terry Phillips, Al Purkey, Clint Bowyer, John Anderson, David Turner, Tim Karrick, Chad Frewaldt, Joe Kosiski, Mike Ryan, Larry Clawson, Bill Koons, Alan Vaughn, Jerry Warner, Rusty Dukes, Denny Woodworth, Bill LaFollett, Bryant Goldsmith, Shannon Babb, Brantlee Gotschall, Mark Voigt, Brett LaFollette, Sonny Findling, Tommy Elston, Larry Clawson.



IVAN VELDHUISEN PHOTO

NO PAIN: Jeremy Payne drove to an MLRA victory at Lakeside Speedway in Kansas City, Kan.

Panel Opts For Busch In First Quarter

SARASOTA, Fla. — Kyle Busch crushed the competition on the track and in the ballots as he won first-quarter

INDUSTRY

Driver of the Year. Busch has won eight races in NASCAR's top three series — Sprint Cup, Nationwide and Craftsman Truck series. Seven of those victories came during the first quarter.

Busch, who just turned 23, has three Cup wins (Atlanta, Talladega and Darlington) plus one pole, three victories in the Nationwide Series and two Truck wins.

"We've just been going out and driving as hard as we can every week and really having a lot of fun doing it," said Busch. "We go out and race for wins and race for trophies, but to also get this kind of recognition for what we've been doing is pretty special."

In the voting, Busch took 14 first-place ballots, none lower than third, totaling 142 points. Cup rival Roush Fenway Racing driver Carl Edwards's three victories earned him one first-place vote and 72 points. Danica Patrick, who drives for Andretti Green Racing, whose record-setting first IndyCar Series victory, garnered two first place votes and 51 points in third place, just ahead of Funny Car driver Ashley Force with 49 points.

RED & WHITE WOOD



FRIDAY, MAY 23

After two last-lap passes to win and one of sprint car racing's greatest duels of all-time, defending winner and series champion Donny Schatz returns to The Dirt Track to take on World Finals winners Steve Kinser, Jason Meyers and all of the Advance Auto Parts World of Outlaws superstars in one giant show.

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Time Trials- 7:45 pm



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ASCS PHOTO

BREAKING THROUGH: Jack Dover (53) earned his first American Sprint Cars on Tour triumph Friday night in Oklahoma City.

High Schooler Tops ASCS National Foes

OKLAHOMA CITY — Yet another new face graced O'Reilly American Sprint Cars on Tour National series victory lane on Friday night, as Nebraska's Jack Dover wired the field to top the opening leg of the Red River Shootout at State Fair Speedway.

ASCOT

The 18 year old gunned into the lead at the outset and led all 25 laps en route to his first-career ASCS National Tour triumph aboard Mark and Lori Dover's Eckley-powered 3D Auto Transport No. 53 Eagle. Dover is the 10th different winner in 12 races this season.

"There's that feature win we've been looking for," Dover said.

Scheduled to start third, Dover's first big break came when polesitter Eric Baldaccini was forced to the work area with driveline issues before the green flag.

Dover gunned into the lead at the wave of the green flag and never looked back. Andy Shouse and third-runner Jason Johnson closed in on Dover as lapped traffic began to play a factor, only to have a caution flag wave.

After the race's final interruption set up an eight-lap dash to the checkered flag, Dover cruised to the checkered flag unabated to deliver the perfect birthday gift to crew chief Wayne Priddy as well as an early graduation present to himself.

Set for his high school graduation on Sunday, Dover took the checkered flag a half dozen car lengths ahead of Shouse, with Johnson third.

Zach Chappell and Garry Lee Maier rounded out the top five.

The finish:

Jack Dover, Andy Shouse, Jason Johnson, Zach Chappell, Garry Lee Maier, Wayne Johnson, Danny Jennings, Travis Rilal, Kevin Ramey, Gary Wright, Mike Peters, Eric Baldaccini, Gary Taylor, Koby Barksdale, Donnie Ray Crawford, Kenneth Walker, Nick Smith, Jason Sides, Chris Tarrant, Kathryne Minter, Aaron Berryhill, Joe Wood, Jr., Chris Lloyd.

Tankersly & Berryman Share Honors

Friday

BEAUMONT, Texas — Channin Tankersley earned his second-consecutive American Sprint Car Series Gulf South Region victory by wiring the field in Friday night's 25-lap feature at Golden Triangle Raceway Park.

After starting third, the 17 year old charged into the lead on the backstretch on the opening round and led all the way to top the fifth annual

ASC GULF

John Bankston Memorial aboard Ricky Tankersley's Tim's Engines-powered Griffith Trucking Equipment No. 71 Maxim.

Scottie McDonald finished second, but was disqualified because his car was too light in post-race inspection.

Gary Watson inherited second, with Brandon Berryman, Travis Elliott and Chris Sweeney filling the top five.

The finish:

Channin Tankersley, Gary Watson, Brandon Berryman, Travis Elliott, Chris Sweeney, Brandon Corn, Tommy Bryant, Michael Miller, Michael McNeil, Shawn Mize, David Noker, Rodney Henderson, Bean Elliott, Travis Knighton, Bruce Crockett, Rick Behr, Greg Rilal, Terry Monroe, Scottie McDonald.



RONSKINNERPHOTO.COM PHOTO

WHITE MACHINES: Brandon Berryman (31) races under Greg Rilal (35) at Houston Raceway Park Saturday night.

Saturday

BAYTOWN, Texas — Defending American Sprint Car Series Gulf South Region champion Brandon Berryman picked off his first victory of the year in Saturday night's sixth annual Ronald Laney Memorial 25-lap feature at Houston Raceway Park.

Starting from the pole, Berryman fought off Channin Tankersley the entire distance to snare his fourth-career series triumph aboard the

Johnson Beats Devil's Bowl Rain Shower

MESQUITE, Texas — A three-hour rain delay at Devil's Bowl Speedway Saturday night proved to be well worth the wait, as Jason Johnson came away with his fourth O'Reilly American Sprint Cars on Tour National series victory of the year in the final leg of the Red River Shootout.

Johnson battled past Gary Taylor for the point six laps into the non-stop 25-lapper and fought off Travis

ASCOT

Rilal's late charges to snare his 32nd-career ASCS National Tour feature triumph aboard Lanny Row's Wesmar-powered The Shop Motorsports/Custom Equipment Design No. 41 Eagle.

"There was a time earlier tonight that I don't think anybody thought there was any way we could get this show in, I'm glad we did though," Johnson explained of the torrential downpour and hail storm that hit the speedway at 6:15 p.m., leaving the track and pit area drenched.

But after Lanny Edwards and track crew worked the clay, the first sprint heat race hit the track just before 11:00 p.m., with the checkered flag flying on the feature less than two hours later.

Rilal challenged for the lead during the second half of the race, but Johnson held on.

Rilal settled for second, with Taylor third. Four-time series champion Gary Wright romped from 14th to finish fourth, with Wayne Johnson fifth.

The finish:

Jason Johnson, Travis Rilal, Gary Taylor, Gary Wright, Wayne Johnson, Jack Dover, Danny Jennings, Zach Chappell, Garry Lee Maier, Kevin Ramey, Johnny Miller, Larry Neighbors, Donnie Ray Crawford, Michael Lang, Matt Covington, Skip Wilson, Eric Baldaccini, Kenneth Walker, Billy Melton, Kathryne Minter, Chris Tarrant, Nick Smith, Marvin Lough, Todd Evans.

A LESSON IN HISTORY

presented by

Bondurant High Performance Driving School

A look back at the formative years of racing



CHRIS JONES/IMS PHOTO

BROTHERS: Bobby (left) and Al Unser are the winningest brothers in Indianapolis 500 history.

Brother Combinations Have A Long History At Indianapolis

By GARY LONDON

As in other sports, brother combinations have played an important role in racing history, particularly at Indianapolis Motor Speedway. Before WWII, only three pairs of siblings competed in the Indy 500.

The first was Ralph DePalma, Indy's first real superstar. His brother John raced in only one 500, Ralph's winning year of 1915. He lasted only 41 laps. Ralph had another relative, his nephew Peter DePaolo, who won in 1925.

The next were the three Chevrolet brothers — Arthur, Louis and Gaston. Arthur drove in 1911 and 1916. Louis was a four-time starter. Gaston won in his second try in 1920, becoming the "first" Chevrolet to win at Indy.

Joe Russo finished fifth in 1934, but was killed at Langhorne, Pa., shortly after. His brother Paul was a 14-time starter, finishing fourth in 1957. Joe's son, Eddie, ran at Indy three times.

When George Robson won in 1946, his brother Hal was in the lineup. The next brothers were the Rathmanns. Jim won in 1960 and finished second three times. Dick's best finish was fifth in 1956. He won the pole in 1958.

The most storied brother combo at Indy is the Unseers. It started with Jerry in the 1958 race. He was in the first-lap accident and didn't complete a lap. He was killed in practice a year later.

Bobby Unser won the race three times (in three different decades) in 18 starts. Al Unser has one of the most impressive Indy 500 records. One of three four-time winners, he raced at Indy from 1965 until 1993. Sons of all three Unser brothers have competed in the 500.

Tom Sneva made 18 Indianapolis starts, winning in 1983. His brother Jerry ran five times with a 10th-place finish. Four-time winner Rick Mears raced with his brother Roger, who made two starts.

The Bettenhausen family has a long 500 lineage. Following father Tony's 14 starts, Gary made 21 tries. His best finish was third. Tony, Jr. made 11 starts, finishing seventh in his rookie season.

Pancho Carter and Johnny Parsons are half-brothers who followed their successful fathers. Pancho drove in 17 races with a third-place finish and one pole. Johnny was a 12-time starter with three top 10s.

Bobby and Donnie Allison both interrupted their NASCAR careers to run two Indy's each. Bobby had two DNFs, while Donnie finished fourth and sixth.

Michael Andretti led more laps than any non-winner in 500 history. The only driver in history to race against his father and his son at the Brickyard, he competed against his brother Jeff in three 500s.

Mike and Robbie Groff made six 500 attempts, but never had a top-10 finish, nor did they race in the same event together.

Two brothers currently racing are Buddy and Jacques Lazier. Buddy won in 1996, making 13 races that have been won by someone who had a brother race at the speedway.

The biggest brother boom came in 1981 when three brothers competed in the same race — Don, Bill and Dale Whittington.

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Through The LENS

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DAVID R. UNDERWOOD PHOTO

MARTINSVILLE SPEEDWAY PHOTO

ROCKY RHODES PHOTO

A visual tour through the history of motorsports

TINY LUND

▶ DeWayne Louis Lund was one of the largest race car drivers in history, and he earned his famous nickname "Tiny" in part because of his size.

Lund was born in Iowa in 1929 and ran his first NASCAR race in 1955. He made 303 starts over the next 20 years and posted 54 top-10 finishes. The first of Lund's five victories in NASCAR's big leagues came in the 1963 Daytona 500, a race in which he was a substitute for injured driver

Marvin Panch.

Lund's life came to a tragic end when he was killed in a wild crash at Talladega (Ala.) Superspeedway in 1975.

Lund was named one of NASCAR's 50 Greatest drivers in 1998 and was inducted into the International Motorsports Hall of Fame in 1994.

Featured here (clockwise from top left): Showing off his catch in 1958; Behind the wheel of the No. 16 Pepsi Cola Mercury Cougar; With Bill France, Jr. (left) ready to race in the Aug. 1970 Talladega 500; In victory lane at Lake Hill Speedway in Valley Park, Mo., after a 180-lap feature win; Offering protection to Cale Yarborough (center) with Buddy Baker (left) prior to the 1968 Old Dominion 500 at Martinsville (Va.) Speedway; Waving to fans after a win at Columbia Speedway in 1965; At the track in 1965.

— NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: May 15-18.

Thursday

- "Countdown to All-Star," 12 a.m., Speed
- "NASCAR Now," 12:30 a.m., ESPN2
- "NASCAR Now," 9 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA Chicago, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Dodge Challenger 500 (taped), 12 p.m., Speed
- Classic NASCAR 1996 Tyson-Holly Farms 400, 2 p.m., ESPN Classic
- "Wind Tunnel with Dave Despain," 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 6 p.m., ESPN2
- "NASCAR All-Star '08," 7 p.m., Speed
- Sprint Pit Crew Challenge, 9 p.m., Speed

Friday

- Pit Crew Challenge, 1 a.m., Speed
- "NASCAR Now," 1:30 a.m., ESPN2
- Classic NASCAR: 1992 Savemart Supermarket 300, 3 a.m., ESPN Classic
- NASCAR Craftsman Truck Series practice, 9 a.m., Speed
- Classic Drag Racing: 2003 NHRA Fall Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup All-Star race practice, 12 p.m., Speed
- "NASCAR Live," 3 p.m., Speed
- NASCAR Craftsman Truck Series qualifying, 3:30 p.m., Speed
- NASCAR Sprint Cup All-Star race qualifying, 5 p.m., Speed
- "NASCAR Live," 7 p.m., Speed
- "NCTS Setup," 7:30 p.m., Speed
- NASCAR Craftsman Truck Series N.C. Education Lottery 200, 8 p.m., Speed
- "Trackside," 10:30 p.m., Speed

Saturday

- "NCTS Setup," 12:30 a.m., Speed
- NASCAR Craftsman Truck Series N.C. Education Lottery 200 (taped), 1 a.m., Speed
- Sprint Pit Crew Challenge, 3:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2

TUNE IN TO ...

The annual NASCAR Sprint All-Star Race from Lowe's Motor Speedway at 7 p.m. on Speed.

- "Trackside," 10 a.m., Speed
- "Wind Tunnel with Dave Despain," 11 a.m., Speed
- "NASCAR Live," 12 p.m., Speed
- Sprint Pit Crew Challenge, 12:30 p.m., Speed
- "Tradin' Paint," 2:30 p.m., Speed
- "NASCAR Performance," 3 p.m., Speed
- "NASCAR in a Hurry," 3:30 p.m., Speed
- Indianapolis 500 time trials, 4 p.m., ESPN2
- "NASCAR RaceDay," 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- NHRA Thunder Valley Nationals qualifying, 6:30 p.m., ESPN2
- NASCAR Sprint All-Star Race, 7 p.m., Speed
- "NASCAR Victory Lane," 11 p.m., Speed

Sunday

- NASCAR Sprint All-Star Race (taped), 12 a.m., Speed
- "NASCAR Victory Lane," 4 a.m., Speed
- "All-Star Spotlight," 5 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- Indianapolis 500 time trials, 1 p.m., ABC
- Grand Am Rolex Series from Monterey, Calif., 12 p.m., Speed
- American Le Mans Series from Salt Lake City, Utah, 3 p.m., Speed
- Indianapolis 500 time trials, 4 p.m., ESPN2
- NHRA Thunder Valley Nationals, 6:30 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

— All times Eastern

MOTORSPORTS CALENDAR

- May 14 USAC Regional Midget Series
Anderson Speedway, Anderson, Ind., Midget Cars
- May 15-16 Advance Auto Parts World of Outlaws
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 16 NASCAR Craftsman Truck Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 16 World of Outlaws Late Model Series
Attica Raceway Park, Attica, Ohio, Late Models
- May 16 USAC Mopar Midget National Championship
LaCrosse Fairgrounds Speedway, New Salem, Wis., Midget Cars
- May 16 ASCS Sooner Region
Boyd Raceway, Boyd, Texas, Sprint Cars
- May 16 ASCS Coastal Region
Jackson Motor Speedway, Jackson, Miss., Sprint Cars
- May 16 All Star Circuit of Champions
Beckley Speedway, Beckley, W.Va., Sprint Cars
- May 16 Lucas Oil Late Model Series
Farley Speedway, Farley, Iowa, Late Models
- May 16 O'Reilly POWri National Midget Series
Valley Speedway, Grain Valley, Mo., Midget Cars
- May 16-18 National Hot Rod Ass'n
Bristol Dragway, Bristol, Tenn., Dragsters
- May 16-18 Speed World Challenge Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 17 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 17 Advance Auto Parts World of Outlaws
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- May 17 United Sprint Car Series
Harris Speedway, Harris, N.C., Sprint Cars
- May 17 Grand Am Rolex Series
Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars
- May 17 USAC Mopar Midget National Championship
Slinger Super Speedway, Slinger, Wis., Midget Cars
- May 17 USAC Western Sprint Car Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- May 17 USAC Western Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- May 17 ARCA Lincoln Welders Truck Series
Toledo Speedway, Toledo, Ohio, Stock Cars
- May 17 Lucas Oil Late Model Series
LaSalle Speedway, LaSalle, Ill., Late Models
- May 17 ASA Late Model Series
Iowa Speedway, Newton, Iowa, Late Models
- May 17 ASCS Sooner Region
Cowtown Speedway, Kennedale, Texas, Sprint Cars
- May 17 All Star Circuit of Champions
Tyler County Speedway, Middlebourne, W.Va., Sprint Cars
- May 17 ASCS Sprints on Dirt
South Buxton Raceway, Merlin, Ontario, Sprint Cars
- May 17 ASCS Coastal, Rebel Regions
Southern Raceway, Milton, Fla., Sprint Cars
- May 17 American-Canadian Tour
Airborne Int'l Speedway, Plattsburgh, N.Y., Late Models
- May 17 O'Reilly POWri National Midget Series
Lucas Oil Speedway, Wheatland, Mo., Midget Cars
- May 17 Golden State Challenge
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- May 17 United Racing Company
Selinsgrove Speedway, Selinsgrove, Pa., Sprint Cars
- May 17 Interstate Racing Ass'n
Wilmot Speedway, Wilmot, Wis., Sprint Cars
- May 18 Atlantic Championship
Mazda Raceway Laguna Seca, Monterey, Calif., Atlantic Cars
- May 18 World of Outlaws Late Model Series
Lincoln Speedway, Lincoln, Ill., Late Models
- May 18 American Le Mans Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 18 USAC Mopar Midget National Championship
Rockford Speedway, Rockford, Ill., Midget Cars



STREETER LECKA/GETTY IMAGES PHOTO

YELLOW-WALLED ROAD: The field heads through turn four toward the front stretch during last year's Nextel All-Star Challenge.

MARK IT DOWN!

May 17, NASCAR Sprint Cup Sprint All-Star Race

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

It's a no-holds-bar Saturday night when the best of the NASCAR Sprint Cup drivers take to Lowe's Motor Speedway for the Sprint All-Star Race. The field will be hammer down and gunning for the \$1 million prize at race's end. Last season, Kevin Harvick had one million reasons to smile in victory lane.

- May 18 ARCA RE/MAX Series
Toledo Speedway, Toledo, Ohio, Stock Cars
- May 18 NASCAR Camping World East, West Series
Iowa Speedway, Newton, Iowa, Stock Cars
- May 18 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- May 18 USAC National Sprint Car Series
Anderson Speedway, Anderson, Ind., Sprint Cars
- May 22 USAC National Sprint Car Series
Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
- May 23 Indy Pro Series
Indianapolis Motor Speedway, Indianapolis, Ind., Indy Cars
- May 23 Advance Auto Parts World of Outlaws
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
- May 23 USAC K&N Silver Crown Series
Indiana State Fairgrounds, Indianapolis, Ind., Silver Crown Cars
- May 23 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- May 23 ASCS Midwest Region
Junction Motor Speedway, McCool Junction, Neb., Sprint Cars
- May 23 All Star Circuit of Champions
Lernerville Speedway, Sarver, Pa., Sprint Cars
- May 23-25 International Hot Rod Ass'n
Milan Dragway, Milan, Mich., Stock Cars
- May 24 NASCAR Nationwide Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 24 NASCAR Craftsman Truck Series
Mansfield Motorsports Park, Mansfield, Ohio, Stock Cars
- May 24 Advance Auto Parts World of Outlaws
Virginia Motor Speedway, Saluda, Va., Sprint Cars
- May 24 USAC Mopar Midget National Championship
O'Reilly Raceway Park, Clermont, Ind., Midget Cars
- May 24 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- May 24 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- May 24 ASCS Gulf South Region
Gator Motorplex, Willis, Texas, Sprint Cars
- May 24 ASCS Rebel Region
Green Valley Speedway, Glencoe, Ala., Sprint Cars
- May 24 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- May 24 All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- May 24 Northeastern Midget Ass'n
Monadnock Speedway, Winchester, N.H., Midgets
- May 24 International SuperModified Ass'n
Waterford Speedbowl, Waterford, Conn., Modifieds
- May 24 United Racing Company
Bridgeport Speedway, Bridgeport, N.J., Sprint Cars
- May 24 O'Reilly United Sprint Car Series
Riverside Speedway, West Memphis, Ark., Sprint Cars
- May 24-25 ASCS Northwest Region
Grays Harbor Raceway, Elma, Wash., Sprint Cars
- May 24-25 ASCS Rocky Mountain Region
Thunder Mountain Speedway, Olathe, Ore., Sprint Cars
- May 24-26 Speed World Challenge Series
Lime Rock Park, Lime Rock, Conn., Sports Cars
- May 25 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 26 Advance Auto Parts World of Outlaws
Rolling Wheels Raceway Park, Elbridge, N.Y., Sprint Cars

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



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Mitchell Endures Delay, Hughes Doubles Up During A Busy Weekend

Thursday

MINDEN, La. — It took an extra 13 days, but David Mitchell secured his first USMTS-sanctioned victory when the rain-delayed April 25 event at Champion Park Speedway was completed on Thursday.

When the race resumed, Mitchell charged from his eighth-starting spot, taking the lead two laps after the restart and led the rest of the way.

Rodney Sanders ended up third behind Shane Hebert, who finished second after starting 17th. Hometown favorite Michael Robertson was fourth and Paul White raced from 22nd-starting spot to finish fifth.

The finish:
David Mitchell, Shane Hebert, Rodney Sanders, Michael Robertson, Paul White, Steve Holzkamper, John O. Whittington, Derek Ramirez, Bryan Rowland, Elias Anderson, Dustin Hyde, Tracy Denby, Kyle Pleasant, Jason Hughes, Erik Scott, Jason Armstrong, Tommy Weder, Jr., B.J. Robinson, Jamie Burford, Timothy Culp, Kenny Gaddis, Chris Henigan, Wes Armstrong, David Winslett, Chris Dawson, Randy Timms.

Victor Lee Gets Victory

BROWNSTOWN, Ind. — Defending O'Reilly Battle of the Bluegrass Series champion Victor Lee earned a \$3,000 payday Saturday for winning the 25th Annual Hoosier Dirt Classic at Brownstown (Ind.) Speedway.

Don O'Neal, a multi-time Hoosier Dirt Classic winner, settled for second, while Kevin Claycomb came home third. Zach Carney and Tyrel Todd rounded out the top five.

Lee is on his way to successfully defending his BoB title, extending his point lead over second-place Todd by 122 points.

The finish:
Victor Lee, Don O'Neal, Kevin Claycomb, Zach Carney, Tyrel Todd, Tim Tungate, Derek Fisher, Eric Wells, Cody Mahoney, Rocky Hodges, Joe Janowski, Shawn Negangard, Steve Barnett, David Webb, Greg Johnson, Mike Jewell, Jason Keltner, James Huff, Christian Rayburn, Larry Gray, Scottie Jones, Dick Phillips.

Friday

MANY, La.— Jason Hughes sent a loud-and-clear message Friday night that he is the man to beat on the O'Reilly United States Modified Touring Series Southern Series trail.

The chassis builder from Westville, Okla., took just 12 laps to take the lead from his fifth-row starting spot, and

pocketed the \$2,000 top prize Friday night at Sabine Speedway.

Steve Holzkamper claimed the runner-up position. Tommy Weder, Jr., Paul White and John O. Whittington filled the top five.

The finish:
Jason Hughes, Steve Holzkamper, Tommy Weder, Jr., Paul White, John O. Whittington, Derek Ramirez, Chris Henigan, Bryan Rowland, Lee Patton, Jeremy Ross, Cade Dillard, Scott

Green, Tyler Townsend, Kyle Pleasant, Dustin Hyde, David Mitchell, B.J. Robinson, Morgan Bagley, Timothy Culp, Jamie Burford, Bumper Jones, Shane Hebert, Brett Frazier, Rodney Sanders.

Saturday

MAGNOLIA, Miss.— Jason Hughes collected his third victory in seven starts — and second straight — in Saturday's United States Modified Touring Series Southern

Series event at Pike County Speedway.

Hughes started seventh and patiently worked his way to the front, taking the lead from Tommy Weder, Jr. on the 18th circuit of the three-eighths-mile dirt track.

He led the rest of the way to lead a sweep for Hughes Chassis modifieds, as Weder

finished second, with Scott Green third. Jerry Cassano and Morgan Bagley filled the top five.

The finish:
Jason Hughes, Tommy Weder, Jr., Scott Green, Jerry Cassano, Morgan Bagley, Shane Hebert, Derek Ramirez, Steve Holzkamper, Brandon Kenny, Bryan Rowland, Bumper Jones, Mark Herbert, Paul White, David Ashley, Kevin Dupont, Kyle Pleasant, Dustin Hyde, David Mitchell, Johnny Scott, Richie Ginn, Timothy Culp, Jamie Burford, Gregg Hollingsworth, Rodney Sanders.



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Keeton And Blair Share The Luck

Friday

HATTIESBURG, Miss. — Lucky Keeton scored a clean sweep in the NeSmith Chevrolet Dirt Late Model Series 40-lap event Friday night at Southern Speedway.

Keeton was the fast qualifier, led every lap, and took his first career victory in the crate-late-model series driving the Trak Star Race Cars By Mike Boland Trak Star before a packed house.

Hunter Peacock challenged Keeton early in the race, but the defending and two-time NeSmith Chevrolet Weekly Racing Series West Region champion held the youngster off for the win.

"I've raced here enough to know that I had to go catfishing and cover the bottom

of the race track," Keeton said. "I thought he (Peacock) would go by me on the outside early in the race, but later in the race, I knew he'd wash up the track and I'd get back by him. This has got to be the biggest win of my career, and the one that means the most to me."

Peacock finished second, ahead of Matthew Turner, Mike Boland and Ted Lackey.

The finish:

Lucky Keeton, Hunter Peacock, Matthew Turner, Mike Boland, Ted Lackey, Scott Knowles, Frank Ingram, Jeff Fields, Larry Boutwell, Shannon Lee, Chris Tays, Jim McDuffie, Chip Brindle, Eric Cooley, Curt Lipsey, Chad Wallace, Jay Blair, Jason Hiett, Herman Reynolds, Michael Santangelo, Kody Barber, Billy Riels, Derrick Rainey, Jason Warner.

Saturday

SLIDELL, La. — Jay Blair picked up his first NeSmith Chevrolet Dirt Late Model

Series victory of the season Saturday at his home track, A1 Raceway.

Driving his Mastersbilt chassis, Blair's victory in the 50-lap event was his first top-10 finish in six races this season.

After starting eighth, Blair charged through the field to pass Chip Brindle for the lead on lap 18, and led the remaining 33 laps of the race that was marred by 18 caution flags and took almost an hour and a half to complete.

Brindle fell back to fourth, but rallied to finish second, while Lucky Keeton, Scott Knowles and Derrick Rainey rounded out the top five.

The finish:

Jay Blair, Chip Brindle, Lucky Keeton, Scott Knowles, Derrick Rainey, Hunter Peacock, Larry Boutwell, Tootie Arnold, Matthew Turner, Jason Hiett, Chris Tays, Kerry Vicknair, Jamey Smith, Eric Cooley, Jeff Fields, Michael Santangelo, Frank Ingram, Ted Lackey, Donald Watson, Kaleb Killens, Chad Wallace, Tyler Pitts, Danny Joe Thomas, Marcus Minga, Jason Warner.



CHUCK GONZALEZ PHOTO

SHAKE HERE: Runner-up Beau Slocumb (left) congratulates race winner Jimmy Lang Saturday night at Georgia's Watermelon Capital Speedway.

Johnson Banks \$10,000 Victoria 200 Triumph

VERNON, N.Y. — Danny Johnson used a turn-two pass of leader Pat Ward on lap 159 to take the lead and held on over the final 40 laps with ease for victory in the \$10,000-to-win

Race of Champions Dart Dirt Modified Tour Victoria 200 at Utica-Rome Speedway.

Ward, who had led the race from lap 46 until Johnson's pass, settled for second,

while early-race leader Billy Decker finished third.

Johnson started the race in 12th, but quickly moved toward the front, inheriting fourth place by lap 15.

"I think my car was just a little better than his balance-wise, but not much," said Johnson. "We were alongside of him at least 10 times before I finally got past him there in traffic with 40 laps to

go."

Tim Fuller charged over the second half of the race to finish fourth and Willy Decker was fifth.

The finish:

Danny Johnson, Pat Ward, Billy Decker, Tim Fuller, Willy Decker, Bobby Varin, Jimmy Phelps, Brett Hearn, Rick Laubach, Matt Sheppard, Stewart Friesen, Steve Paine, Frankie Caprara, Ryan Phelps, Andy Bachetti, Ronnie Johnson, Jack Johnson, Jimmy Davis, Dave Camara, Jeff Rudalavage, David Van Horn, Larry Wight, Gary Tomkins, Brian Weaver, Jackie Brown, Jr., Steve Hulsizer, Paul Kinney, AJ Romano, Gus Schmidt, Jr., Dale Planck, Mike Colsten, Billy Van Pelt.

Lang Orbits Watermelon For Southern ASA Score

CORDELE, Ga. — Under threatening Georgia nighttime skies, once Jimmy Lang took the lead on lap 17 of the

Watermelon Bowl 100 at Watermelon Capital Speedway Saturday, he was on his own planet.

Lang went on to a convincing 3.607-second win over home-

town favorite, Beau Slocumb and new rookie-of-the-year point-leader David Odell. It was Lang's third ASA Late Model Southern Division feature victory in as many starts.

Colt James and Dustin Dunn rounded out the top five.

The finish:

Jimmy Lang, Beau Slocumb, David Odell, Colt James, Dustin Dunn, Max Gresham, Justin Larson, Blake Lehr, Gene Kirila, Jeremy Gerstner, Chad Pierce, John Gerstner, Roger Delp, Billy Chancy, Michael Pilla, Casey Caudill, Will Hanna, Rob Partello, Kyle Eastham.

Warren Ends Two-Year Modified Drought

ALBANY, Ky. — The Battle of the Bluegrass DirtCar Series Open Wheel Modified division returned to action after a four-week layoff, with Kelly Warren tak-

ing the victory at Clinton County Speedway Saturday night.

Warren won for the first time since 2006, holding off defending series champion Joey Kramer for the \$1,500 score.

Don Adams, Tim York, and Skylar

Marlar completed the top five.

The finish:

Kelly Warren, Joey Kramer, Don Adams, Tim York, Skylar Marlar, Mick Sansom, Josh Coffey, Valis Smedley, Robert Potter, Matthew Hopper, Tommy Gregory, Jeff Johnson, Wayne James, Robbie Gullion, Brandon Green, Shawn Tolson, Bryan Barber, J.J. Patterson, Lonnie Gregory, Keith Denny.

Cabral Rules Waterford

WATERFORD, Conn. — Randy Cabral is now two-for-two after a dominating performance in the Northeastern Midget Ass'n 25-lap feature Saturday night at Waterford

Speedbowl. Grabbing the lead from Joey Payne, Jr. on a lap-two restart, Cabral absolutely ran away from the field in the Bertrand No. 47. Only a yellow with 12 to go delayed Cabral's rush to victory. He again powered away from Payne.

"Pretty good," understated Cabral who had a half

straightaway on Bobby Santos III at the checkered flag.

Santos cleared his sister Erica on the last restart and took second from Payne with three laps remaining. Payne, Erica Santos and Greg Stoehr completed the top five.

It was the 15th-career win for Cabral, tying him with Joey Coy, one of his "all-time heroes. I grew up watching Joey Coy. I idolized Joey Coy and to tie him is unbelievable."

The finish:

Randy Cabral, Bobby Santos III, Joey Payne, Jr., Erica Santos, Greg Stoehr, Adam Cantor, William Wall, John Zych, Jr., Mark Irving, Chris Leonard, Jeremy Frankoski, Paul Scally, Paul Luggelle, Shawn Torrey, Nokie Fornoro, Kevin Park, Kelly Farrell, Lee Bundy, Mike Horn.

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MARK FUNDERBURK PHOTO

PUSHING THE CUSHION: Eventual winner Daryn Pittman (21) rides the cushion while battling Danny Lasoski Friday night at 34 Raceway in Iowa.

Outlaws Sweep Up In IRA Competition

WEST BURLINGTON, Iowa — Daryn Pittman made the most of a rainout, as the World of Outlaws driver changed his initial plans for the night and headed toward southeastern Iowa's 34 Raceway, which was hosting the Bumper to Bumper IRA Outlaw Sprint

IRA SPRINTS

Series.

Thirty-five cars, including six World of Outlaw regulars tackled the well-manicured three-eighths-mile dirt track, with Pittman coming up with a clean sweep of the event.

Ricky Logan led from the green flag, but surrendered the point to Danny Lasoski on lap 13. After Kaley Gharst crashed on lap 17, Lasoski led Pittman

and Sam Hafertepe, Jr. on the restart. Pittman challenged Lasoski and took the lead on lap 22.

Despite a final yellow flag on lap 25, Pittman held off Lasoski, who steered Guy Forbrook's No. 5, for the victory.

Terry McCarl claimed third, with Hafertepe and Lucas Wolfe completing a

sweep of the top five for WoO regulars.

Earlier in the night, Pittman set a track record (12.461 seconds) in qualifying and won his heat race.

The finish:

Daryn Pittman, Danny Lasoski, Terry McCarl, Sam Hafertepe, Jr., Lucas Wolfe, Ricky Logan, Billy Balog, Mike Reinke, Skip Jackson, Scotty Neitzel, Steve Meyer, John Haeni, Scott Uttech, Kim Mock, Ryan Irwin, Josh Schneiderman, Dave Uttech, Mike Moore, Kaley Gharst, Billy Alley, Bobby Mincer, Matt Rogerson.

Walker Nips Kaeding In Slide-Job Tussle

By GARY THOMAS

TULARE, Calif. — In the world of sprint-car racing, few drivers are more exciting than Tyler Walker and Tim Kaeding.

The pair always seem to get that little bit extra out of their machines and both were at it again Saturday night at Tulare Thunderbowl Raceway, as Walker outlasted Kaeding for his second Golden State Challenge Series triumph of the season.

"I just can't say enough about this SC Motorsports team," Walker said. "Lee and the guys have this thing running phenomenal and I'm so happy to be able to race out here with guys like Tim Kaeding. The track was awesome tonight and it gave us a chance to really do some racing."

Brent Kaeding led the first eight laps, but his son, Tim, took control on lap nine. Father battled back to lead lap 10, but Tim reclaimed the spot on lap 11.

Walker took second from Brent Kaeding on lap 12 and the battle was on. Walker took the lead on lap 19, but a yellow flag slowed the pace on lap 22.

Over the final eight laps of the third-mile oval, Walker and T. Kaeding traded slide job after slide job as the crowd cheered with approval.

Walker claimed the victory, with Tim Kaeding holding on for second. Brent Kaeding, Craig Stidham and Bud Kaeding rounded out the top five.

Walker claimed the victory, with Tim Kaeding holding on for second. Brent Kaeding, Craig Stidham and Bud Kaeding rounded out the top five.

The finish:

Tyler Walker, Tim Kaeding, Brent Kaeding, Craig Stidham, Bud Kaeding, Tommy Tarlton, Ronnie Day, Jonathan Allard, Stephen Allard, Evan Suggs, Mike Henry, Garrett Ishii, Danny Faria, Jr., Jon Maiwald, Mark Workentine, Charlie Louden, Brent Bjork, Mike Mossi, Brandon Carey, Jason Statler, Dan Simpson, Greg Bardonnex, Ken Fredenburgh.



SHANE MUIR PHOTO

TWO GROOVES: Tyler Walker (24) dives under Tim Kaeding during Saturday's Golden State Challenge Series sprint-car race at Thunderbowl Raceway in Tulare, Calif.

Davis Captures Third Canyon Victory

CASA GRANDE, Ariz. — Charles Davis, Jr. took advantage of Jeremy Sherman's ill fortune to capture his third victory in the ASCS Canyon Series Canyon Region triumph of the year as the series made its first stop of the season at Central Arizona Raceway Saturday night.

Davis assumed the point with just a handful of laps remaining before reaching the checkered flag aboard the Don Ott-powered Massey Motorsports/Rod End Supply No. 50 DRC chassis.

Davis spent the bulk of the feature event chasing defending series champion Sherman, who took command early after starting third. However, Sherman was forced to the work area with a flat left-rear tire.

Davis took the checkered flag in front of Josh Pelkey, with Mike Martin racing into third after starting tenth. Justin Fisher and R.J. Johnson rounded out the top five.

The finish:

Charles Davis, Jr., Josh Pelkey, Mike Martin, Justin Fisher, R.J. Johnson, Thomas Ogle, Andrew Reinbold, Jeremy Sherman, Jeff Slinkard, Bobby Taylor, Stevie Sussex, Derek Sell, Jody Wirth, Adam Wirth, Mike Leslie, Nathan High, Derek Williams, Steve Tellas, Bernie Smith, Jeremy Reagles.

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| Jan. 18-20 | MotorSports Race Car Show 2008 • Atlantic City Convention Center • Atlantic City, NJ |
| Feb. 23 | Arena Racing • Cricket Arena • Charlotte, NC |
| Feb. 29-March 2 | Speedway Expo • The Big E • Springfield, MA |
| March 15-16 | Food City 500 • Bristol Motor Speedway • Bristol, TN |
| April 13 | Kentuckiana Ford Dealers ARCA 200 • Salem Speedway • Salem Indiana |
| April 18 | Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC |
| April 20 | Rich Vogler Classic • Winchester Speedway • Winchester, IN* |
| May 4 | ARCA/RE-MAX Series • Rockingham Speedway • Rockingham, NC |
| May 9-10 | SUPER CLEAN Diamond Nationals • Lucas Oil Speedway • Wheatland, MO |
| May 16 | NHRA O'Reilly Thunder Valley Nationals • Bristol Dragway • Bristol, TN |
| May 17 | NASCAR Sprint All-Star Challenge • Lowe's Motor Speedway • Concord, NC |
| May 17 | ARCA Lincoln Welders Truck Series • Toledo Speedway • Toledo, OH |
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| May 18 | ARCA RE/MAX Series • Toledo Speedway • Toledo, OH |
| May 23 | World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC |
| May 24-25 | NASCAR • Lowe's Motor Speedway • Concord, NC |
| May 30 | Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI* |
| June 4 | Prelude to the Dream • Eldora Speedway • New Weston, OH |
| June 6-7 | 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH |
| June 22 | Iowa Corn Indy 250 • Iowa Speedway • Newton, IA |
| July 5 | UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN |
| July 9 | Brad Doty Classic • Limaland Motorsports Park • Lima, OH |
| July 11 | Knight Before the Kings Royal • Eldora Speedway • New Weston, OH |
| July 12 | Kings Royal • Eldora Speedway • New Weston, OH |
| July 18 | Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL |
| July 19 | NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL |
| July 19 | NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN* |
| July 24-26 | Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN |
| Aug. 4 | Musco Lighting Front Row Challenge • Southern Iowa Speedway • Oskaloosa, IA |
| Aug. 5 | Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA |
| Aug. 6-9 | Knoxville Nationals • Knoxville Raceway • Knoxville, IA |
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| Aug. 22-23 | NASCAR • Bristol Motor Speedway • Bristol, TN |
| Aug. 29-30 | WoO • Skagit Speedway • Alger, WA |
| Oct. 8 | Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC |
| Oct. 9-11 | NASCAR Sprint Cup • Lowe's Motor Speedway • Concord, NC |
| Oct. 12 | Winchester 400 • Winchester Speedway • Winchester, IN* |
| Oct. 17-19 | IHRA • Rockingham Dragway • Rockingham, NC |
| Oct. 30-Nov. 1 | Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC |
| Nov. 1 | Adam Petty Memorial All America CRA 400 • Music City Motorplex • Nashville, TN |
| Dec. 26-27 | Rumble in Ft. Wayne • Allen County Memorial Expo Center • Ft. Wayne, IN |

* Grassroots Tour event operated by track and series

** All races, names, and locations are subject to change at the discretion of the GRT Managers.

RACE REWIND

NASCAR SPRINT CUP

Race 11 of 36: Dodge Challenger 500, Saturday, May 14
Darlington Raceway, Darlington, S.C.

FINAL RESULTS

FIRST



Kyle Busch

SECOND



Carl Edwards

THIRD



Jeff Gordon

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	6	18	Kyle Busch	M&M's Indiana Jones Toyota	367	\$313,700	Running
2	36	99	Carl Edwards	Clartin Ford	367	241,850	Running
3	8	24	Jeff Gordon	DuPont Chevrolet	367	194,236	Running
4	2	88	Dale Earnhardt, Jr.	Mountain Dew/AMP Chevrolet	367	138,100	Running
5	15	6	David Ragan	AAA Insurance Ford	367	123,375	Running
6	34	17	Matt Kenseth	DeWalt NANO Ford	367	146,016	Running
7	21	11	Denny Hamlin	FedEx Ground Toyota	367	131,941	Running
8	24	28	Travis Kvapil	Lafayette Ford Ford	367	121,789	Running
9	13	22	Dave Blaney	Caterpillar Toyota	367	111,283	Running
10	12	31	Jeff Burton	AT&T Mobility Chevrolet	367	134,858	Running
11	25	26	Jamie McMurray	Crown Royal Ford	367	95,925	Running
12	5	2	Kurt Busch	Miller Lite Dodge	367	87,650	Running
13	3	48	Jimmie Johnson	Lowe's Chevrolet	367	137,061	Running
14	22	1	Martin Truex, Jr.	Bass Pro Shop Chevrolet	367	116,383	Running
15	38	07	Clint Bowyer	Jack Daniel's Chevrolet	367	99,750	Running
16	27	8	Mark Martin	U.S. Army Chevrolet	367	117,908	Running
17	9	66	Scott Riggs	State Water Heaters Chevrolet	367	99,008	Running
18	10	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	367	119,011	Running
19	30	44	David Reutimann	UPS Toyota	367	81,300	Running
20	33	38	David Gilliland	Freecreditreport.com Ford	367	97,333	Running
21	4	20	Tony Stewart	Home Depot Toyota	366	125,061	Running
22	42	9	Kasey Kahne	Budweiser Dodge	366	109,091	Running
23	19	42	Juan Pablo Montoya	Wrigley's Big Red Dodge	366	107,183	Running
24	37	55	Michael Waltrip	NAPA Auto Parts Toyota	365	86,008	Running
25	28	83	Brian Vickers	Red Bull Toyota	365	76,950	Running
26	31	96	J.J. Yeley	DLP HDTV Toyota	365	84,675	Running
27	26	84	AJ Allmendinger	Red Bull Toyota	364	72,475	Running
28	18	00	Michael McDowell	Brain Cancer Action Week Toyota	364	85,872	Running
29	16	01	Regan Smith	Principal Financial Group Chevrolet	363	82,625	Running
30	20	21	Bill Elliott	Motorcraft Ford	363	92,795	Running
31	17	78	Joe Nemechek	Furniture Row Racing Chevrolet	363	71,200	Running
32	39	41	Reed Sorenson	Target Dodge	362	98,239	Running
33	40	7	Robby Gordon	Jim Beam Dodge	361	79,800	Running
34	14	40	Sterling Marlin	Dodge Challenger Dodge	350	78,725	Running
35	29	5	Casey Mears	Kellogg's/Carquest Chevrolet	341	88,475	Running
36	41	15	Paul Menard	Menards/Nibco Chevrolet	340	78,325	Running
37	32	12	Ryan Newman	Alltel Dodge	295	112,200	Running
38	23	77	Sam Hornish, Jr.	Mobil 1 Dodge	270	115,475	Running
39	11	29	Kevin Harvick	Shell/Pennzoil Chevrolet	265	116,711	Running
40	43	10	Patrick Carpentier	LifeLock Dodge	261	69,625	Engine
41	35	45	Kyle Petty	Marathon American Spirit Dodge	250	69,500	Running
42	7	19	Elliott Sadler	McDonald's Dodge	247	95,750	Running
43	1	16	Greg Biffle	3M Ford	234	83,164	Engine

RACE STATISTICS

Race time: 3 hours, 34 minutes, 19 seconds
Average speed: 140.350 miles per hour
Victory margin: 3.115 seconds
Caution flags: Eight for 31 laps
Lead changes: 35 among 15 drivers
Lap leaders: Greg Biffle 1; Dale Earnhardt, Jr. 2-16;
Kyle Busch 17-39; Biffle 40-59; Kurt Busch 60; Travis
Kvapil 61-62; Matt Kenseth 63-64; Kasey Kahne 65; J.J.
Yeley 66; Patrick Carpentier 67-69; David Gilliland 70;
Kyle Busch 71-109; Biffle 110-121; Jeff Gordon 122;
Denny Hamlin 123; Carpentier 124; Kyle Busch 125; Biffle
126-127; Kyle Busch 128-140; Biffle 141; Earnhardt 142-
159; Biffle 160-193; Martin Truex, Jr. 194-201; Earnhardt
202; Kenseth 203; David Ragan 204-205; Jamie
McMurray 206-208; Biffle 209-233; Truex 234-236;
Hamlin 237-250; Gordon 251-269; Kyle Busch 270-280;
Gordon 281-284; Kyle Busch 285-302; Earnhardt 303;
Kyle Busch 304-367.

TALK OF TIME TRIALS

Greg Biffle won the pole after posting a 179.442 mph lap in qualifying, breaking Ward Burton's previous record of 173.797 mph set March 22, 1996.

STANDINGS

FIRST



Kyle Busch

SECOND



Jeff Burton

THIRD



Dale Earnhardt, Jr.

Top 12

1. Kyle Busch	1,690	7. Carl Edwards	1,400
2. Jeff Burton	1,611	8. Tony Stewart	1,397
3. Dale Earnhardt, Jr.	1,556	9. Kevin Harvick	1,396
4. Denny Hamlin	1,500	10. Jeff Gordon	1,326
5. Clint Bowyer	1,490	11. Greg Biffle	1,308
6. Jimmie Johnson	1,442	12. David Ragan	1,266



PHIL CAVALI PHOTO

WEAR AND TEAR: Kyle Busch's Toyota Camry shows the effects of a wall-banging victory Saturday night at Darlington (S.C.) Raceway.

Another Busch Blast

By JOHN CLAYTON
STAFF WRITER

DARLINGTON, S.C. — With the likeness of action hero Indiana Jones adorning his hood, Kyle Busch set out upon a wall-smacking, lug-nut missing, brake-failing 500 miles Saturday night at the fabled Darlington Raceway.

And Busch's latest adventure ended with his third Sprint Cup victory of the season and his first in the Dodge Challenger 500.

For Busch, who has become NASCAR's resident villain more than a Jonesian action hero thanks to a recent scrape with Dale Earnhardt, Jr., the victory was unique. Though he had the dominant car for most of the night, he did not have a dominant race.

"To win here at a place that's so hard, whether it's the old asphalt, the new asphalt, the regular car, the new car," Busch said, "it's just unbelievable the way this race goes about — the way things happened tonight."

The newly resurfaced 1.33-mile speedway gave up faster speeds, including a track record for pole-sitter Greg Biffle, but that did not mean the "track too tough to tame" would be any less a test for drivers.

Biffle led for 95 laps before engine problems forced him from the race at lap 234 and to a last-place finish.

"It is really frustrating," Biffle said. "I've just become accustomed to expecting it because it's just week after week, it's something — something breaks, something falls off...I know everybody is trying their hardest...It's just really frustrating."

With Biffle out, Busch was left with the best car, but not without problems of his own. Busch led 169 laps, but also spent a good portion of the race climbing back to the front after being penalized for a missing lug nut after a pit stop on lap 140.

Busch restarted 29th, but had rejoined the leaders — a contingent that included nine-time Darlington winner Jeff Gordon, Earnhardt and Carl Edwards — by lap 250.

At lap 270, Busch passed Gordon to retake the lead. After several exchanges of the point among Busch, Gordon and Earnhardt, Busch took over for good on lap 304, leading the



AUTOSTOCK IMAGES PHOTO

THRICE AS NICE: Kyle Busch enjoys his third Sprint Cup triumph of the season Saturday at Darlington (S.C.) Raceway.

remaining 60 laps without being seriously challenged — except by Darlington's turn-four wall, which Busch hit no fewer than five times, once while leading in the waning laps of the race.

"A year, or two years ago, I probably would have just thrown my hands up and wrecked the thing (after the penalty), but I'm getting smarter — not much, but just that much smarter," said Busch, holding up his finger and thumb an inch or so apart. "I know that we've still got a long race. If it would have happened with 30 laps to go, I would have been junk. I would have probably folded it in half. Fortunately, it was still a long enough way to go."

"Knowing there was time to rebound from it, I just kind of laid back, stayed cool, tried to maneuver my way through traffic and do the best I could."

Edwards, who rebounded from early-week struggles, found enough speed to drive the No. 99 Ford Fusion to a second-place finish. Edwards and Busch share the Sprint Cup lead in victories this season with three apiece.

"Kyle had the fastest car — I mean, he was pretty much unbeatable tonight," Edwards said. "To finish second, beat the rest of the field, that's pretty good from where we came from. I'm very proud of my guys for rebounding on pit road."

Busch also extended his points lead to 79 over second-place Jeff Burton, who finished 10th. Earnhardt, who finished fourth, is third in points, 134

behind Busch.

The third-place finish moved Gordon into the top 12 in point standings, up three spots to 10th.

Gordon, who struggled through a long stretch and already has three uncharacteristic DNFs this season, said his third-place finish shows marked improvement by his No. 24 DuPont Chevrolet team, but there is still more room to grow.

"We've been doing everything we can, testing, trying to figure it out with all the tools that we have at Hendrick Motorsports," Gordon said. "We're still missing a little something and that we're going to keep working on."

Behind Gordon and Earnhardt, David Ragan drove his Ford Fusion to a season-best fifth-place finish, ahead of teammate Matt Kenseth, and gave Roush-Fenway three of the top-six spots. Denny Hamlin, Travis Kvapil, Dave Blaney and Burton rounded out the top 10.

But Darlington belonged to Busch, who became the track's youngest victor and now has eight victories this season in NASCAR's top three series. He has also won at least one race on some level for six-straight weeks.

"I wouldn't say that I'm not impressed with what I've done — and I'm very grateful and humble that I've been able to win six weeks in a row," he said. "Hopefully, in the next couple of weeks, you know, I can go to Charlotte next week. I can either win a truck race or the All-Star Race or both."

"That would be awesome."



HHP/HAROLD HINSON PHOTO

SOLD OUT: Darlington (S.C.) Raceway was sold out for the fourth-consecutive year Saturday night.

Sellout Crowd At Darlington

By **JOHN CLAYTON**
STAFF WRITER

DARLINGTON, S.C. — For the fourth-straight year, Darlington Raceway had a sellout crowd for Saturday's Dodge Challenger 500.

"The staff at Darlington Raceway has worked harder than ever to reach a sellout crowd for the 2008 Dodge Challenger 500," Darlington Raceway President **Chris Browning**

NASCAR NOTES

said Friday. "Four-consecutive sellout crowds for the Dodge Challenger 500 shows the overwhelming support we receive from NASCAR fans in South Carolina, the United States and around the world."

■ **Greg Biffle's** qualifying lap of 27.405 seconds (179.442 mph) broke **Ward Burton's** previous track record of 28.295 seconds (173.797 mph), set March 22, 1996. Burton's lap, laid down during the first qualifying session during Darlington's last repaving, was the longest standing qualifying record at an active, non-restrictor-plate track. The top 41 times for Sunday's Dodge Challenger 500 topped Burton's speed.

■ Professional baseball, basketball and the NFL have their "throwback" uniforms.

Darlington Raceway is becoming home of the "throwback" paint scheme with three cars sporting retro schemes for Saturday night's Dodge Challenger 500.

The No. 21 Wood Brothers Ford, driven by former NASCAR champion **Bill Elliott**, sported the red and white with gold numerals Motorcraft scheme made famous by **David Pearson** with nine Darlington victories. **Dale Earnhardt, Jr.'s** No. 88 Hendrick Motorsports Chevrolet ran circa-1980s Mountain Dew paint scheme in lieu of its usual Amp Energy Drink colors.

The most interesting of the trio may have been the No. 28 Lafayette Ford-sponsored Yates Racing Fusion driven by **Travis Kvapil**. The sometimes unsponsored car paid homage to **Frank Lorenzen's** circa-1960s race car, which carried the Fayetteville, N.C., dealership as a Darlington sponsor during Lorenzen's meteoric career. The off-white scheme with blue numerals and stark, old-school lettering included engine specs (358 c.i.) and horsepower rating (845 hp) on the hood.

Kvapil (eighth) and Earnhardt (fourth) both earned top-10 finishes, while Elliott finished 30th.

■ **Michael McDowell** was the highest-finishing rookie at 28th. McDowell's No. 00 Toyota carried a paint scheme honoring **Max Helton**, the former Motor Racing Outreach head who died last month.

It was the first time McDowell, who took over the No. 00 when **David Reutimann** moved to the No. 44 to take over for the retiring **Dale Jarrett**, has finished highest among Raybestos Rookie of the Year candidates.

"It's just going to takes us a little bit of time to get going, but I think we're heading in the right direction,"

McDowell said. "It wasn't bad, but I feel bad for the (team). They deserve to run better...We're just going to keep plugging away. It's not easy by any means, and I knew it wasn't going to be."

In addition to Helton, McDowell's car paid tribute to the driver's late mother, **Tracy**, with a "Love You Mom" logo on the rear of the car.

■ **Kyle Busch** became the 43rd different race winner at Darlington — and the youngest. At 23 years, eight days, he is nine months and eight days younger than **Terry Labonte** was when he won here in on Sept. 1, 1980.

■ Among the subplots to the Darlington race weekend was the "yaw" of **Carl Edwards's** No. 99 Ford Fusion. Some drivers, including **Jeff Gordon**, have complained that the Roush team has done too much to turn the rear tires, creating a slant or "yaw" to the race car that makes it easier to turn in the corners.

So, when the third-place Gordon joined the second-place Edwards in the media center for the post-race interview, Edwards took a good-natured jab at Gordon.

"So, did you get a good look at my rear end out there?" Edwards asked. Gordon laughed.

"I couldn't help it. They (the media) kept asking me about it," he responded.

■ A contingent of drivers' mothers was on hand during prerace ceremonies to give the command, "Sons, start your engines."

Lady In Black Still Has Her Legendary Bite

DARLINGTON, S.C.

So, "The Lady In Black" had a little work done, if you know what I mean.

Hey, there's nothing wrong with that — a tuck here, a lift there. Oh, then there's that monstrous shot of Botox she got to smooth away those timelines and fill in those unsightly blemishes.

It's all good. After all, she's hitting 50-something, and a girl's gotta do what a girl's gotta do, right?

But Darlington Raceway isn't your typical girl, either, so any noticeable change is going to bring with it some whispers and a little gossip.

The biggest change the latest upgrade brought to the venerable speedway was speed. There was more of it — from record-breaking pole-sitter **Greg Biffle**, to **Carl Edwards** and especially Saturday night's race winner, **Kyle Busch**.

Biffle's new qualifying record bested the 12-year-old mark of **Ward Burton's** by nearly six miles per hour. The new mark of 179.442 miles per hour is the first to come since Darlington was repaved as part of a package of major upgrades for the facility that came about last year. Not surprisingly, Burton's record also came after the track was repaved.

But speed isn't all "The Lady" is about. She's always been kind of fast. But there's more to her than that, and that's what nobody wants to see disappear in all the handiwork.

"I like this track, and the reason I like it so much is because it seems like the driver can make a pretty big difference," said Edwards, who finished second to Busch. "I was a little nervous about the surface because I felt like that took a little bit of it away."

Edwards is right. Drivers do make a difference at Darlington — that's why **Jeff Gordon** has won here seven times and **David Pearson**, always smooth and cool, won here nine times. It is why **Busch** won here and Edwards will.

She brings out the best in the best — and that's a good thing.

During Saturday's Dodge Challenger 500, drivers found pass-

ALL THE MARBLES



JOHN CLAYTON

ing lanes tough to locate on the green surface. And speaking of green, after two early cautions, there were 128 laps of green-flag racing before debris caused a yellow flag at lap 141. Tires weren't chewed up like some junkyard dog's old toy.

That's not very Lady-like. But I'm not worried. She's still Darlington.

If there's any question about it, just ask **Busch**, who won the race, but earned his Darlington Stripes in spades to do it. Or ask **Gordon**, who got to watch **Busch** earn every one of them.

"I can't tell you how many times he tried to give this race away by slamming the wall," Gordon said. "His right side was destroyed."

That's our girl.

"I saw some of the characteristics of the old Darlington tonight — like getting into turn three, even though you could carry good speed into turn three, get to the middle, the front end would take off to the wall," said Gordon. "You didn't know if you were going to hit it. I saw plenty of people that hit it."

Now, it's just a question of a little more age on that famed black surface, and it'll be just like old times.

"I was thinking they should invite people from all over South Carolina to come and drive on this race track all year round, every day they want, try to get this surface wore out a little bit," said Edwards. "It'd be a great promotion."

It's hard to please everybody all at once, women know that.

But the important thing is that Darlington, which was so close to losing both its Sprint Cup dates just five years ago, has four-straight sellouts to its credit and the support of drivers such as **Gordon**, **Edwards**, **Biffle** and **Tony Stewart**.

The upgrades were necessary to keep the aging Lady fresh, but she's always Darlington.

"You can drive a lot of different ways," said Gordon. "It's still the Darlington of old in how you have to do that."

UP NEXT

Lowe's Motor Speedway

Concord, N.C.

Track specs

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

Sprint Cup Race

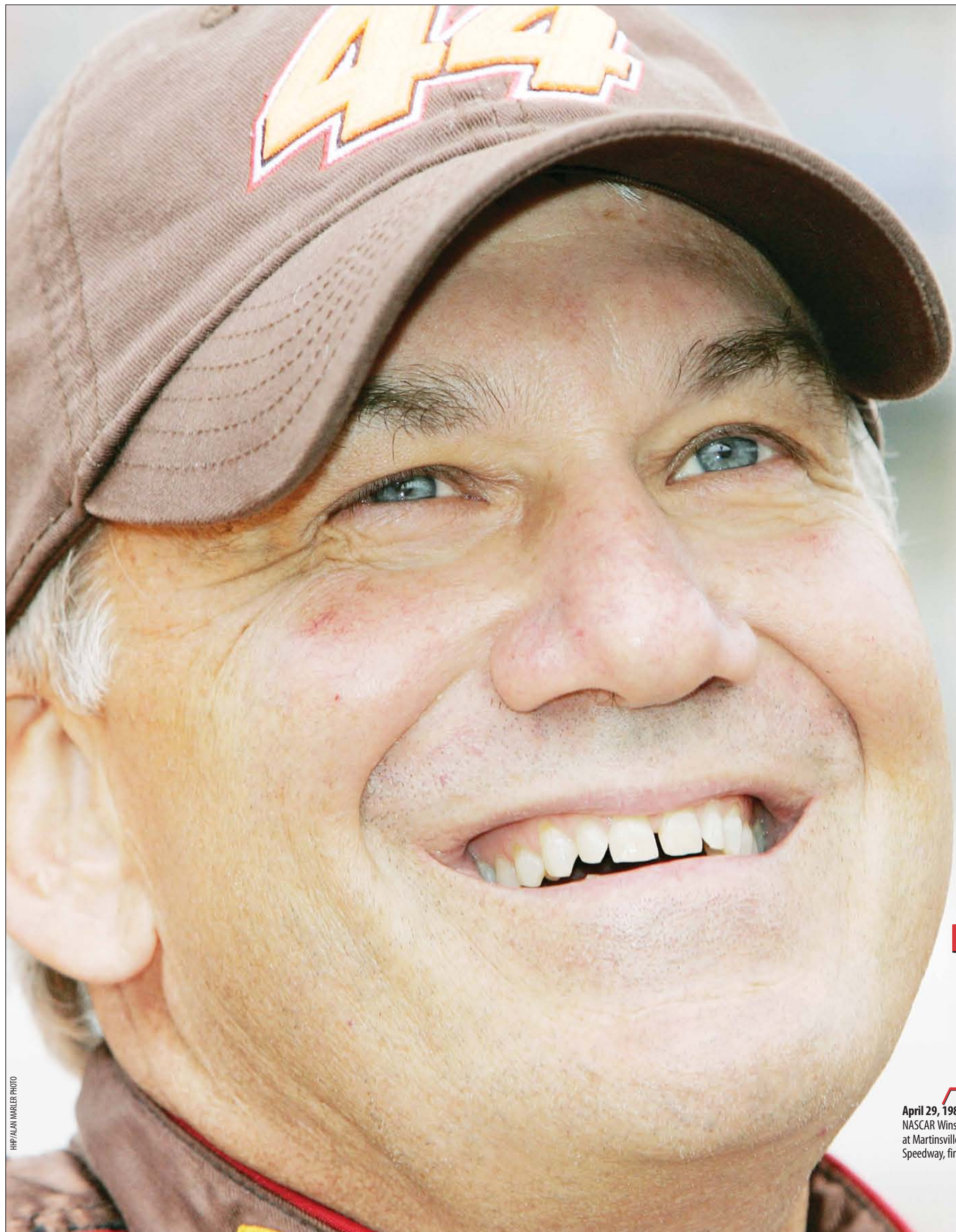
Sprint All-Star Race,
7 p.m. Saturday, Speed

Start/finish Pit road

Web site:
lowesmotorspeedway.com

Tickets:
800-455-FANS
Address:

P.O. Box 600, Concord, NC 28026



Dale Jarrett's NASCAR Career Has Been

ALMOST PERFECT

Dale Jarrett considers his final race at Bristol Motor Speedway in March as the last race of his NASCAR Sprint Cup career.

But it won't be the last time Jarrett goes to battle in a race car against Cup competition. That will come in Saturday's Sprint All-Star Race at Lowe's Motor Speedway and it gives Jarrett a chance to say farewell to those that matter the most.

By BRUCE MARTIN
NSSN CORRESPONDENT

"The All-Star Race is an opportunity to say goodbye to the fans," Jarrett said. "The fans that you see come to that All-Star event are the fans that really make up what this sport is about. That is really my opportunity to get in front of a huge crowd in a place that means a lot to me. When I looked at what UPS needed from me for this year and what their wishes were, I was the one that threw the All-Star Race in there, simply for the fact that if we would have not qualified for the final race on our schedule and I would have gone out there and had some type of problem and not made this race — how do you want to finish like that? I figured the All-Star Race, I'm in, and that was kind of an insurance policy there.

"Even though I know that after the All-Star Race that I won't get back in a race car again, this is really the competition side of me and the competitor inside of me knows that the Bristol race was the last time I'll compete with a lot on the line. I think the emotions are much greater."

Jarrett parked his race car and moved into the broadcast booth where he is the color analyst for ABC/ESPN telecasts of the NASCAR Nationwide Series. He will serve in that same role when the network takes over Sprint Cup telecasts, beginning with the AllState 400 at the Brickyard at the end of July.

"It's almost as if my broadcasting career has come full circle to my racing career because two of my biggest moments came at the Brickyard," Jarrett said.

Jarrett drove to victory at Indianapolis Motor Speedway in the 1996 and 1999 Brickyard 400s, and won three Daytona 500s and the 1999 Cup championship.

"It's one of the major things that happened to me and my career," Jarrett said of his championship. "I feel very, very fortunate that I had that time in my life and my career; that I not only won a title but battled for three or four others. I knew what that was like. I knew what it was like to lose one and come close to winning, and I knew what it was like to get out front and hold that lead for an entire season in 1999.

"That's a very special memory."

Although Jarrett had instances when he was involved in a dust-up on the race track and carried over his displeasure into the garage area, those occurrences were rare. He evolved into an elder statesman in the sport and is prepared to take that experience and insight into the broadcast booth.

"So far, I've been very fortunate that ESPN has put me in a position to work with people that I've known for a long time like Jerry Punch and Andy Petree.

"I'm talking about something I know about, so it's not that hard. I've tried to keep it as simple as I can and inform the fans of something that might not be totally obvious to them."

He hopes to keep the respect of his fellow drivers when he has to criticize them during future telecasts.

"That's tough, but I hope they understand there are always two sides to the story," Jarrett said. "When you see things on TV, they do look different from what happens inside the race car and as I get into those situations that they hear me say that. I'll try to give them the benefit of the doubt as much as possible, but I have a job to say what I see. I know how difficult it is to drive these race cars and try to win races, but I hope they understand I have to be critical at times, too.

"They can come to me if they see something different, or if I say something that gets to someone, I'll go to them and tell them I hope they understand that."

This will be the second time in Jarrett's life that he will follow his father's career path. Ned Jarrett was a champion race driver in 1961 and 1965, but retired in 1966. He went on to a successful career in the broadcast booth for MRN, ESPN and CBS.

"My dad tried to keep it as simple as possible in the broadcast booth," Jarrett said. "He was himself and didn't come up with words and phrases that people didn't understand; he tried to explain things the best that he could from his standpoint.

"Keeping it simple is what I've tried to do and that's what I've taken from him."

Young Dale was only 10 when his father retired from racing in 1966. "I remember being at Rockingham when he ran that last race," Jarrett recalled. "He retired that day and they had us all out there. I knew it was a big deal, but it was like 'OK, he's going to move on to something else.' I remember my dad being emotional about it.

"Now I understand why."

Jarrett has appeared relaxed and at peace with the decision he announced last October at Lowe's Motor Speedway in Concord, N.C., when he said he would compete in the first five Sprint Cup races of the season along with the Budweiser Shootout and the All-Star Race before taking off the helmet for good.

Even he is surprised with how well he has taken the end of his career.

"I'm not sure exactly why because my wife always told me, 'Do you realize how hard it's going to be for you to quit this whenever that time comes?'" Jarrett recalled. "I've always felt like I have been in control here most of the time; I think I can do that. But I wasn't really sure because I didn't see that end in sight, so I didn't have to worry.

"Everything has come together as you would want it to, so I am very happy right now. These guys that are driving these race cars fast, I have the utmost respect for them, but these cars are horrible to drive right now. It's only because of the talents of the guys driving them because they don't drive that good. Each time I get in it I realize that I feel pretty good about my decision."

Jarrett said he didn't wake up one day and realize it was time to walk away; it came from a series of sleepless nights that led him to that decision.

"Actually just waking up in the middle of the night a few times," Jarrett said. "It was close to Bristol last year when I woke up in the middle of the night and it seemed that it was the right thing to do. I was thinking about it. Did I want to complete 2008 like my contract said and like we set out to do? Or could I be just as beneficial to everyone outside the car and then move on?"

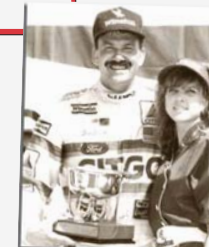
"When I talked to my wife about it, things started to line up and that's when I realized it was the right decision. That's how I lived my career. It has been from one thing to the other with signs there saying this is the direction to go."

For Jarrett, the right way was the only way he knew how to conduct himself.

"There isn't much I would do differently," Jarrett said. "The way it played out has been almost perfect."

DJ'S MEMORABLE MOMENTS

April 29, 1984: Makes first NASCAR Winston Cup start at Martinsville (Va.) Speedway, finishing 14th

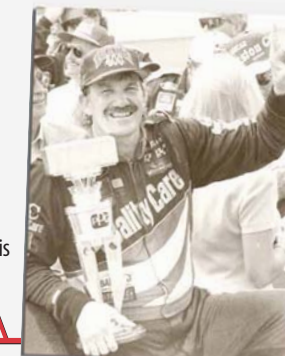


Feb. 14, 1993: Wins the Daytona 500, the first victory for Joe Gibbs Racing



1995: Joins Robert Yates Racing to replace Ernie Ivan in the No. 28; scores his first pole Feb. 11 for the Daytona 500

Feb. 18, 1996: Wins his second Daytona 500



Aug. 3, 1996: Goes to victory in the Brickyard 400

1999: Wins his second Brickyard 400 en route to capturing the series title



Feb. 20, 2000: Begins title defense by winning his third Daytona 500

2007: Leaves Robert Yates Racing for newly formed Michael Waltrip Racing; announces he will retire after the 2008 Sprint All-Star Race






Oct. 2, 2005: Scores his 32nd and final victory at Talladega (Ala.) Superspeedway

March 16, 2008: Makes 668th and final start in a points-paying Cup event at Bristol (Tenn.) Motor Speedway

THEY/ALAN MARLER PHOTO

Qualifying for the Indianapolis 500, May 10
Indianapolis Motor Speedway, Indianapolis

QUALIFYING RESULTS

	FIRST	SECOND	THIRD		
					
	Scott Dixon	Dan Wheldon	Ryan Briscoe		
St.	Car	Driver	Car	Time	Speed
Row 1					
1	9	Scott Dixon	Target Chip Ganassi Racing	2:39.0348	226.366
2	10	Dan Wheldon	Target Chip Ganassi Racing	2:39.2143	226.110
3	6	Ryan Briscoe	Team Penske	2:39.2358	226.080
Row 2					
4	3	Helio Castroneves	Team Penske	2:39.4806	225.733
5	7	Danica Patrick	Motorola	2:39.8601	225.197
6	11	Tony Kanaan	Team 7-Eleven	2:40.1463	224.794
Row 3					
7	26	Marco Andretti	Team Indiana Jones	2:40.4155	224.417
8	4T	Vitor Meira	Delphi National Guard	2:40.4663	224.346
9	27	Hideki Mutoh	Formula Dream	2:40.7952	223.887
Row 4					
10	4	Ed Carpenter	Menards/Vision Racing	2:40.8324	223.835
11	12	Tomas Scheckter	Symantec Luczo Dragon Racing	2:41.0767	223.496

QUALIFYING PROCEDURE

Here's a look at the remaining qualifying sessions for the 92nd Indianapolis 500.

Day 3, Saturday — Because of Sunday's rainout, positions 12 through 33 are available. Once those spots are full, bumping will occur only in spots 12 through 33 for the rest of the day to determine the fastest 22 qualifiers for that afternoon.

Bump Day, Sunday — Any qualifying attempt that is faster than a qualified entrant in the 33 starting positions will bump the slowest qualifier from the field, regardless of the day of time trials. The "bumped" entrant will be removed from the field of 33, and the remaining cars will move ahead one position on the starting grid as the newly qualified entrant will take the 33rd position, or a higher position if faster than the other final-day qualifiers.

Longtime Crewman Dies After Bar Fight

BY BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — David Evans, a longtime crewmember for the Newman/Haas/Lanigan IndyCar team, died from injuries suffered in a May 3 bar fight in Indianapolis.

The 63-year-old Evans was one of the original crew members for the team and specialized in engine work. Evans, along with some of his fellow crew members, went to the Kazablanca bar and restaurant on Rockville Road in Indianapolis Saturday night to have dinner because it was near the hotel where the team is staying for this month's Indianapolis 500.

According to reports, a female in the bar approached the men trying to get them to buy her a drink. While the men were involved in conversation, her boyfriend began to get angry and confronted the four men.

They went outside where a violent fight erupted, according to Indianapolis Police Department reports. When police arrived, Evans was on the ground and was unresponsive. After being taken to Wishard Hospital, Evans was pronounced dead.

According to the Marion

County Indiana Coroner, Evans died of a stroke, which may have been brought on by the stress of the fight.

The man who was involved in the fight was questioned and released by police, however, criminal charges may be filed after prosecutors review the investigation report.

The IndyCar team issued a statement regarding Evans, who had worked for the team for more than 20 years and was originally from England, but lived in the Chicago area near the team's race shop in Lincolnshire, Ill.

"The past two days have been difficult for the team as we mourn the tragic loss of Davey Evans," the team statement read. "He was a part of our family and was with us for 23 of the past 26 seasons. His association with (team owner) Carl Haas goes back almost 40 years when he was with Lola Cars and later with Haas Racing in the Can Am series.

"We appreciate all of the support and kind words from the many friends Davey made in his 40-plus years in racing. Our thoughts are with Davey's family and friends at this difficult time for us all."



DON FIGLER PHOTO

ENGINE NO. 9: Target Chip Ganassi Racing's Scott Dixon captured the pole for the 92nd Indianapolis 500 with a four-lap average of 226.366 miles per hour. Dixon's teammate Dan Wheldon posted the second fastest time of 226.110 mph.

SPEED:

Ganassi's Dixon, Wheldon Take Top Two Spots

CONTINUED FROM PAGE 3

short of the pole at 226.110 mph.

"Dan had a clear run at trying to make a run at it," Dixon said. "We hadn't really made much more progress, so to knock your teammate off at that point for what we could have lost wouldn't have been worth it."

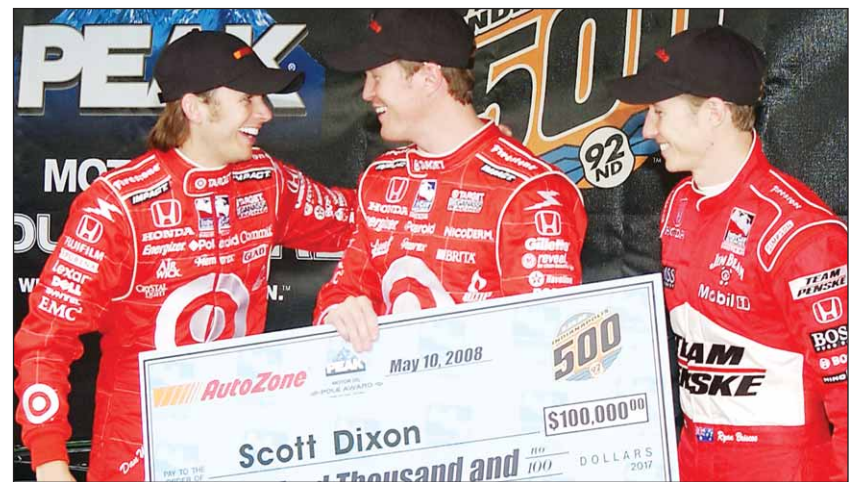
That gives Target Chip Ganassi Racing the top two starting positions in the May 25 Indy 500. Briscoe of Team Penske starts on the outside of the front row with a four-lap run at 226.080 mph.

It is the third Indy 500 pole for Target Chip Ganassi Racing. Arie Luyendyk won the pole in 1993 and Bruno Junqueira took the top spot in 2002.

"On days like today, it's a real tribute to the team," Ganassi said. "It's the hard work that nobody realizes is happening in October, November and December. There is a lot of thinking going on with every team in the off-season trying to get better.

"I can't tell you how hard the guys work in the off-season and this is where it pays off. The hours and hours of testing and making a plan and having the courage to stay with a plan. Boy, I'm glad today is over with. We've been playing poker here for a lot of years and sometimes you are bluffing, but today we held a good hand. We had all the aces."

The marathon six-hour qualification session played out under warm temperatures and sunny skies which, combined with the recent unification of the IndyCar Series, brought out the biggest



GINNY HEITHAUS PHOTO

SEEING RED: Dan Wheldon (left) congratulates teammate Scott Dixon after Dixon knocked Ryan Briscoe (right) off the pole for the Indianapolis 500.

crowd for Pole Day since the split began in 1996.

Indianapolis Motor Speedway officials do not release attendance figures, but it was up substantially from recent years.

"If you peak too early, it is emotionally draining," said Mike Hull, managing director of Target Chip Ganassi Racing. "What happened today is really important to us. The weather changed on us and that is why Helio Castroneves and Tony Kanaan and even Scott had a tough time to get back to the speed that Scott had just put up.

"We worked on trying to be consistent on our speed. We felt if we could do that, we could tune up our car for the conditions. It worked this time and we're proud of what we did."

Row two consists of two-time Indy 500 winner Helio Castroneves, Danica Patrick and Tony Kanaan.

Third-generation driver Marco

Andretti starts on the inside of the third row and shares the row with Vitor Meira and Hideki Mutoh.

The final two positions filled in on Saturday's first day of qualifications were Ed Carpenter and Tomas Scheckter. Scheckter actually withdrew his earlier qualified time in an attempt to improve his speed, but was unable to advance past his original starting position.

The final hour was more a battle for the 11th and final position rather than for the pole. It was costly to Rahal Letterman driver Ryan Hunter-Reay, who went back on track to get back into the top 11, but crashed hard into the third turn wall.

"We had the speed yesterday, so we had a taste of it, but we just couldn't recreate it today," Hunter-Reay said. "I was trying to tune the car like we did (Friday) from inside the cockpit, but we just didn't have it."

RAIN:

Saturday Crowd Is Largest Speedway Has Seen In A While

CONTINUED FROM PAGE 3

didn't have to have this conversation last year. It's a shame because it certainly alters everyone's plans for the week. It's been a bit of a challenge losing both Wednesday and Thursday and a half day Friday and now Sunday. The teams are going to be really anxious to get some quality track time Wednesday through Friday and even in between qualification

runs next weekend.

"I anticipate a lot of track activity as teams are working on full tanks in preparation for the Indianapolis 500."

Joie Chitwood III is the president and chief operating officer of Indianapolis Motor Speedway and has spent as much time getting water off the race course as seeing the large field of cars get a chance to prepare for qualifications.

But Chitwood was quite happy to see Saturday's Pole Day play out in front under warm, sunny conditions that brought out one of the larger crowds for the first day of qualifications since the IndyCar split began in 1996.

"As much as I know you would love for me to tell you numbers and talk about

actual attendance, we don't really do that here at the Speedway," Chitwood said. "I will tell you that I was ecstatic with the crowd yesterday.

"I was a little bit nervous early in the morning. About 8:30 a.m., I was in Pagoda Command and looking at the cameras that we actually have stationed to look at the traffic out on 16th and Crawfordsville and I thought to myself, 'Maybe people think it's still going to rain today or something.' But by 11 a.m., we had some great traffic, as much as you can call traffic great. I was pleased because there were a lot of people lined up to come in. I thought there was great energy yesterday."



DAVID E. HEITHAUS PHOTO

DEEP IMPACT: Rahal Letterman Racing's Ryan Hunter-Reay crashes hard into the turn-three wall on his second qualifying lap Saturday at Indianapolis Motor Speedway.

De Ferran Returning To Racing

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — **Gil de Ferran** won the 2003 Indianapolis 500 before retiring from racing at the end of that season. De Ferran was back at the Speedway on Friday and will return to active duty as a race driver in the American Le Mans Series beginning with a race in Utah May 18.

"It is very touching to be here today," de Ferran said. "I guess the last time I was sitting here in this chair was a very memorable day, certainly a day that is going to be with me until the end of my days. It's very emotional to be sitting here today and getting ready for our upcoming race on May 18.

"I'm a little short on words today. I'm looking around and thinking, 'Wow.' My years at Team Penske were great years. **Helio (Castroneves)** and I were together there for four years that I was there. He continues on, and I believe he's now the second-longest Penske driver in history behind (**Rick Mears**). Helio and I, the friendship you saw from the outside was not only for show. To this day he remains one of my best friends. Obviously, I have a soft spot for him and for the team in general."

■ **Alex Lloyd** and **Mario Dominguez** both crashed during Friday's practice session with Lloyd suffering the worst when the driver from Isle of Man, England, was sent to Methodist Hospital in Indianapolis. Lloyd was held overnight for observation but X-rays of his neck showed no fractures after he made heavy contact with the SAFER Barrier in turn one. He was released on Saturday, but not yet cleared to drive.

"I'm disappointed for Alex and his team and crew," said team co-owner **Bobby Rahal**. "He'd been doing such a good job and it was going well, but we'll fix the car and get ready for tomorrow."

Dominguez was uninjured when he

spun exiting pit lane and made light contact with the inside wall.

"I am really disappointed," Dominguez said. "I was returning to the track for our second full run, and I exited too fast coming out of the pits. I lost the rear of the car and crashed into the inside wall. I got a few laps at speed, and this is so unfortunate because we were on the way to making our car better. Everyone is telling me to keep my patience. We are already behind, and I guess I was trying to rush it back out there. We are working hard, and we have a lot of work to do."

■ Actor **Jason Priestley** is co-owner of Rubicon Racing and said his team lost some valuable track time because of the two days of practice that were lost to rain.

Max Papis of Italy is driving for the team in this year's 500.

"Missing those two days this week leading into qualifying was tough," Priestley said. "We're a new team and still trying to set a lot of baselines and figure out where we are at. It set us back a long way. We missed out on two days of testing, but it's a 500-mile race and the big thing is to qualify and get into the show."

"Whether we qualify today or on day two, or even on Bump Day, you can win this race from anywhere. The key is to get in the show."

Priestley's team is a partnership with **Sam Schmidt** Motorsports, a full-time team in the Firestone Indy Lights Series.

■ **Ryan Briscoe's** second qualification effort earned the driver from Sydney, Australia, the pole, but as he was being interviewed on television after his four-lap run that averaged 226.080 mph, he was knocked off by eventual pole winner **Scott Dixon**.

"I turned around, and Dixon was taking (the pole) away from me," Briscoe said. "Aside from that, I thought I had a really good run. The car was balanced really well for the downforce level we trimmed out to, and it was a solid gain, for sure."

"Dixon put out a pretty quick time there, so we have a little bit of work to do. From what I did this morning, I'm happy with the gains we made in that second run, and I guess now we'll just look at everything closely and see if we can get any more speed out of the car. We need to see what we can do to get those extra tenths of a mile an hour out of it to get the pole."

■ **Sarah Fisher** Racing announced that Milwaukee-based Direct Supply, Inc., the nation's leading supplier of equipment and e-commerce solutions to long-term healthcare communities, will sponsor the No. 67 Honda-powered Dallara driven by Fisher in the Indianapolis 500.

Direct Supply, which returns as a sponsor at the Indianapolis 500 for the third time, is new to SFR. Fisher was the first female to start from the pole position in an IndyCar Series race.

■ After Alex Lloyd crashed the Rahal Letterman car that is being shared with Target **Chip Ganassi** Racing on Friday, and **Ryan Hunter-Reay** crashed hard into the third turn wall on his second qualification attempt on Saturday, it wouldn't be the last crash of the weekend for the team.

Two Rahal Letterman Racing mechanics en route to team's headquarters in Hilliard, Ohio, to repair the damaged car of Hunter-Reay were involved in an accident of their own.

Mike Kranz and **Jim Volini** were uninjured in the collision with a deer on Interstate 70. Their car, however, needed to be towed nearly 100 miles to the shop.

■ **Ed Carpenter** was very impressive in Saturday's qualifications as the Vision Racing driver was 10th at 223.835 miles per hour.

"I kind of felt like coming into today that we were going to have to be over 224 (mph) to feel good about staying in the top 11," Carpenter said. "I think it is slowing down for the most part."

Rookies, Rain & Wrecks: Running Toward Pole Day

By **MIKE O'LEARY**
NSSN CORRESPONDENT

INDIANAPOLIS — Different agendas drove the IndyCar Series teams as they prepared for the biggest race of their year last week at Indianapolis Motor Speedway.

Some planned no more than a fine tuning and then turning a few fast laps and being ready for Indy 500 qualifying pole dash. But for nearly half of the entrants, it would be back to school, a crash course for not only the drivers, but also the crewmen and engineers who had virtually no recent experience at Indianapolis Motor Speedway.

May 5

The second day of Rookie Orientation began on schedule. Ten drivers had already completed their rookie paces and were clear to practice at any speed. Enrique Bernoldi had one phase remaining, and Mario Dominguez and Mario Moraes needed to complete all four phases. With Max Papis and Davey Hamilton running refresher tests, 16 cars completed laps.

The first incident of the month occurred just before 1 p.m., when Jaime Camara lost control and hit the wall entering turn one. Camara climbed from the car, walked to the ambulance and was later transported to Methodist Hospital for precautionary X-rays after reporting soreness in his back.

The remainder of ROP was completed without incident. Alex Lloyd's 223.033 mph took honors for the quickest lap.

May 6

As the track opened for the first day of on-track practice for the veterans under warm, sunny skies, there was a new sense of urgency as local weathermen unanimously predicted a week filled with rain ahead. The result was an extremely busy day, with more than 1,300 laps completed.

Tony Kanaan took a short warmup just after the noon track opening, running 11 laps, the third at 224.5 mph, which stood as the top speed for most of the afternoon.

Dan Wheldon was just behind at 224.2 on his eighth circuit. But at the end of the day, it was Marco Andretti benefiting from a Graham Rahal happy hour tow to bump the top lap to 226.599 mph. Kanaan, his teammate, returned to run a 225.2 circuit in the Team 7-Eleven machine, with Scott Dixon third at 225.0 for Target Chip Ganassi Racing. As Indy Car series regulars claimed the top-10 lap times, Will Power paced the transitioning rookies at 223.5 mph at 11th quickest in the Aussie Vineyard — Team Australia car.

Andretti called the day a good start, noting, "Obviously I had a very big tow, but I think you need mechanical balance to be able to stay flat."

May 7 & 8

Rain moved into the area and washed out two days of practice. The



CHRIS JONES/IRL INDYCAR PHOTO

UNLUCKY LLOYD: After cutting his best lap of the month, Alex Lloyd drifted high and slammed the turn-one wall on Fast Friday.

weather gave a couple teams time to finish repairing damage, allowed many to catch up on tasks that had been relegated to the back burner, and all had time to focus on what they could change to make their driver faster.

May 9

The track reopened at noon for Fast Friday practice and several incidents punctuated the abbreviated practice session. Mario Dominguez spun exiting pit lane an hour-and-a-half into the session, lightly touching the inside wall. The car suffered little damage.

"Everyone is telling me to keep my patience," Dominguez said. "We are already behind, and I guess I was trying to rush it back out there. We are working hard and we have a lot of work to do."

Impressive Alex Lloyd wasn't nearly as lucky as he drifted high coming off the first turn and spun, slamming the SAFER Barrier. Lloyd had just cut his best lap of the month, topping 223.5 mph, but the Rahal Letterman-Chip Ganassi Dallara suffered heavy damage.

In the day's most publicized incident, the left front wing of Danica Patrick's AGR Motorola Dallara caught crewman Chuck Buckman, as she returned to the pits during the afternoon practice, and sent him tumbling. Buckman, who works for Dale Coyne Racing, was hospitalized with head injuries, but is expected to make a full recovery.

With the return of a steady rain, the track closed just before 4 p.m. Dixon was at the top of the speed chart, raising the bar to 226.968 mph. Andretti continued to run quick, with a 226.7 mph effort. Kanaan, Briscoe and Hideki Mutoh completed the top five.

With the practice time limited severely by the weather, 37 different cars completed 2,418 laps.

Patrick Takes Out Crewman

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Danica Patrick was involved in an incident on pit lane during Friday's practice at Indianapolis Motor Speedway when her car hit a crew member from another team in pit lane.

Patrick came into the pits and hit Charles (Chuck) Buckman, the chief mechanic for Brazilian driver Mario Moraes at Dale Coyne Racing.

According to Dr. Mike Olinger, the director of Medical Affairs for the Indy Racing League, Buckman suffered a concussion along with scalp and facial lacerations. He was transported to Methodist Hospital for treatment where he was still being held May 12.

Buckman suffered a traumatic subarachnoid hemorrhage and a skull fracture, but is expected to recover.

"I really don't remember how it happened," Buckman said. "All I remember is I was talking with someone on Marco Andretti's team and then everything is blank from that point.

"I will be OK and hopefully back to work in a day or two."

Sources in Gasoline Alley indicated Patrick and some of her crew members were distraught after the incident, which threw the crew member over her car before he went face down to the ground.

"It's really, really unfortunate what happened today," Patrick said. "Our thoughts and prayers are with him and his family. Hopefully he can get back to the track soon and do what he loves."

Patrick would not accept any questions after making her statement and Andretti Green Racing team members said they would not take any further questions on the incident "in the days to come."

"He was actually walking down pit lane (running an errand) down by the Andretti Green pits," said Dale Coyne Racing chief mechanic Mitch Davis. "The Green guys said he was walking along, looked back at Marco Andretti, stepped to the right and when he did he stepped right in front of her. He was going back to the garage to get something.

"Danica's team is torn up."

Dale Coyne Racing has Brazilian drivers Bruno Junqueira and Moraes on the team. It is one of the new teams to IndyCar that came over from Champ Car after unification, but Buckman and Davis are longtime crew members in the IndyCar Series.

"Wrong place, wrong time," Coyne said. "He was just walking down pit road to go back to the garage to get some stuff. I talked to the Green guys afterwards and they were motioning people to stop. There was some confusion on who was stopping and who wasn't. They got everybody stopped but Chuck, and he took one more step at the same time she turned in and just clipped him.

"It knocked him out and the face cuts will heal, but it's the concussion they are concerned about. At least he didn't get thrown down like a rag



JIM MORRISON PHOTO

ACCIDENTAL CONTACT: Danica Patrick stares down pit road Friday after clipping a Dale Coyne crew member on pit road.

doll. He got clipped by the front wing and got thrown over the top of the car and then did a face fall into the ground."

Brian Barnhart is the president of competition for the IndyCar Series and said it was disappointing because he had brought up this situation in the 10 a.m. drivers meeting on Friday.

"Right before I dismissed them, I reminded everybody that today was a very hectic day, tomorrow is a very hectic day and tomorrow will be a hectic day with more cars in pit lane, more exposed personnel, and you get clusters of people out there," Barnhart said. "In this case, there isn't anything differently that

Danica could have done."

Patrick got some words of encouragement from fellow driver Tony Kanaan, her teammate at Andretti Green Racing who is the leader of the team.

"I came back and I watched the video," Kanaan said. "When I came in, she had tears in her eyes, so I hugged her and she cried a little more, so maybe that was a bad move on my behalf.

"I said, 'Let it go.' She was like, 'He has a family.' I said, 'It wasn't your fault.' I said, 'he's going to get better.' There is not a lot you can say. I said, 'You've got to keep your head straight.' I said, 'Go talk to his team, call his family.'"

Patrick Sets Fifth Fastest Time

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — After hitting a crewman from another race team with her car in an incident on pit road on Friday, Danica Patrick was in tears after the terrifying accident sent Chuck Buckman flipping over her car and onto his face.

Buckman, who was sent to Methodist Hospital in Indianapolis with a concussion and a few cuts to his face, will be OK and is expected to return to duty as chief mechanic for Mario Moraes at Dale Coyne Racing in a few days.

On Saturday morning at Indianapolis Motor Speedway, Patrick's tears were replaced with the look of determination that is her trademark in the IndyCar Series.

Patrick was determined to win the pole on Saturday for the 92nd Indianapolis 500, but instead settled for fifth, the middle of the second row, after a four-lap average of 225.197 miles per hour.

Patrick, who addressed the media Friday night after the incident and said that she would not discuss the situation any further, was more interested in getting a chance to start up front for the biggest race of the season.

"Getting a pole here is like winning

a race somewhere else," Patrick said. "I was a little bit worried going in (to the qualifying run) just wondering what was going to come of it because I hadn't done a full qualifying simulation. So, that was a little bit intimidating. We obviously have a pretty quick car. It was nice to start off qualifying like this. My run wasn't perfect and the last two laps fell off for a reason, and we need to fix that.

"There's more speed in this car, unfortunately and fortunately. I'd love to say that this is the end of the road for qualifying for today, but I don't think it is. It's called 'Happy Hour' because everybody goes quicker. It's going to be about keeping an eye on the weather, keeping your car balanced and getting in line at the right time. It's good so far, though."

Patrick didn't get a second chance, however, because with changing weather conditions, including an increase in wind, the team decided they wouldn't be able to go faster than the speed of her run.

"These are not super easy," Patrick said of qualification attempts at Indy. "This track is very difficult when the car is not balanced right. It's intimidating, it's scary, it's difficult. We run on such a knife-edge here. When you tip over the edge, it's very difficult.

"I'm telling you, I was on the edge."

Curry Finds Home At Roth

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Less than one week after being dismissed as team manager of Vision Racing after both cars failed to pass post-qualification technical inspection in the season-opening race at Homestead-Miami Speedway, Larry Curry has a new job.

Curry was hired as chief engineer at Roth Racing, where he will oversee the two-car operation for drivers Marty Roth and John Andretti, who has replaced rookie Jay Howard.

"Having a person of Larry's experience join our organization, especially as the month of May and the most important race of the season is upon us, should be a huge boost to us all," Roth said. "Although we realize that changing team personnel at the season's fifth race may put us slightly behind the 8 ball as we head into the first weekend of qualifying at Indy, we feel that the knowledge and leadership that Larry brings to the team will only make us better as we continue to develop our program and strive to become more competitive at each

race."

Curry was able to take his latest setback in stride and move to his next opportunity.

"I had a great three-and-a-half years at Vision Racing, and I want to thank Tony George for his support over the years," Curry said. "I now look forward to a long tenure with Roth Racing and to the challenges of helping to build the team into a competitive, first-class organization."

Curry replaces David Cripps, who has moved back to Panther Racing where he will serve as Vitor Meira's engineer. Cripps spent the past two seasons at Vision Racing working with Tomas Scheckter.

Just one day after saying he had no shot at finding a ride for the first weekend of the Indy 500, Andretti was named to replace Howard.

Andretti, who has spent the past 15 years in NASCAR, is back for another attempt at Indy.

"I want to feel it out a little bit and see what we can do," Andretti said.

Andretti made seven-consecutive starts in the Indianapolis 500 from 1988-94 and returned for an eighth start last year.

Rahal, Foyt Wait For Next Chance

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Two drivers who would have easily made it into the field if Sunday's qualifications weren't rained out are Graham Rahal and A.J. Foyt IV. Rahal was in the race before being bumped out in Saturday's pole qualifications.

Foyt never got a chance to take his attempt after he spun his car exiting pit lane.

Now, both drivers will have to wait until next Saturday before having a chance to make the field.

"We're going to focus this week, I would imagine, on race setup," said Rahal, the 19-year-old son of 1986 Indy 500 winner Bobby Rahal. "After yesterday, we feel pretty comfortable that we can solidly be in the field, so we'll take a little wing out Saturday morning and go for it.

"I think we really need to focus on having a good race car here. Of course, qualifying is important, but the race is what it really comes down to. I feel pretty comfortable out there.

Yesterday, in qualifying especially, the car was really good, and I was really happy with it. Obviously, we need to find a little more speed, but yeah, I'm perfectly fine with it."

Foyt is the grandson of the first four-time Indy 500 winner, A.J. Foyt. He drives for Vision Racing.

"Unfortunately, we didn't get to run today and get our car in the show," said the younger Foyt. "Obviously, we could relax a little more this week if we were in there solidly, but now we'll just have to wait until next weekend to get the car in. I would have loved to have qualified yesterday, today or even tomorrow, but we just have to deal with the rules and the schedule like everyone else and take care of it next weekend.

"For now, I just hope the weather clears up for Wednesday so we can get back on track and then again for next weekend when it's time to qualify."

Foyt said the team will focus on getting the race setup finalized in practice before switching back to a qualifying trim for next Saturday's qualifications.



DAVID E. HEITHAUS PHOTO

TRYING TO GET IN: Rookie Graham Rahal makes a practice run on Fast Friday at Indianapolis Motor Speedway.

Stewart: Never Say Never

By **BRUCE MARTIN**
NSSN CORRESPONDENT



JIM HAINES/IRL INDYCAR PHOTO

SMOKE'S RETURN? 1997 IRL IndyCar Series Champion Tony Stewart addresses the media May 7 at Indianapolis Motor Speedway.

know if I will ever get in an Indy car again, but if that happens, it's obviously going to be a long way down the road because I have a lot of commitments on the NASCAR side.

"If I was going to come to Indianapolis again, I don't want to come and show up and run the month of May. If I am going to do it, I need to start at Homestead, and I need to run all the races leading up to the month of May to really feel like I am being fair to the team and being fair to myself, and have enough time in the car to where, when we show up in the month of May, we are ready to go."

Stewart noted that when he is comfortable with the car and the people he is working with and can get up to speed, he could be a real threat to win the race.

But he can't do that if he is doing a one-race effort while driving in NASCAR.

"As long as I am driving a stock car, that basically takes that part

of it out of the equation," Stewart said. "I'm not going to be one of these guys who just shows up and runs the Indy 500. I've run the Indy 500. I want to win the Indy 500."

"I honestly don't believe in the era of the driver that you can just come in on a one-off race and do that. It's virtually impossible. You can't come in and expect to do as good as the guys doing it every week."

While Stewart all but closed the door on a return to the Indy 500, he is excited to see the unification of IndyCar racing that has brought 39 cars to the Speedway this year to battle for the 33-car starting lineup.

"I'm really excited to see everybody back," Stewart said. "What's the car count this year so far? Thirty-nine? That might actually make it fun and exciting to come here on Bump Day. That's going to be cool. I think you're going to see one of the most competitive fields ever at Indy this year."

Newman Makes Indy Return

INDIANAPOLIS

He walked with shuffling steps, unsteady at times, looking every day of his 83 years. At other moments, a smile danced on his lips, a familiar smile, a smile that reached back across the years to reveal the man we used to know, an icon of another generation.

Paul Newman had returned to Indianapolis Motor Speedway, an aging warrior finally ready to make peace. It's been a long time since he's felt this good here; at least not since 1995.

That's when Newman, along with a significant number of players in open-wheel racing, decided they would rather stay away from this storied, historic place. There were lots of hard words from a lot of prominent people, but it seemed that Newman was the most strident, or perhaps the most visible.

"I've got a problem with management," he would growl when people asked him why he didn't come to Indianapolis anymore.

The hardness has disappeared slowly, like the melting of a glacier. In time, most of the disgruntled parties drifted "home" to Indianapolis, with the last lingering holdouts coming over with Champ Car's official unification with the IndyCar series just a few months ago.

That led Newman to this sunny, cool afternoon, where he revealed in sights and sounds and scents that surely aroused some great memories.

He was here officially to announce that IMS and the IRL have designated the Association of Hole in the Wall Camps — founded by Newman in 1988 — as a "charitable partner."

In an emotional exchange, Newman and Tony George shook hands, bringing smiles of warmth and relief all around. Newman said he was glad to be back, his voice and his smile telling us he meant it.

There have been rumors that Newman is not well; tabloids have printed stories of cancer surgery for the past few months. Nobody knows the truth but Newman and his family, which is only proper; his health is a private matter, and is frankly

AMERICAN SCENE



DAVE ARGABRIGHT

none of our business.

Regardless of the circumstances that led him here, Newman's appearance was a heartwarming moment, one we shouldn't soon forget. His tone was conciliatory, and — if you were there to see his smile — there couldn't be any doubt of his sincerity.

He's one of the greatest actors of the 20th century, and probably one of the most enduring celebrities. But Newman is much more than that. Yes, he's distant, yes, he's aloof, but he's also a blood-and-guts racer who loved auto racing for all the right reasons. It wasn't for money or fame, his acting career gave him epic proportions of all three. No, Newman raced because he loved the personal competition, and that's the purest reason in the world.

No matter how you might have felt about Newman over the past 13 years, you've got to give the man his due. He's big enough to embrace tomorrow with a pure heart, tossing away the hard feelings and anger and moving across a fresh new threshold.

His Hole in the Wall Camps have provided a ray of sunlight to seriously ill children for more than 20 years, just one of the many charitable endeavors Newman has embraced. He's given plenty back to society, and he's been a loyal, steady presence in open-wheel racing for almost 30 years.

Life is short, certainly too short to hold grudges. Maybe he has other grudges, I don't know. But on a sunny Saturday in May, with the magic of Indy once again coursing through his veins, P. L. Newman put at least one of 'em to rest forever.

Pole Day Leaves Young Rahal Seething While Scheckter Gets In Top 11

INDIANAPOLIS

After being bumped out of the top 11 in Saturday's Pole Day qualifications for the 92nd Indianapolis 500, 19-year-old Graham Rahal had his helmet on and was ready to climb back into his Indy car in an attempt to lock in a starting position for the May 25 race.

But in the closing moments of qualifications, Rahal's Newman/Haas/Lanigan team decided to pull the car out of the staging area, ending any hopes of making a final attempt on Saturday because they didn't put a set of new Firestone tires on Rahal's ride.

Oops. Without new tires, there was no chance Rahal would be able to build up a four-lap average speed fast enough to knock Tomas Scheckter out of the starting lineup. Scheckter had just run a four-lap average of 223.496 miles per hour.

So after qualifying his way into the race early in Saturday's six-hour session, then getting bumped out, Rahal was unable to bump his way back into the starting lineup, which left the youngest driver ever to win an IndyCar Series race fuming at his

team.

"I was excited to go back out," Rahal said. "Scheckter lowered the bump speed so much by going back out it was realistic that we could have made it. I think we were at that speed anyway on our last run."

"It's pretty sad because when I pulled up I told the team to have tires ready, just in case. It didn't happen."

The team told Rahal that there wasn't enough time to get through the qualifying line to make an attempt, but as cars began to pull out of line, Rahal could have made another attempt before the gun was fired at 6 p.m. to end the session.

"We made a mistake with the gearing on the last run," Rahal said. "If we had pulled the gear lower, I'm pretty positive we could have run that speed. In practice, we did 223.999 by ourselves with the same setup."

"They should have told me before I got my helmet on. They waited until I got ready and they were like, 'Oh, by the way, we don't have tires.'"

Rahal's mental attitude was frustrated, but at his team, not at himself.

LAST WORD



BRUCE MARTIN

"It makes me mad because I really did feel like we could have made it," Rahal said. "I'm frustrated because we had a good car today and I definitely had the speed to do that. It's basically like shooting yourself in the foot. You need to be prepared for any situation even if it doesn't look realistic like it is going to happen, you need to be there, you need to have your stuff there, you need to be ready to go and we weren't."

Sunday's second round of qualifications was rained out, so Rahal has to wait a week to get back into the race when qualifications resume on Saturday.

"We were so close today," Rahal said. "That's what is disappointing about it."

Scheckter made a gamble by withdrawing his car from the 11-car starting lineup assuming he would be bumped out later in the session. But he actually went out and went slower on his second attempt. The good news for Scheckter and his Luczo Dragon Racing team was none of the other drivers trying to get in the top 11 could go any faster.

Scheckter's first qualification run was four laps at 223.779 miles per hour.

That's the speed that his team withdrew and on the second attempt, Scheckter's four-lap average dropped to 223.496 mph.

"I'm just so happy," a relieved Scheckter said. "To be honest, it feels like I've got the pole just to survive that top 11. We just struggled and struggled. Every time that car went out, it went a bit slower and slower. Then we saw people behind us coming."

"That lap I was completely sideways in (turn) three. I had a big save in (turn) three on the second lap. On the third lap going into three it was, to say, a little bit exciting."

"I'm just very thankful that we made it into the top 11."

Scheckter said the reason that the speeds didn't increase at the end of the day, as many expected, was the wind picked up.

"When we are running such low downforce on the car, even going down the straight in the car, it would shove left and right, moving all about," Scheckter explained. "Really, you are sometimes dictated by where the wind goes. I think that is what you were really seeing is that with that first lap being good is that with that first lap, the tires are good. They can avoid some of the wind."

"Then the wind starts throwing the car around. Then the times just drop off and drop off."

Scheckter was able to gamble and even though it didn't pay off, he didn't get bounced out of the top 11.

Rahal would have loved to have had one final chance, however, and believes he was denied by his own team.

"This isn't a frustration with the joint; it's a frustration with something else," Rahal said. "It makes me mad because we could have made it."

RACE REWIND

FORMULA ONE

Race 5 of 18: Turkish Grand Prix, Sunday, May 11
Istanbul Park, Istanbul, Turkey

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Lewis Hamilton

THIRD



Kimi Raikkonen

Fin.	St.	Driver	Country	Team	Laps
1	2	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	58
2	22	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	58
3	1	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	58
4	4	Robert Kubica	Poland	BMW Sauber F-1 Team	58
5	3	Nick Heidfeld	Germany	BMW Sauber F-1 Team	58
6	5	Fernando Alonso	Spain	ING Renault F-1 Team	58
7	10	Mark Webber	Australia	Red Bull Racing	58
8	7	Nico Rosberg	Germany	AT&T Williams	58
9	9	David Coulthard	Great Britain	Red Bull Racing	58
10	11	Jarno Trulli	Italy	Panasonic Toyota Racing	58
11	16	Jenson Button	Great Britain	Honda Racing F-1 Team	57
12	23	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	57
13	12	Timo Glock	Germany	Panasonic Toyota Racing	57
14	17	Rubens Barichello	Brazil	Honda Racing F-1 Team	57
15	6	Nelson Piquet, Jr.	Brazil	ING Renault F-1 Team	57
16	20	Adrian Sutil	Germany	Force India F-1 Team	57
17	15	Sebastian Vettel	Germany	Scuderia Toro Rosso	57
18	14	Sebastien Bourdais	France	Scuderia Toro Rosso	24
19	8	Kazuki Nakajima	Japan	AT&T Williams	1
20	21	Giancarlo Fisichella	Italy	Force India F-1 Team	0



STEVE ETHERINGTON PHOTO

AT THE POINT: Felipe Massa leads Lewis Hamilton during Sunday's Turkish Grand Prix.

RACE STATISTICS

Race time: 1 hour, 26 minutes, 49 seconds
Average speed: 132.854 miles per hour

Victory margin: 3.779 seconds

TALK OF TIME TRIALS

Felipe Massa earned his third-consecutive pole position for the Turkish Grand Prix. It was also his second pole of the season and the 11th of his career. Heikki Kovalainen, Lewis Hamilton, Kimi Raikkonen, Robert Kubica and Mark Webber rounded out the top-six qualifiers.

STANDINGS

FIRST



Kimi Raikkonen

SECOND



Felipe Massa

THIRD



Lewis Hamilton

Top 10

1. Kimi Raikkonen	35	6. Heikki Kovalainen	14
2. Felipe Massa	28	7. Mark Webber	10
2. Lewis Hamilton	28	8. Jarno Trulli	9
4. Robert Kubica	24	8. Fernando Alonso	9
5. Nick Heidfeld	20	10. Nico Rosberg	8

Turkey Triple Threat

By DAN KNUTSON
NSSN CORRESPONDENT

ISTANBUL, Turkey — Felipe Massa feels right at home in Turkey. He has started from the pole and won the Grand Prix for three-consecutive years here.

"I think I can get a passport here already," he said with a smile.

Massa led most of the way in his Ferrari to score his second win of the season and the seventh of his career.

"It was a very difficult race actually, and Lewis [Hamilton] was pushing me hard a lot for the whole race," he said.

Had things gone differently, both Hamilton and his McLaren Mercedes teammate Heikki Kovalainen would have had a shot at winning the race.

As it was, they ended up second and ninth, respectively, while Kimi Raikkonen finished third in his Ferrari.

Like last year, Hamilton had tire problems that were specific to him alone because of his particular driving style and chassis set-up and how they related to Istanbul Park's notorious turn eight. On either the hard or soft-compound Bridgestones, there were worries about delamination in the sidewall of the right front tire. Thus, to be safe, he had to pit three times to reduce the number of laps he used each set of tires.

"There's nothing worse than having a tire blow out at 200 miles per hour, so they tried to avoid that," Hamilton said. "Unfortunately, it put us on the back foot. Without a three stop, perhaps we would have had a better chance of winning the race, but nevertheless, I'm very happy with second."

At the start, Massa took the lead and Hamilton slotted into second as Kovalainen and Raikkonen tangled. That sent the McLaren to the pits with a slow puncture and left the Ferrari with a broken front-end wing plate.

McLaren's strategy would have had Kovalainen making his first pit stop after Massa, and the team believes



STEVE ETHERINGTON PHOTO

FLYING FERRARI: Felipe Massa captured his third-straight Turkish Grand Prix Sunday over Lewis Hamilton and Kimi Raikkonen (left).

that would have put the Finn in a winning position.

As the cars stacked up for turn one, Giancarlo Fisichella's Force India rammed into the back of Kazuki Nakajima's Williams and then went flying over it. The only other driver to post a DNF was Sebastien Bourdais, who had something break in the left rear of his Toro Rosso.

Massa led over Hamilton, Robert Kubica, Raikkonen, Fernando Alonso and Mark Webber.

On lap 24, there was a rare sight in F-1 — a pass for the lead. On a much lighter fuel load than Massa, Hamilton was considerably quicker,

and he dived underneath the Ferrari at the end of the back straight.

Ferrari had told Massa that Hamilton was on light tanks, so he didn't defend too harshly.

Raikkonen's wing damage was enough to upset the balance of the car, but not enough to warrant a pit stop. And he still managed to set the fastest lap of the race.

The McLarens were quicker than the BMW Saubers in Turkey, so Kubica ended up fourth and Nick Heidfeld, who started ninth, was fifth.

In the battle for the best of the rest, Alonso and Renault were just a touch better than Webber and Red Bull.

Crash Raises Concerns Over Tire Barriers

By DAN KNUTSON
NSSN CORRESPONDENT

ISTANBUL, Turkey — Heikki Kovalainen's accident in the Spanish Grand Prix has raised concerns over the use of stacks of tires as barriers.

While the rows of tires did a good job of slowing his car down, Kovalainen was trapped after his McLaren speared in.

"It's something that we all should look very carefully at and see if there are better compromises," Kovalainen said of the tire barriers.

As he wasn't injured there was no hurry to get him out, but if he had been hurt then the delay could have been a problem.

In the 2001 Belgian Grand Prix, Luciano Burti was trapped when his

Prost went into a tire wall. The tires were piled on his head.

"From what I heard about Luciano Burti," Mark Webber said, "the pressure on his helmet was really, really intense. And because his helmet was pressed against the back of the headrest, his head had nowhere to go. That is a lot of pressure. So we need to look into that."

Kovalainen's helmet was scarred by tire marks. But perhaps the new raised cockpit sides helped ease the tires away from his head as they came sliding up the chassis.

From straw bales to catch fencing to tire walls, the ways of slowing a racing car down have improved over the years. But, as Webber points out, there comes a point when too many tires might have an adverse effect. On

the other hand, too few tires can also have nasty consequences.

"Tires are a very economical way [for a barrier]," he said. "In terms of bang for your buck, they are pretty good in terms of safety. But you try to put yourself in 20 years time, what will we have then?"

The FIA is looking into using better types of rubber "conveyor belts" attached to the front of the tire stacks, rather than the type currently used.

In 2006, the FIA tried out a new impact-absorbing barrier at Monza that was a similar concept to the SAFER barrier developed by Indianapolis Motor Speedway and the University of Nebraska and now used at all major oval tracks in the USA. But the FIA-type barrier is still being developed.



STEVE ETHERINGTON PHOTO

BACK AT IT: Heikki Kovalainen finished 12th in Sunday's Turkish Grand Prix, one race after a wheel failure in the Spanish Grand Prix sent his McLaren hard into a tire barrier.

Barrichello Hits 257 In Turkey

By DAN KNUTSON
NSSN CORRESPONDENT

ISTANBUL, Turkey — Rubens Barrichello's Honda carried special "257" logos as he and the team celebrated his 257th Grand Prix weekend. That tops Riccardo Patrese's record of 256 Grand Prix starts.

"It's fantastic to have the celebrations here, with all my family and the team," Barrichello said, "but on the track nothing changes. When I began my career back in 1993, I never thought that I would break this record, but now it really means a great deal to me."

Some F-1 statisticians say Barrichello needs two more starts after Turkey to break the record, but there is no clear ruling on this.

"There have been lots of discussions," Barrichello said, "but at the end of the day, I participated in every Grand Prix I attended apart from Imola 1994 when I didn't qualify after my accident on the Friday. I know I missed two in 2002, when my car died on the grid, but at least the marshals rolled me across the starting line. Those have to count."

Patrese was sad to lose the record, but said records were meant to be broken.

■ **Lewis Hamilton** can fly. Well, with the help of some cables that is. He went soaring through the air recently while filming a ridiculous publicity stunt of a reenactment of The Siege of Troy for Vodafone.

"I just turned up and got on with what I was told to do," Hamilton said, "but now I've seen the footage and it's one of the worst things I've ever seen. It's best if I stick to driving."

■ **Mark Webber** hopes to renew his contract with Red Bull for 2009. "We are talking," he said. "I am massive-

ly keen to stay here."

■ The FIA has appointed lawyer **Anthony Scrivener** as an independent expert to undertake a full analysis of the available evidence relating to allegations in *News of the World* that **Max Mosley** was involved in "Nazi style" activities. His findings will be made available to the FIA member clubs when they meet to discuss Mosley's fate June 3.

■ The wheel failure that caused **Heikki Kovalainen's** accident in Spain was the result of a process fault during manufacture when the outer clamp surface of the wheel was given a clear lacquer coating. As a consequence of this fault, the clamp load that attached the wheel was not to specification. In running, the consequent loss of load caused the wheel to fret and distort, leading to its eventual failure.

■ May 8 marked the 26th anniversary of **Gilles Villeneuve's** death during qualifying at the Belgian Grand Prix.

■ Police in Germany foiled a black-mailer who had obtained one of **Timo Glock's** computers and threatened to publicize confidential information unless he was paid 10,000 euros [\$15,433]. Glock said there was nothing embarrassing on the hard drive, but there was a lot of personal information.

■ Ferrari did not use its new slotted nose cone in Turkey because the track does not require a high downforce configuration such as Barcelona where the nose was first raced.

■ Now that the Super Aguri team is gone and there are 20 cars rather than 22, five rather than six cars are eliminated in the first and second qualifying knockout sessions. Thus there are still 10 cars in the final Q3

session.

■ Officials penalized **Giancarlo Fisichella** three grid positions for exiting pit lane when the red light was on just before practice started on Friday morning.

■ The BMW Sauber team threw a party, complete with chocolate cake, early Saturday morning to celebrate **Nick Heidfeld's** 29th birthday.

■ Scuderia Toro Rosso has delayed the debut of its new STR3, originally scheduled to appear in Turkey, because of the lack of spare parts following **Sebastien Bourdais** wrecking one of the cars in testing.

■ **Mark Webber, Jarno Trulli** and **Fernando Alonso** have criticized the drivers who have refused to join the Grand Prix Drivers Ass'n.

The GPDA's main function is for the drivers to present a unified voice on safety improvements.

Lewis Hamilton says he is too busy to be a member. **Felipe Massa** left because he said he didn't like the way the GPDA was run. **Kimi Raikkonen** never joined because he couldn't be bothered. And **Adrian Sutil** is also not a member.

■ The greasy track conditions in practice on Friday caused 26 spins and off-track excursions.

■ Lewis Hamilton was squirming around in his seat during the post-qualifying press conference. "I just need the toilet, that's all!" he said. "And I'm really wondering whether Heikki's really Finnish because his answers are longer than I've ever known!"

■ Having lost 13 pounds during the off-season, **Robert Kubica** has lost 13 more since the Australian Grand Prix. He says his weight loss program is over now and he plans to gain back a couple of pounds.

With Money Woes, Super Aguri Closing Its Doors

ISTANBUL, TURKEY

The small but spirited Super Aguri Honda team has shut down after two and a half seasons in F-1 where, despite financial struggles, it often punched way above its weight.

"Regretfully, I must inform you that the team will be ceasing its racing activities as of today," team founder Aguri Suzuki said in a statement May 6.

The team's money woes started last year when a sponsor defaulted on payment, and talks with the Magma Group and then the Weigl Group for financial backing eventually fell through.

"The breach of contract by the promised partner SS United Oil & Gas Company resulted in the loss of financial backing and immediately put the team into financial difficulties," Suzuki said. "Also, the change in direction of the environment surrounding the team, in terms of the use of customer chassis, has affected our ability to find partners."

"Meanwhile, with the help of Honda, we have somehow managed to keep the team going, but we find it difficult to establish a way to continue the activities in the future within the environment surrounding F-1, and, as a result, I have concluded to withdraw from the championship."

Suzuki has no intention of making a comeback.

"According to the rules, you can skip three races in a season, but I have no intention to return," he said in a news conference.

"I'm exhausted," Suzuki added. "I definitely need a break. It's a piranha club and I kind of feel that I don't

ACROSS THE POND



DAN KNUTSON

want to stick my fingers back in."

The team has now gone into receivership, and the British accounting firm PKF is overseeing the company's affairs and hopes to sell the team. But the business model for a small independent team in F-1 is tenuous at best at the moment because there is no agreement on a new Concorde Agreement, which would define the parameters for independent teams and customer cars.

Drivers Takuma Sato and Anthony Davidson are, of course, bitterly disappointed, but both vow that they will race in F-1 again.

"With the help of Honda, we have somehow managed to keep the team going, but we find it difficult to establish a way to continue the activities in the future within the environment surrounding F-1, and, as a result, I have concluded to withdraw from the championship."

AUGRI SUZUKI

"It wasn't a complete shock as we have all known how difficult things have been," Davidson said, "but I'm obviously really disappointed that the team is unable to see out the rest of the season and beyond, and gutted not just for myself but for all the guys at the

factory who have worked so hard."

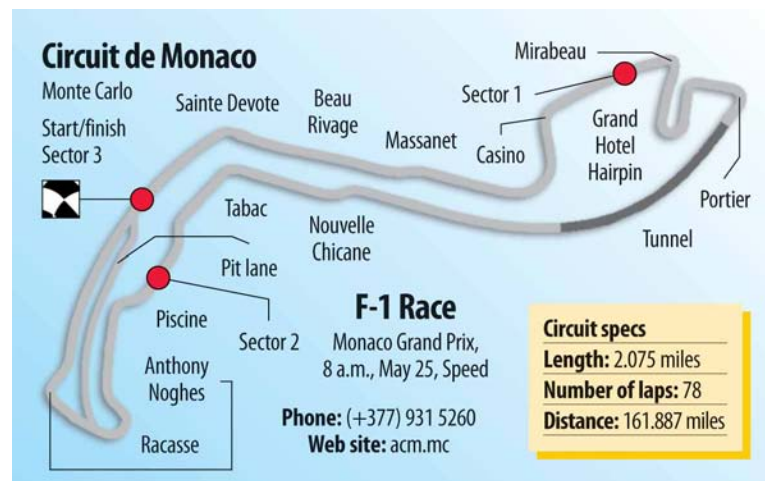
Sato said, "At this time, I am not sure what will happen next as I have been concentrating all my efforts on racing for SAF1."

There are now 10 teams in the lineup for the first time since 2005, which leaves two open slots before reaching the maximum of 24 cars allowed by the regulations. A mere multi-millionaire can't afford to run a small team in F-1 anymore.

F-1 has become the domain of the car manufacturers and the billionaires like Dietrich Mateschitz of Red Bull and Vijay Mallya of Force India.

And nothing is going to change until the FIA's plan for budget caps begins in a couple of years.

UP NEXT





HHP/ALAN MARLER PHOTO

SMOKY CELEBRATION: Kyle Busch plays to the crowd after winning Saturday night's Dodge Challenger 500 at Darlington (S.C.) Raceway.

Streaking Busch Says Boos Don't Bother Him

By JOHN CLAYTON
STAFF WRITER

DARLINGTON, S.C. — The boos don't bother Kyle Busch.

Good thing because he's hearing a lot of them these days.

"I'm here to race. I'm here to win," Busch said after dominating the field in Saturday's Dodge Challenger 500 at Darlington Raceway. "If I win, it just makes them more upset and crying on their way home."

Never among NASCAR's most popular drivers in his short career, the 23-year-old Busch became the sport's biggest villain last week when he wrecked with Dale Earnhardt, Jr. as the two raced for the lead at Richmond, much to the ire of Earnhardt's throngs of diehard fans.

Like Busch, Jeff Gordon, who ran third at Darlington, has heard his share of boos, especially from pro-Earnhardt crowds, but he says the important thing is that the fans are making some sort of noise.

"Right now, the boos may be louder than the cheers, but at least they're making a lot of noise," Gordon said.

But as far as playing the role

of NASCAR's latest villain, Gordon said that probably isn't Busch's choice, even if he says it doesn't bother him.

"I don't think he wants to be that," Gordon said. "I know Kyle's a good guy...He just gets himself into situations that just follow him. He needs to accept it, go with it, but be himself...Having a love-hate relationship with the fans is not a bad thing. I heard more noise for him tonight than I ever heard for him. I remember when I came into this sport riding around with Dale Earnhardt (Sr.), and him getting a lot of boos and cheers — and all he cared about was how much noise they made."

Busch often comes across as smug and over-confident, but with three Sprint Cup victories among eight wins in NASCAR's top three series, there is reason for confidence for an uber-talented driver who can vote in a presidential election for just the second time.

"He comes in here and he fits with our race team. That's all I'm worried about," said crew chief Steve Addington, who has also worked with Bobby Labonte and J.J. Yeley on the No. 18 team. "He fits with the

group of guys on this 18 car. He's the same way about his driving and wanting to win trophies."

J.D. Gibbs, president of Joe Gibbs Racing, landed Busch and his baggage this past off-season when Busch was released from Hendrick Motorsports in favor of Earnhardt.

As soon as Earnhardt signed with Hendrick, Busch became the sport's most sought-after free agent, and has more than lived up to that status with his performance this year that has him leading the Sprint Cup standings.

While victories are piling up now, Gibbs said the rest — popularity or at least appreciation from the fans — may come later with age.

"You always kind of have a guy that comes along and when he starts to do well, there's an issue there," said Gibbs. "Over time, people kind of appreciate what they're doing on the track."

"And Kyle is learning, too. This is a lot of attention he hasn't had in years past. As he kind of learns and grows with that, I think we'll be in good shape. That's just a matter of time taking care of itself."

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

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Middleton Becomes 4th Different ASA SE Victor

BRONSON, Fla. — Four races and four winners is the record on the RC Cola/MoonPie ASA Southeast Asphalt Tour.

Jay Middleton posted his first series victory as the late-model stock-car

touring series stopped at Bronson Motor Speedway Saturday night.

Driving for former driver Mike Cope, who headquarters his team next to the three-eighths-mile asphalt oval, Middleton took the lead on lap 15 and paced the remainder of the 100-lap event.

"I had to play the part of wheel-man tonight because we didn't have the best car out there," said Middleton. "When we got out front, the car got real tight. We had to play defense out there all night. I held my breath for 80 laps and did what I had to do." Middleton's biggest challenge came from his teammate Travis Cope, who spun while

"I had to play the part of wheel-man tonight because we didn't have the best car out there."

JAY MIDDLETON

chasing Middleton.

"Travis Cope had by far the fastest car out here tonight," stated Middleton. "He's my teammate and he had a lot of pressure from behind. I didn't get back in the gas quick enough at one point and instead of turning us around, he practically spun himself out."

Daniel Keene, Jr. finished second, ahead of Tyler Millwood, Chris Fontaine and Kurt Jett.

The finish:

Jay Middleton, Daniel Keene, Jr., Tyler Millwood, Chris Fontaine, Kurt Jett, Travis Cope, John Bolen, Taylor Satterfield, Scotty Ellis, Jason Hogan, Jarrod Foley, Preston Peltier, Stephan McCurley, Jess Mattox, Jeremy Mullinax.

Another Dave Steele Victory

BRADENTON, Fla. — Dave Steele charged to the lead at the mid-point of Saturday's

30-lap Tampa Bay Area Racing Ass'n contest at Desoto Superspeedway and was never headed en route to his third victory of the 2008 season.

Shane Butler came in second

and Troy DeCaire finished third, while Blaze Martin was fourth. Heat winners Tommy Nichols and Sonny Hartley finished fifth and sixth, respectively.

The finish:

Dave Steele, Shane Butler, Troy DeCaire, Blaze Martin, Tommy Nichols, Sonny Hartley, Larry Brazil, Mark Gimmler, Dude Teate, Mickey Kempkins, Joe Ligouri, David Retzlaff, Wendy Mathis, Dakotah Stephens, Steve Darvalies, D.J. Hoelzle, Johnny Gilbertson, Steve Heisler, Brian Gingras, Nick Manikis, Jim Alvis, Michael Smith, Ben Fritz, Stan Butler

Rauch Beats The Colorado Cold

FT. MORGAN, Colo. — Past Rocky Mountain Midget Racing Ass'n Champion Keith Rauch returned to the winner's circle

Saturday night at I-76 Speedway

on a cold and windy RMMRA season opener.

Rauch held off challenges from Tony Rossi, who finished second. Robert Hanley was third. Scott Fennell and Mike Heberling rounded out the top five.

The finish:

Keith Rauch, Tony Rossi, Robert Hanley, Scott Fennell, Mike Heberling, Bob Harr, Julee Jamison, Dave Scroggs, Andy Mason, Chad Corken, Brent Rees, Greg Schaefer.

Simmons To Steer Second Foyt Indy Car

By Bruce Martin
NSSN CORRESPONDENT

INDIANAPOLIS — There are many great traditions linked to the Indianapolis 500.

In recent years, one of those traditions is team owner A.J. Foyt hiring an out-of-work driver for a second-weekend qualification effort for the race. Foyt continued that tradition on Monday when he hired Jeff Simmons to drive the No. 41 entry in this weekend's final two rounds of qualifying for the 92nd Indy 500.

INDYCAR

Simmons joins the team's full-time driver, Darren Manning, when the Speedway re-opens for practice today (May 14).

"It's great to be back with A.J.'s team," said Simmons, who was released last July from the Ethanol ride at Rahal Letterman Racing. "I'm looking forward to working with A.J. and Darren and the whole Foyt team. Darren can help me get up to speed quickly and hopefully I can contribute something to the team as we get ready for qualifying next weekend.

"A.J. is taking it on himself to put me in this car so I just want to do the best job I can for his team."



IRL/STEVE SNOODY PHOTO

BACK IN THE SEAT: Jeff Simmons, shown at The Milwaukee Mile last June, will get a ride in A.J. Foyt's No. 41 for this year's Indianapolis 500.

Foyt is considered the greatest driver in Indy 500 history and was the first to win the famed race four times in his career. Since climbing out of the cockpit for good on Pole Day in 1993, Foyt has been an outspoken and fairly controversial team owner who has always supported the Indianapolis 500.

"I'm glad to be working with Jeff again," said Foyt. "I like

the way he drives and the way he hustles the car pretty hard which is what I look for in young drivers."

The 31-year-old Simmons drove for Foyt in the Indy Pro Series — now the Firestone Indy Lights Series — in May 2004 when he finished second in the Freedom 100 at Indianapolis Motor Speedway. It was that same month that

Foyt gave Simmons an Indy car to do his rookie test at the Speedway, which allowed him to compete in that year's Indy 500 driving for Mo Nunn. He finished 16th in his debut after starting 29th as a second-weekend qualifier.

Simmons drove for Rahal Letterman Racing in 2006 and 2007 before being replaced by Ryan Hunter-Reay in July.

Rutan Feeds Off The Bottom At Thunderbird

MUSKEGON, Mich. — Ben Rutan won the opening-night

feature for the Engine Pro ASCS Sprints on Dirt Saturday night at Thunderbird Race Park.

Rutan started outside of row three and skirted around the bottom in a tremendous battle with Brett Mann and early leader Gregg Dalman.

"I had a heck of a run with Gregg (Dalman) and Brett

(Mann). I was blasting around the bottom and Brett was going around the top," Rutan explained. "Then I think Gregg just slipped off the bottom and I was able to get them both, so it worked out great."

Dalman finished second, ahead of Mike Galajda, Mann and Kyle Patrick.

The finish:

Ben Rutan, Gregg Dalman, Mike Galajda, Brett Mann, Kyle Patrick, Tim Norman, Joe Bares, Ryan Grubaugh, Aaron Shaffer, Gary Fast, Dan Naida, John Gall, Andy Teunessen, Kirk Cheney, Jim Lingar, Ralph Brakenberry, Tank Brakenberry.



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2008 Super Clean

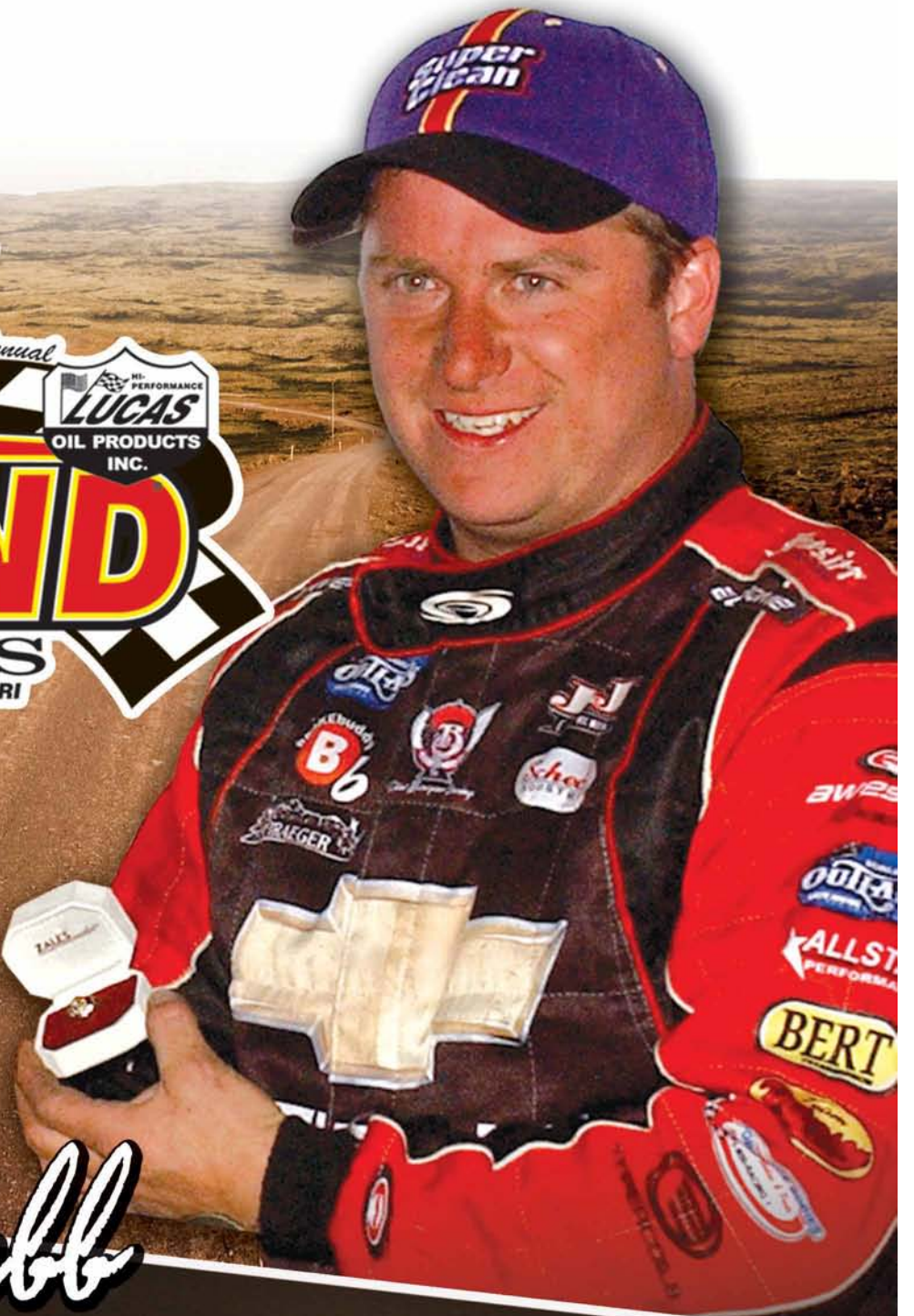


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PHIL RIDER PHOTO

RETURN VISIT: Robert Ballou lifts the wheels off the track during Midwest Sprint Car Series' 30-lap Don Smith Classic at Terre Haute May 4, the first event at the track since early 2007.

RESURRECTION: Legendary Dirt Track Has New Hope In 2008

CONTINUED FROM PAGE 2

AAA, USAC and the World of Outlaws visited each year.

But in recent years, the Action Track had fallen on difficult times and in 2007, the action stopped altogether. Under a succession of different promoters, attendance had dwindled, most sanctioning organizations stopped running at the track and only a handful of races were scheduled. Last year's first event, featuring USAC sprint cars, was concluded prematurely by the track promoter and soon after, USAC canceled its races at the track. Before mid-summer, the remaining events had also been canceled.

For half a year, rumors that the fair board had sold the fairgrounds ran rampant. Many were convinced they had seen their last race at the venerable oval. But then, for racing fans, a miracle occurred.

DHK Promotions faces an uphill battle on many fronts. Comprised of Brian Dorsett, a former professional baseball player and local businessman, Indy 500 veteran Davey Hamilton, Mike King, the radio announcer for the Indy 500, the Indy Racing League and one-time Action Track announcer, DHK is already making great strides. Leveraging from the experience of each, they have begun readying the spectator areas, scheduling events and mobilizing local businesses to partner with this endeavor. It's all part of a plan to keep the track safe from land developers, who have surrounded the fairgrounds with shopping malls and restaurants.

"We have a three-year deal with the Wabash County Fair Board. We are hoping for the best," Dorsett said. "We're hoping that the success that we bring is going to elevate the way

that the fair board looks at it. Even if they do decide to sell some day, we feel like we're going to be able to have a renewable long-term lease. I think they're going to like the success that we have. I think it's going to be great for the community."

Yet, having seen the paltry attendance of recent seasons and the decline in the condition of the facility, one may wonder why they think they can be successful when others have struggled.

Dorsett begins by pointing to the success that the track experienced during the six-year tenure of T.H.A.T. Racing through much of the '90's. "They did a great job. I think that the key has been to have local folks in charge," he explains. "We've got a completely different format, a recipe if you will, for success here, to get it off the ground the right way."

The different backgrounds of each of the partners in DHK have allowed them to separate some of the duties and share others. King's experience has allowed him to focus on marketing and media relations, as well as returning to the microphone on race nights. Dorsett has been busy developing relationships with the business community.

In addition to being a highly successful racer, Hamilton's family has operated Meridian Speedway near Boise, Idaho, for more than 20 years. He has also managed several racing groups.

"I think that the biggest thing that I am going to try to bring is organization," he says. "We're used to it. Our track (Meridian) is pavement — that's dirt — so as far as the competition side of it, that's different. But working with sanctioning bodies and insurance, all of the things that you have to do to run a facility are the same, basically."

Another ingredient in the recipe has been their ability to involve local businesses. Clabber Girl has lent its support, McAllister Machinery is providing equipment and operators for working the track. Indiana State University is involved through its

motorsports curriculum.

The group has already been busy making repairs, improving the fencing and repainting. And with Hall of Fame racer Bubby Jones as a consultant, the track itself is receiving a lot of attention.

"We are moving clay around, we're moving the track, the dirt, to where it's going to be even, the way it should have been for years. We're going to get it back to the great race dirt that it's always been known for," Dorsett explained.

They also expect several innovative ideas to pay big dividends. Forgoing a weekly program, this year's schedule is limited with a focus on big events, including USAC's Hut Hundred, Sumar Classic Silver Crown race, Hulman Classic and the All Star winged sprint cars. Each will focus on only the featured racing without any support classes.

And, Hamilton (who plans to race a modified at Terre Haute in September) adds, they intend to pit cars in the infield. "Like the good old days, we feel that the fans not only come to see a race, they come to be entertained. They want to look down into the pits and see what's going on down there. We're definitely going to put the competitors back into the infield."

It clearly is a new day for the Terre Haute Action Track. While they still face many obstacles, the approach adopted by King, Hamilton and Dorsett gives this valuable racing venue a shot at returning to the prominence that it once held.

"It's pretty special," Hamilton said. "Bringing it back to life, the same place that had all of the famous names — the Bettenhausens, the Foyts, the Vukovichs, the Carters and on and on. Bubby Jones has won there."

"There are just so many people that have had success at that race track. I haven't talked to a driver yet that's raced there that said that the place was no good. They all said, 'man we love that place.' There's something special about it. Bringing it back to



ALLEN HORCHER PHOTO

SPRINT ACTION: Daron Clayton (10) dives under Jon Stanbrough (53) during Saturday night's Midwest Sprint Car Series feature at Tri-State Speedway in Haubstadt, Ind.

Stanbrough Scores \$3G At Haubstadt

Leads All But Five Laps En Route To Fifth Series Win

BY ELDON BUTCHER

HAUBSTADT, Ind. — Sprint-car driver Jon Stanbrough drove to victory in Saturday night's Midwest Sprint

MSCS

Car Series feature that opened the season at Tri-State Speedway.

Driving the Fox Brothers DRC sprint car on the quarter-mile oval, Stanbrough became the second winner of the season in the MSCS.

ENGINE:

**Tony Stewart Racing To
Campaign New Engine**

CONTINUED FROM PAGE 2

competitors through independent engine builders.

The prototype Chevy Midget engines were built and tested at GM Powertrain. Kistler Racing Engines of Fremont, Ohio, supplies the Chevy engines that power the TSR entries. The major components that define the Chevrolet engine package — the cylinder block and cylinder head — will be available to all USAC competitors. Independent engine builders can then assemble Chevy Midget engines using internal components from their preferred suppliers.

"Another important consideration for a grassroots racing series is cost," said Pat Suhy, GM Racing group manager, Oval Track. "Our objective was to produce an engine that delivered great performance for the money. The Chevrolet brand has always stood for

Stanbrough led all but five laps in earning \$3,000 for his fifth-career victory in the series.

Chad Boespflug ran in the top five throughout the event and brought Bob Gatten's machine home second.

Hud Cone finished third, ahead of A.J. Anderson and Chase Stockon.

The finish:

Jon Stanbrough, Chad Boespflug, Hud Cone, A.J. Anderson, Chase Stockon, Kyle Cummins, Dickie Gaines, Thomas Messeraull, Kevin Thomas, Jr., Ricky Williams, Bret Tripplett, Daron Clayton, Jeff Bland, Jr., Mitch Wissmiller, Troy Link, Jerry Ruble, John Memmer, Hunter Schuerenberg, Danny Holtsclaw, Ty Deckard.

value, and the Chevy midget-racing engine will continue this tradition."

Suhy told this newspaper the Chevy engine packages would be priced "competitively with other contemporary designs, including Toyota and Mopar."

"We basically repackaged a conventional engine design. The engine looks identical to almost any other midget engine," explained Suhy, who says the engines will be assembled by engine builders in a manner similar to other engines, with GM selling the blocks and heads and the builder supplying the remainder of the parts based on the customers demand.

"There will be low-priced and high-priced models," he said. "We will supply the blocks and heads just like we do in NASCAR, and then the remainder of the cost will depend on what boxes are checked when placing an order."

Suhy stressed the new GM midget engine is "not exclusive" to Tony Stewart Racing and believes that blocks and heads will be available for other customers in eight to 10 weeks.

— Mike Kerchner contributed to this report.



A weekly report of action from across America

PLAINS

Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

2. Rick Pardee
3. Jeff Bergener

Culbertson Speedway

Culbertson, Neb.
May 9, 2008
Stock Car
1. Mikey Dancer
2. Casey Werkmeister
3. John Huffman

Lakeside Speedway

Kansas City, Kan.
May 9, 2008
Modified
1. Gene Claxton
2. Chad Lyle
3. Danny Charles
Grand National
1. Nic Bidingier
2. Jason Park
3. Jim Baker
Factory Stock
1. Marshall Jewett
2. Mike Taylor
3. Jason Ryan

Outlaw Motor Speedway

Oktaha, Okla.
May 10, 2008
Pure Stock
1. James Gillen
2. Brandy Justice
3. Jason Ward
Economy Mod
1. Patrick Goodnight
2. Danny Womack
3. Frank Foster
Hobby Stock
1. Kearney Weaver
2. Mike Hargis
3. Brookin Stephens
Modified
1. Charles Randolph
2. Robert Janis
3. Randy Bailey

Davenport Speedway

Davenport, Iowa
May 10, 2008
IMCA Late Model
1. Ray Guss, Jr.
2. Mike Murphy, Jr.
3. Matt Strasshiem
Pro Mod
1. Mike Zemo, Jr.
2. John Bull
3. Kevin Blum
Street Stock
1. Tim Koehler
2. Andrew Burk
3. Cary Brown
B-Mod
1. Tod Stickler
2. Kelly Meyer
3. Perry Gellerstadt
INEX Legends
1. Warren Ropp
2. Dennis Begyn
3. Craig Peekenshieder
Four Stock
1. Wade Dahl
2. Chris Zrostlik
3. Jim McKinney

Jetmore Motorplex

Jetmore, Kan.
May 11, 2008
305 Sprint Car
1. Smokey Fairbank
2. Nick King
3. Mike Woodruff

Rocky Mountain Raceways

Salt Lake City
May 10, 2008
Sprint Car
1. Jolo Helberg

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Angola Motor Speedway

Angola, Ind.
May 10, 2008
Super Late Model
1. Jack Landis
2. Jeff Parr
3. Brent Jack
Modified
1. Brad Springer
2. Darwin Wolfe
3. Jason Dietsch
Street Stock
1. Robby Henderson
2. Justin Oberlin
3. Brent Dirrim
Mini Stock
1. Jerry Slone
2. Zac Sipe
3. Logan Parker

Charter Raceway Park

Beaver Dam, Wis.
May 10, 2008
Grand National
1. Tommy Moore
2. Don Sorce
3. Roger Lee
Street Stock
1. Jon Schultz
2. Jerry Cope
3. Jesse Kanas

Mount Lawn Speedway

New Castle, Ind.
May 10, 2008

Sportsman
1. Kevin Harder
2. Kyle Hayden
3. Dennis Roys
Factory Stock
1. Robby Johnston
2. Timmy Near
3. Nick Lechota
Led Sled
1. Lonnie Saumier
2. Ricky Plamondon
3. Chris Stearns

Auto City Speedway

Flint, Mich.
May 10, 2008
Factory Stock
1. Rob Sullivan
2. Robby Johnston
3. Robby Johnston
Led Sled
1. Lonnie Saumier
2. K.C. Snover
3. Joe O'Leary
Thunder Truck
1. Brian Cogswell
2. Dale Keenan
3. Rod Marsh
Hornet
1. Nick Warner
2. Chris Jennings
3. Lee Lowe

Lincoln Park Speedway

Putnamville, Ind.
May 10, 2008
Sprint Car
1. Billy Puterbaugh
2. Jon Siscoe
3. Kenny Niflis
UMP Mod
1. Greg Amick
2. Daryl Herbert
3. Paul Bumgardner
Super Stock
1. Chris Hillman
2. Roy Bruce, Jr.
3. David Bumgardner
Bomber
1. Lloyd Walls
2. C.J. Bryan
3. Bobby Gardner

Auto City Speedway

Flint, Mich.
May 9, 2008
Modified
1. Johnny Belott
2. Joe Hodgeson, Jr.
3. Nick Clemons

Shady Bowl Speedway

DeGraff, Ohio
May 10, 2008
Modified
1. Greg Stapleton
2. Scott Coe
3. Bud Perry
Sport Stock
1. Bud Perry
2. Greg Sparks
3. Aaron Pippin
Pro-Four
1. Steve Clarkson
2. Randy Human
3. Dave Sage
Compact
1. Justin Durlinger
2. Mark Parker
3. Lou Ebright

Tri-State Speedway

Haubstadt, Ind.
May 10, 2008
Open-Wheel Mod
1. Everett Bradham
2. Zach Fair

Miami County Speedway

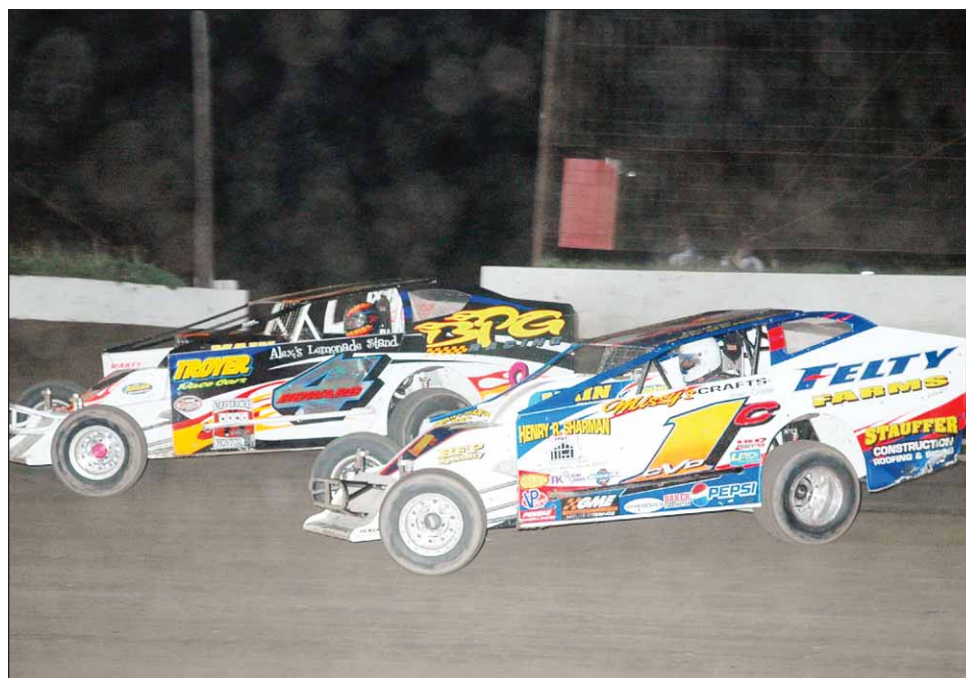
Peru, Ind.
May 10, 2008
Junior Sprint
1. Kolt Kinser
2. Hallie Feuquacay
3. Danny Gipson
Stock
1. Sam Kimmerls
2. Halen Shafer
3. Jacob Kincaid
Restrictor
1. Braxton Hanft
2. Jason Ormsby
3. Jason Montel
Open-Class
1. Bob Bourff
2. Kole Ketchum
3. Drew Salisbury
Wingless Sprint
1. Jordan Lambert
2. Sam Kimmel
3. Tyler Stump

Illiana Motor Speedway

Schererville, Ind.
May 10, 2008
Late Model
1. Boris Jurkovic
2. Eddie Hoffman
3. Dave Weltmeyer
Limited Late Model
1. Phil Splant
2. Eddie Hoffman
3. John Senerchia
Turbo Stox
1. Ed Ligue
2. Ryan Moore
3. Mark Ross, Jr.
Legends
1. David Daugherty
2. Alex Arelano
3. Sloan Henderson
Pure Stock
1. Chris Czaszowicz
2. David Jacobs, Jr.
3. Tim Cronin

Shawano Speedway

Shawano, Wis.
May 10, 2008
Late Model
1. Justin Ritchie
2. Jake Redetzke
3. A.J. Diemel
IMCA Modified
1. Julie McDermid



RICH KEPNER PHOTO

MORE 4: Duane Howard (4) races to the outside of Craig VonDohren during the 358 modified feature at Grandview Speedway in Bechtelsville, Pa. Howard went on to win.

2. Brad Rohloff
3. Jared Siefert
IMCA Stock
1. Brian Bruechert
2. Rod Snellenberger
3. Larry Karcz, Jr.

Indianapolis Speedrome

Indianapolis
May 10, 2008
Late Model
1. Jimmy Kirby
2. Rodney Sizemore
3. Bruce Tunny
Figure-8
1. Jesse Tunny
2. Rodney Sizemore
3. Bruce Tunny
Stock
1. Jimmy Kirby
2. Larry Hahn
3. Speedy Teepe
Hornet
1. Don Klein
2. Jon Elkins, Jr.
3. Nigel Peters
Roadrunner
1. Ron Crabtree, Jr.
2. Jeff Johnson
3. Rex Cox II

M-40 Speedway

Jones, Mich.
May 9, 2008
Pure Stock
1. Gindy Stremme
2. Robbie Ferrier
3. Greg Haynes
Pro Stock
1. Jeff Gans
2. John Long
3. Robbie Ferrier
Late Model
1. Eric McGlothlen
2. Matt Krywonski
3. Danny Mac

Grundy County Speedway

Morris, Ill.
May 9, 2008
Late Model
1. Tom Smith
2. Eddie Hoffman
3. Billy Knippenberg
Sportsman
1. Ron Vandermeir, Jr.
2. James Swan
3. Chad Proctor
Street Stock
1. John Senerchia
2. Nick Clubb
3. Mike Brandolino
4-Cylinder
1. Eric Boudreau
2. Kyle Lindemuth
3. Steve Wells

Farmer City Raceway

Farmer City, Ill.
May 9, 2008
Late Model

1. Steve Sheppard, Jr.
2. Wes Steidinger
3. Dennis Erb, Jr.
Modified
1. Jeff Leka
2. Denny Schwartz
3. Chad Osterhoff
Street Stock
1. Jim Quinn
Sportsman
1. Joel Funk, Jr.

Anderson Speedway

Anderson, Ind.
May 10, 2008
Super Truck
1. Mark Livesay
2. Ronnie Rose
3. Josh Poore
Front-Wheel Drive
1. Jeff Saxon
2. Jack Leisure
3. Jerry Baker
Street Stock
1. Jake McElfresh
2. Rich Boyer
3. Joe Beaver
Figure-8
1. Mike Riddle, Jr.
2. Michael Phipps
3. Ronnie Rose

Eldora Speedway

Rossburg, Ohio
May 10, 2008
Stock Car
1. Jeff Babcock
2. Doug Tiemann
3. Barney Craig
Modified
1. Jerry Bowersock
2. Matt Westfall
3. Todd Sherman

Ponderosa Speedway

Junction City, Ky.
May 9, 2008
Super Late Model
1. Victor Lee
2. Dustin Neat
3. Aaron Hatton
Pro Late Model
1. P.J. Feistritzer
2. Gary Yeager
3. Todd Coffman

Madison Int'l Speedway

Oregon, Wis.
May 9, 2008
Super Late Model
1. Steve Rubeck
2. Nathan Haseleu
3. Andrew Morrissey
Limited Late Model
1. Chad Stevens
2. Ross Kenseth
3. John Baumeister
Sportsman
1. Jay Kalbus
2. Darrell Garman
3. Mike Heelein

Bandit
1. Chester Ace
2. Cory Skolaski
3. Jody Schmidt
Legends
1. Alex Arelano
2. Max McNamara
3. Aaron Moyer

Spartan Speedway

Lansing, Mich.
May 10, 2008
Super Late Model
1. Chad Finley
2. Doug Finley
3. Dave Stehower
Modified
1. Larry Wallace
2. Chris Ozanich
3. Perry Davenport
Sportsman
1. Dane Long
2. Jack Koone
3. Scott Sigmon
Pure Stock
1. Spencer Drake
2. Jordan Lacoda
3. Mike Higby
Pony Stock
1. Jimmy Scarvada
2. Edson Rowley
3. Wayne Beckner, Jr.

Bluegrass Speedway

Bardstown, Ky.
May 10, 2008
Super Late Model
1. Dustin Neat
2. Terry English
3. Joey Daniel
Street Stock
1. Joe David Humphrey
2. Robbie Settles
3. Willie Edelen
Modified
1. Jim Froling
2. Josh Lucas
3. Benji Lee
Sportsman
1. Pat Hagan
2. Barry Chesser
3. Avral Thompson

U.S. 24 Speedway

Logansport, Ind.
May 10, 2008
JR
1. Addison True
2. Craig Ronk
3. Robby Resch
Restrictor
1. Megan Wood
2. Aaron Farny
3. John Veach
Non-Wing
1. T.J. Lamb
2. Jordan Kinser
3. Stephanie Mockler
Wing
1. Nate Lauderbaugh
2. Andrew Peters
3. B.J. Wilson

Malden Speedway

Malden, Mo.
May 9, 2008
Crate Late Model
1. Todd Hall
2. Billy James
3. Darrel Moser
Modified
1. Robby Arnold
2. Robert Powers
3. Shane Stephens
Hobby Stock
1. Claudie Cook
2. Kevin Holman
3. Jason Pennington
E-Mod
1. Dicky Jackson
2. Scott Tracer
3. Adam Hemby
Mini Stock
1. Jimmy Newsome
2. Jimmy Null
3. Derrick Durrall
Street Stock
1. Jared Wagster
2. Justin Barnes
3. Mike Lack

Toledo Speedway

Toledo, Ohio
May 9, 2008
Late Model
1. Terry Senneker, Jr.
2. Brent Jack
3. Harold Fair, Sr.
Sportsman
1. Jim Froling
2. Chad Guinn
3. Ron Allen
Factory Stock
1. Dave Arnold, Jr.
2. Josh Bunting
3. Cory McCaughey

Fremont Speedway

Fremont, Ohio
May 10, 2008
Super Sprint
1. Phil Gressman
2. Byron Reed
3. Mike Linder
305 Sprint Car
1. Josh Muntz
2. Dustin Keegan
3. Stuart Brubaker
Dirt Truck
1. Bob Dible
2. Steve Endicott
3. Dwight Waltermier

Flat Rock Speedway

Flat Rock, Mich.
May 10, 2008
Late Model
1. Eric Lee
2. Greg Studdt
3. Ron Allen
Figure-8
1. Jeremy Miller
2. Dennis Whisman
3. Billy Earley

Street Stock

1. Randy DeMaggio
2. Dave Tanner
3. Rich Frantz

Berlin Raceway

Marne, Mich.
May 10, 2008
Pro Stock
1. Scott Root
2. Justin Regnerus
3. Ryan Meldrum
Super Stock
1. Tim Sweeney
2. Denny Anderson
3. Bob Spencer
Late Model
1. Ross Meeuwesen
2. Terry VanHaitmsa
3. Caleb Bisacky
4-Cylinder
1. Ryan Hamm
2. Jason DeVos
3. Mike Speet

Galesburg Speedway

Galesburg, Mich.
May 10, 2008
Late Model
1. Donnie Ritter
2. Rob Hardy
3. Paul Roberts
Street Stock
1. Chris Garrett
2. Tim Hegner
3. Scott Eley
Mini Stock
1. Rick Gale
2. Rick Mann, Sr.
3. Jeremy Collins

K-C Raceway

Chillicothe, Ohio
May 10, 2008
410 Sprint Car
1. Danny Smith
2. Jimmy Stinson
3. Butch Schroeder
Late Model
1. Rick Combs
2. Ben Adkins
3. Keith Berner
Modified
1. Chris Stotts
2. Doug Adkins
3. Jeremy Rayburn
Hobby Stock
1. Jamey Adams
2. Aaron Chesser
3. Tommy Mossbarger

Paducah Int'l Raceway

Paducah, Ky.
May 9, 2008
Late Model
1. Terry English
2. Kevin Cole
3. Dylan Thompson
Modified
1. Randle Sweeney
2. Bryce Jewell
3. Jeff Elliott
Crate Late Model
1. Tait Davenport

2. Troy English
3. Tanner English
Street Stock
1. Pancho Elder
2. Clay Story
3. Terry Jones
4-Cylinder
1. Jeffrey Bailey
2. Adam Elliott
3. Keaton Downing
Vintage Racer
Feature No. 1
1. Mark Moore
2. Dave Davidson
3. Dennis English
Feature No. 2
1. Mark Moore
2. George Cullin
3. Lyn Forsee

Red Cedar Speedway

Menomonie, Wis.
May 9, 2008
Late Model
1. Pat Doar
2. Jake Redetzke
3. A.J. Diemel
Modified
1. Craig Thatcher
2. Mike Anderson
3. Dave Cain
Super Stock
1. Joe Rhead
2. Mike Keller
3. Curt Myers
Midwest Modified
1. Shane Halopka
2. Mark Gerth
3. Mike Truscott
Pure Stock
1. Mike Knudtson
2. Ashley Husby
3. Dusty Brown

Rockford Speedway

Loves Park, Ill.
May 10, 2008
Sportsman
1. Brock Behnke
2. Fred Nason
3. Ricky Nielsen
Short Tracker
1. Nick Cina, Jr.
2. Boyce Sparkman
3. Kelly Evink
Late Model
1. Ricky Bilderback
2. Jon Reynolds, Jr.
3. Matt Berger
Road Runner
1. Gene Marocco
2. Vachenzia Jester
3. Robert Roush
Classic
1. John Vassh, Jr.
2. Lon Meagher
3. Pat Heaney

Thunderhill Raceway

Sturgeon Bay, Wis.
May 10, 2008
Modified
1. Billy LeMieux
2. Dan Ratajczak
3. Tim Van De Hei
Stock Car
1. Dave Bouche
2. Greg Gretz
3. Shawn Havel
Sport Mod
1. Aaron Holiday
2. Jeff DuBois
3. Jeff Vlies
Hobby Stock
1. Dave DeGrave
2. Brandon Peterson
3. Jason LaViolette
Street Stock
1. John Sternard
2. David Hoerning
3. Todd Everard

Sharon Speedway

Hartford, Ohio
May 10, 2008
410 Sprint Car
1. Bob Felmlie
2. Jared Zimbardi
3. Ed Lynch, Jr.
Modified
1. Brian Swartzlander
2. Del Rougeux, Jr.
3. Brad Rapp
Limited Sprint
1. Andy Paden
2. Guy Griffin
3. Brandon Spithaler
Pure Stock
1. Alan Dellinger
2. Russ Dunn
3. Bob McCann
Block Pure Stock
1. Shaun Hooks
2. Andy Thompson

3. Jamie Duncan



Florida
Georgia
North Carolina
South Carolina
Tennessee

Columbia Motorsports Park

Lake City, Fla.
May 10, 2008
Super Late Model
1. Jason Garver
2. Doyle Boatwright
3. Eddie Gainey
Sportsman
1. Jeff Prescott
2. Charlie Seroki
3. Nevin Gainey
Pure Stock
1. Willard Driggers
2. John Roling
3. Nevin Gainey
Hornet
Feature No. 1
1. Curtis Mitchell
2. Anthony Gerhold
3. Don Cruce
Feature No. 2
1. Brian Hull
2. Don Davis
3. Raurk Hanover
V-8 Bomber
1. Rick Taylor
2. A.C. Morrow
3. Mark Chinell
Welterweight
1. Tony Smith
2. Harvey Johnson
3. Jerry Hefflin
Hornet
1. Patty Dingus
2. Viva Hilgersen
3. Callie Wise

Citrus County Speedway

Inverness, Fla.
May 9, 2008
Modified
Feature No. 1
1. Curtis Neumann
2. Robbie Cooper
3. Richie Smith
Feature No. 2
1. Richie Smith
2. Curtis Neumann
3. Billy Bechtelheimer
Street Stock
1. James Crawford
2. David Foster
3. Tommy Smith
Mini Stock
1. Clint Foley
2. Don Faunce
3. Kevin Harrod
Pure Stock
1. Tim Wilson
2. Bill Ryan
3. Richie Smith
Figure-8
1. Cliff Rousseau
2. Joey Catterelli
3. Robert Aaron
V-8 Thunder Stock
1. Mike Hinde
2. Michael Martin
3. Drew Matissek

Florida Georgia North Carolina South Carolina Tennessee

Orange County Speedway

Orange, Fla.
May 9, 2008
Modified
Feature No. 1
1. Curtis Neumann
2. Robbie Cooper
3. Richie Smith
Feature No. 2
1. Richie Smith
2. Curtis Neumann
3. Billy Bechtelheimer
Street Stock
1. James Crawford
2. David Foster
3. Tommy Smith
Mini Stock
1. Clint Foley
2. Don Faunce
3. Kevin Harrod
Pure Stock
1. Tim Wilson
2. Bill Ryan
3. Richie Smith
Figure-8
1. Cliff Rousseau
2. Joey Catterelli
3. Robert Aaron
V-8 Thunder Stock
1. Mike Hinde
2. Michael Martin
3. Drew Matissek

Five Flags Speedway

Pensacola, Fla.
May 9, 2008
Pro Late Model
1. Brandon Carlson
2. Johanna Long
3. William Hindman
Sportsman
1. Andy Nicholls
2. Derrick Wood
3. Allen Pierce
Mini Stock
1. David Russell
2. R.J. Arnone
3. Randy Blakeslee
Strictly Stock
1. Devon Cuddy
2. Mike Dresch
3. Neal Kirby

Crossville Raceway

Crossville, Tenn.
May 9, 2008
Late Model
1. Brandon Williams
2. Lynn Selby
3. Robert Edwards
Modified
1. Billy Palmer
2. Jeff Cotterman
3. Joey Cotterman
Pro Street
1. Mike Selby
2. Duke Lowe
3. Jesse Lowe
Mini Mod
1. Brad Hamilton
2. Derrick Hutchings
3. Herman Radke
Pure Mini
1. Cody Rector
2. Carl Griffith
3. J.D. Recto
Cruiser
1. Tim Roach/Jason Sharp
2. Hannah Proffitt/Sam Proffitt
3. Michael Cantrell/Jason Powell

Caraway Speedway

Asheboro, N.C.
May 9, 2008
Enduro
1. Ed Phillips
2. Ben Hanks
3. Darren Free
Super Truck
Feature No. 1
1. Buddy Allred
2. Cole Miktuk
3. Travis Mosley
Feature No. 2
1. Travis Mosley
2. Destry Gardner
3. Cole Miktuk
Legends
1. Daniel Hemric
2. Justin Morton
3. Christian Pahud
Street Stock
1. Jeff Sparks
2. Randy Dunn
3. Clyde Johnson
U-Car
1. Mickey Phillips
2. Justin Smith
3. Jimmy Cooper

Ace Speedway

Altamahaw, N.C.
May 9, 2008
Late Model
1. Jason York
2. Rodney Cook
3. Robert Turner
Modified
1. Brad Allen
2. Josh Nichols
3. Gary Young, Jr.
Limited Sportsman
1. Bobby Griffin
2. Ziggy Zimmerman
3. John Moore
Mini Stock
1. Jason Cook
2. A.J. Sanders
3. Chad Sykes
X-treme Car
Feature No. 1
1. Michael Neal
2. Keith Spake
3. Jerry Kernodle
Feature No. 2
1. Barry Cobb, Jr.
2. Keith Brame, Jr.
3. Floyd Edgley
Mini Cup
1. Ed Peters
2. Robert Hamilton
3. Duke Furr

Orlando SpeedWorld

Orlando, Fla.
May 9, 2008
Super Late Model
1. Matt Bowers
2. Tim Russell
3. Jeremy Colangelo
Super Stock
1. David Gould
2. John Hodge
3. William Hindman
Sportsman
1. Andy Nicholls
2. Derrick Wood
3. Allen Pierce
Mini Stock
1. David Russell
2. R.J. Arnone
3. Randy Blakeslee
Strictly Stock
1. Devon Cuddy
2. Mike Dresch
3. Neal Kirby

East Lincoln Speedway

Denver, N.C.
May 10, 2008
Stock Car
1. Tracy Tapley
2. Shawn Penwarden
3. Mickey Anderson
Modified Sportsman
1. Chris Smith
2. Ronnie White
3. Jesse Brannon
Micro-Sprint
1. Brian Roseman
2. Justin Lineman
3. Jonathan Hager
Jonathon Hager Modified
1. Kris Dunlap
2. Greg Maupin
3. Bobby Mays
Crate Late Model
1. Jeff Maupin
2. Kelly Glass
3. Dale Ball
Hobby Stock
1. Jon Cook
2. Dustin Shaver
3. Chuck Johnson
Stock-4
1. Stanley Donahoo
2. Swain Morris
3. Brian Nuhfer

Volunteer Speedway

Bulls Gap, Tenn.
May 10, 2008
Super Late Model
1. Vic Hill
2. Jeff Maupin
3. Bobby Mays
Crate Late Model
1. Jeff Maupin
2. Kelly Glass
3. Dale Ball
Hobby Stock
1. Jon Cook
2. Dustin Shaver
3. Chuck Johnson
Stock-4
1. Stanley Donahoo
2. Swain Morris
3. Brian Nuhfer

New Smyrna Speedway

New Smyrna Beach, Fla.
May 10, 2008
Late Model
1. Darren Brown
2. Jessica Murphy
3. Joe Winchell
Sportsman
1. Patrick Thomas
2. Bart Weahterford
3. Donny Williams
Modified
1. Alan Bruns
2. Don Keithley
3. Gary Fountain, Jr.
Pro Truck
1. Logan Bordeau
2. Roger Gilliam
3. Courtney Morgan
Street Stock-4
1. Eddie McGrew
2. Joey Kelley
3. Matthew McDonald
Pure Stock
1. Mitchell Coggins
2. Marty Chastain
3. Barry Thornton
Young Gun
1. Mack Norris
2. Zeke Whitman
3. Brent Bassett

Music City Motorplex

Nashville, Tenn.
May 10, 2008
Late Model
1. Michael House
2. Dillon Oliver
3. Andy Johnson
Super Truck
1. Kyle Fletcher
2. Daniel Victory
3. Daniel Bolden
Grand National
1. Sean Hosey
2. Larua Gentry
3. Blake Jones
Legends Pro Master
1. David Moyes III
2. Chris Wilson
3. Kevin Rollins
Legends Semi Pro
1. Cody Fernett
2. Brandon Summers
3. Giles Martin

Bowman Gray Stadium

Winston-Salem, N.C.
May 10, 2008
Modified
1. Bobby Hutchens
2. Brad Robbins
3. Lee Jeffreys
Sportsman
Feature No. 1
1. Jim Shoaf
2. Derek Stoltz
3. Kenneth Bost
Feature No. 2
1. David Adams
2. Tommy Neal
3. Barry Edwards
Street Stock
1. Luke Nickles

1. John McNeal
2. Matt Cotner
3. Ryan Nelson
Stadium Stock
Feature No. 1
1. Kenny Dixon
2. Paul Wark
3. Dale Barneycastle
Feature No. 2
1. Matt Hill
2. Kevin L. Neal
3. Randy McElveen

Travelers Rest Speedway

Travelers Rest, S.C.
May 10, 2008
Crate Late Model
1. David Smith
2. John Llewellen
3. Scott Childress
Renegade
1. Bobby Whitworth
2. Greg Dodgens
3. Mark Anders
Stock-8
1. Scott Galloway
2. Roger Gilliam
3. Courtney Morgan
Street Stock-4
1. Eddie McGrew
2. Joey Kelley
3. Matthew McDonald
Pure Stock
1. Mitchell Coggins
2. Marty Chastain
3. Barry Thornton
Young Gun
1. Mack Norris
2. Zeke Whitman
3. Brent Bassett

Harris Motor Speedway

Rutherfordon, N.C.
May 10, 2008
Limited Sportsman
1. Chris Jackson
2. Greg Dimsdale
3. Lamar Jordan
Renegade
1. Josh Ayers
2. Jason Jolley
3. Jason Edmonds
Stock-8
1. Scott Smith
2. Bubba Smith
3. James Abernathy
Pure Stock
1. Travis Burdette
2. Bopper Johnson
3. Steven Penson, Jr.
Street Stock-4
1. Blake Bentley
2. Clyde Scott
3. Wayne Laws
Young Gun
1. Justin Ward
2. Justin Barber
3. Wendy Smith
Super Stock-4
1. Scott Morgan
2. Stacy Brock
3. Brian Bentley

Concord Motorsport Park

Concord, N.C.
May 10, 2008
Late Model
1. Jeff Melton
2. Chuck Crump
3. Kevin Love
Limited Late Model
1. Mike Terry
2. Steve Ackerly
3. Sam McAulay
Pure Stock
1. Todd Bradburry
2. Donnie Kaiser
3. John Watson
Mod-Lite
1. Ricky Harper

Winchester Speedway

Winchester, Va.
May 10, 2008
Late Model
1. Gary Stuhler
2. Bo Feathers
3. Gerald Davis
Semi-Late Model
1. Jeff Sweeney
2. Brian Buckler
3. Sam Crouch
Pure Stock
1. Tony Stoneberger
2. Donnie Kaiser
3. John Watson
Four Cylinder
1. Ricky Harper



DOUG JOHNSON PHOTO

ON THE MOVE: Brooke Tatnell (34) works his way past Chuck Swenson during Friday night's Spring Nationals sprint-car feature at Jackson (Minn.) Speedway.

Fast and Furious-4

1. Tracy Mullis
2. Wayne Harrington
3. Bradley Kimrey
Thunder Roadster
1. Michael VanWingerden
2. Adam Welch
3. Taylor Hull



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Mercer Raceway Park

Mercer, Pa.
May 10, 2008
Sprint
1. Scott Bonnell
2. Rob Eyley
3. Arnie Kent
358 Modified
1. Garrett Krummert
2. Frank Guidace
3. Lonny Riggs
Late Model
1. Rusty Moore
2. Brian Booher
3. Kevin Meadows
Mod Lite
1. Rod Jones
2. Todd Canter
3. Alan Knepper
Mini Stock
1. Bill Fuchs
2. Steve Mowcry
3. Willie Stearns, Jr.

Tyler County Speedway

Middlebourne, W. Va.
May 10, 2008
Late Model
1. Paul Wilmoth, Jr.
2. Joe Loudin
3. Scott Peltz
Modified
1. Tom Sigler
2. Darren Glover
3. Mike Wilson
Crate Late Model
1. Shane Hitt
2. Sonny Conley
3. Joel Prosser
Pure Stock
1. Shawn Jett
2. Jeff Fornash
3. John Watson
Mod-Lite
1. Ricky Harper

Mountain Speedway

St. Johns, Pa.
May 10, 2008
ATQMR
Feature No. 1
1. Lou Sicconi
2. Matt Janisch
3. Robin Johnston
Feature No. 2
1. Mike Tidaback
2. Matt Janisch
3. Robin Johnston
Street Stock
1. Rich Dimarco
2. Paul Frantz
3. Elliot Wohl
Thriller
1. Nick Ross
2. Mike Moyer, Jr.
3. Scott Adams
4-Cylinder
1. Jeff Biegley
2. Nikki Wachts
3. Bill Verwys, Sr.

Franklin County Speedway

Callaway, Va.
May 10, 2008
Late Model
1. Jimmy Mullins
2. Kelly Kingery
3. Rick Sigmon
Street Stock
1. Wayne Wilson
2. Tommy Adams, Jr.
3. Kyle Dudley
Mod4
1. Timmy Hogan
2. Paul Caldwell
3. Jonathan Smith
U-Car
1. Bill Lipas
2. Mike Scott
3. Shannon Pugh
Vintage Modified
1. Jerry Scott
Sportsman
1. Corey Agee
Flathead Ford Ass'n
1. Kenneth Tuttle

Lernerville Speedway

Sarver, Pa.
May 9, 2008
Sprint Car
1. Mark Smith
2. Bob Felmlie
3. Greg Wilson
Super Late Model
1. John Flinger
2. Alan Dellinger
3. Clate Copeman
Modified
1. Kevin Bolland
2. Brian Swartzlander
3. Jim Weller, Jr.
Street Stock
1. Greg Beach
2. Joe Kelley
3. Chuck Gebauer

Path Valley Speedway Park

Everett, Pa.
May 9, 2008
305 Sprint Car
1. Craig Laudermilch
2. Wes Zimmerman
3. Todd Spangler
Sidewinder
1. Brent Marks
2. Tim Mertz
3. Jason Morrison
600 Sprint Car
1. Jake Murphy
2. Shane Lewis
3. Timmie Barrick
270 Sprint Car
1. Sean McAndrews
2. Steve Whary
3. Levi Peck
Mini Stock
1. Ricky Harper

Mountain Speedway

1. Mitch Herrick
2. Bobby Kimball
3. Jamie Watson

Susquehanna Speedway Park

Newberrytown, Pa.
May 10, 2008
Late Model
Feature No. 1
1. Gary Potts
2. Steve Billet
3. Carl Graves
Feature No. 2
1. Carl Billet
2. Gene Knaub
3. Travis McClelland
Street Stock
Feature No. 1
1. Craig Morgan
2. Chad Smith
3. Wes Alleman
Feature No. 2
1. Wes Alleman
2. Joey Hoffer
3. Paul Morgan
X-treme Stock Car
1. Jerry Scott
Sportsman
1. Corey Agee
Flathead Ford Ass'n
1. Kenneth Tuttle

Lernerville Speedway

Sarver, Pa.
May 9, 2008
Sprint Car
1. Mark Smith
2. Bob Felmlie
3. Greg Wilson
Super Late Model
1. John Flinger
2. Alan Dellinger
3. Clate Copeman
Modified
1. Kevin Bolland
2. Brian Swartzlander
3. Jim Weller, Jr.
Street Stock
1. Greg Beach
2. Joe Kelley
3. Chuck Gebauer

Path Valley Speedway Park

Everett, Pa.
May 9, 2008
305 Sprint Car
1. Craig Laudermilch
2. Wes Zimmerman
3. Todd Spangler
Sidewinder
1. Brent Marks
2. Tim Mertz
3. Jason Morrison
600 Sprint Car
1. Jake Murphy
2. Shane Lewis
3. Timmie Barrick
270 Sprint Car
1. Sean McAndrews
2. Steve Whary
3. Levi Peck
Mini Stock
1. Ricky Harper

Franklin County Speedway

1. Renno Marchetti
2. Matt Hockaday
3. Allen Dail
Pro-6
1. Kevin Wagner
2. Casey Sipe
3. D.J. Watson

Pennsylvania Motor Speedway

Imperial, Pa.
May 10, 2008
Late Model
1. Dave Wade
2. Al Atallah
3. Steve Baker
Crate Late Model
1. Mike Pegher, Jr.
2. Bryant Hank
3. Josh Holtgraver
E-Modified
1. J.E. Stalder
2. Jacob Hawkins
3. Daryl Charlier
Pure Stock
1. Jake Simmons
2. Craig Kamicker
3. Joe Anthony
Amateur Stock
1. Robbie Torrens
2. Eric Goldberg
3. Tony White
Young Gun
1. Michael Reft
2. Rich Mason
3. Justin Pons

Grandview Speedway

Bechtelsville, Pa.
May 10, 2008
358 Modified
1. Duane Howard
2. Jeff Strunk
3. Doug Mann Miller
Late Model
1. Mike Kellner
2. Ron Kline
3. Bill Henning
600 Modified
1. Mike Kepler
2. Dave Baldwin
3. Nick Mady

Langley Speedway

Hampton, Va.
May 10, 2008
Modified
1. Rusty Wood
2. Shawn Baluzzo
3. Thomas Stinson
Grand Stock
1. Jammie Goode
2. Steve Whary
3. Jimmy Adkins

Legends

1. Daniel Hemric
2. Clay Hair
3. Jeremy Cook
Super Truck
1. Robbie Davis
2. Tommy Nixon
3. Debbie Biesecker
U-Car
1. Renno Marchetti
2. Matt Hockaday
3. Allen Dail
Pro-6
1. Kevin Wagner
2. Casey Sipe
3. D.J. Watson

Pennsylvania Motor Speedway

Imperial, Pa.
May 10, 2008
Late Model
1. Dave Wade
2. Al Atallah
3. Steve Baker
Crate Late Model
1. Mike Pegher, Jr.
2. Bryant Hank
3. Josh Holtgraver
E-Modified
1. J.E. Stalder
2. Jacob Hawkins
3. Daryl Charlier
Pure Stock
1. Jake Simmons
2. Craig Kamicker
3. Joe Anthony
Amateur Stock
1. Robbie Torrens
2. Eric Goldberg
3. Tony White
Young Gun
1. Michael Reft
2. Rich Mason
3. Justin Pons

Selinsgrove Speedway

Selinsgrove, Pa.
May 10, 2008
358 Sprint Car
1. Dave Calaman
2. Pat Cannon
3. Davie Franek
Late Model
1. Tony Adams
2. Jeff Rine
3. Coleby Frye
Pro Stock
1. Jason Smith
2. Brian Towsey
3. A.J. Stroup
Roadrunner
1. Ray Rothfuss
2. Ricky Bender
3. Bill Benner

Mahoning Valley Speedway

Lehighton, Pa.
May 10, 2008
Modified

1. Mike Quinn
 2. Lou Strohl
 3. Don Wagner
- Late Model**
1. Todd Stehle
 2. Mike Van Fossen
 3. Frankie Althouse
- Street Stock**
1. Jon Moser
 2. Justin Mooney
 3. Kristy Morone
- Pro-4 Late Model**
1. Corey Hill
 2. Randy Schlenker
 3. Jeremy Miller
- Factory Stock**
1. Brian Hughes
 2. Jason Frey
 3. Randy Ahner, Sr.
- 4-Cylinder**
1. Jon Smith
 2. Brian Kunkle
 3. Ricky Kunkle
- 4-Cylinder Super Mod**
1. Kevin Ritchie
 2. Mike Crispo
 3. Mike Renn

South Boston Speedway

- South Boston, Va. May 10, 2008
- Late Model**
- Feature No. 1
1. Wayne Ramsey
 2. Philip Morris
 3. C.E. Falk III
- Feature No. 2
1. Jonathan Cash
 2. C.E. Falk III
 3. Philip Morris
- Limited Sportsman**
1. Lee Pulliam
 2. Tommy Peregoy
 3. Bruce Anderson
- Pure Stock**
1. Jarrett Milam
 2. Joe Allred
 3. Justin Tucker

Williams Grove Speedway

- Mechanicsburg, Pa. May 10, 2008
- Super Sportsman**
1. Stan Wanner
 2. Frankie Herr
 3. Dave Berkheimer
- 358 Late Model**
1. Craig Wagaman
 2. Bobby Beard
 3. Nat Tuckey
- 305 Sprint Car**
1. Mike Wagner II
 2. Jim Kennedy
 3. Rod Ort
- Street Stock**
1. Kory Sites
 2. Smoke Christine
 3. Rodney Clouser



- NORTHEAST**
- Connecticut
 - Maine
 - Massachusetts
 - New Hampshire
 - New York
 - Vermont

Lebanon Valley Speedway

- West Lebanon, N.Y. May 10, 2008
- Modified**
1. Paul Gilardi
 2. Andy Bachetti
 3. Mark Flach, Jr.
- Sportsman**
1. Jeff Watson
 2. Chris Kokosa
 3. Alan Houghtaling
- Pro Stock**
1. Jason Casey
 2. Robbie Speed
 3. Paul LaRochelle
- Limited Pro Stock**
1. Scott Kilmer
 2. Tim Sayers
 3. George Miles, Jr.
- Pure Stock**
- Feature No. 1
1. Dave Houser



IVAN VELDHUIZEN PHOTO

9-1-1: The car of Lakeside Speedway grand-national division driver Gary Donaldson catches fire during action Friday night at the Kansas City, Kan., track.

2. Jeff Kreutziger
 3. Bob Palmer
 3. Chris Finocchiaro
- SST Modified**
1. Chris Streeter
 2. Paul Engwer
 3. Lenny Fields
- Feature No. 3
1. Jay Casey
 2. Phil Wood
 3. Ray Hall, Sr.
- Four Cylinder Single Cam**
1. Ryan Hover
 2. Shawn Perez
 3. Adam Petell
- Four Cylinder Double Cam**
1. Todd Goldstein
 2. Tom Delaney
 3. Frank Sorrento

Canandaigua Speedway

- Weedsport, N.Y. May 10, 2008
- PureStox**
1. Marc Minutolo
 2. C.J. Guereri
 3. Jim Cronin
- Street Stock**
1. Mike Welch
 2. Mike Rasbeck
 3. Adam DePuy
- Modified**
1. Todd Henderson
 2. Dan Wiesner
 3. Rob Bussey
- Big Block Modified**
1. Gary Tomkins
 2. Steve Paine
 3. Matt Sheppard

Thunder Road Int'l Speedbowl

- Barre, Vt. May 11, 2008
- Late Model**
1. John Donahue
 2. Eric Williams
 3. Mike Bailey
- Tiger Sportsman**
1. Joey Laquerre
 2. Lance Allen
 3. Josh Lovely
- Street Stock**
1. William Hennequin
 2. Shawn Powell
 3. David Allen
- Junkyard Warrior**
1. Chad Brown
 2. Dale Bickford
 3. Ken Christman

Oxford Plains Speedway

- Oxford, Maine May 10, 2008
- Late Model**
1. Travis Adams
 2. Ricky Rolfe
 3. Shawn Martin
- Strictly Stock**
1. Skip Tripp
 2. Glen Henderson
 3. Kim Tipp
- Mini Stock**
1. Bill Thibeault
 2. Darrell Moore
 3. Bill Irving
- Outlaw**
- Feature No. 1
1. Jerry Freve
 2. Tom Averil
 3. Jerry Goss
- Feature No. 2
1. Jeff Goodwin
 2. Chris Daugherty
 3. Henry Brown
- North East Lite**
1. Jody Buckley
 2. Joe Lane
 3. Paul Brinckman
- 4-Cylinder**
1. Gene Purvis
 2. Phil Haner
 3. A.J. Lane
- Legends**
1. Daren Scherer
 2. Justin Petcosky
 3. Mike Alcaro

Chemung Speedrome

- Chemung, N.Y. May 10, 2008
- Modified**
1. Daren Scherer
 2. J.R. Kent
 3. Patti Pruitt
- Super Stock**
1. Jeff Goodwin
 2. Chris Daugherty
 3. Henry Brown
- North East Lite**
1. Jody Buckley
 2. Joe Lane
 3. Paul Brinckman
- 4-Cylinder**
1. Gene Purvis
 2. Phil Haner
 3. A.J. Lane
- Legends**
1. Daren Scherer
 2. Justin Petcosky
 3. Mike Alcaro

Black Rock Speedway

- Dundee, N.Y. May 9, 2008
- Modified**
1. Ron Cartwright, Jr.
 2. Donnie Lawson
 3. John Pfeffer
- Sportsman**
1. Craig Gardner
 2. Brady Fultz
 3. Justin Wright
- Late Model**
1. Jeremy Wonderling
 2. Dave DuBois
 3. Tim Schram
- Street Stock**
1. Rich Sharpsteen
 2. Chris Fisher
 3. Jared Hill
- 4-Cylinder**
1. Joe Povoiski
 2. Phil Alhart, Jr.
 3. Willy Struz
- NASCAR Modified**

- Bandit**
1. Dylan Cece
 2. Cody Morehouse
 3. Josh Wallenbeck

Waterford Speedbowl

- Waterford, Conn. May 10, 2008
- Modified**
1. Keith Rocco
 2. Jeff Pearl
 3. Rob Janovic, Jr.
- Late Model**
1. Bruce Thomas, Jr.
 2. Ron Yuhas, Jr.
 3. Tim Jordan
- Sportsman**
1. Waly Hovey, Jr.
 2. Brandon Plemmons
 3. Al Stone III
- Mini Stock**
1. Randy Churchill
 2. Ken Cassidy, Jr.
 3. Danny Field
- Legends**
1. Jay Palmer
 2. Art Moran, Jr.
 3. Shaun Buffington
- Midget**
1. Randy Cabral
 2. Bobby Santos III
 3. Joey Payne

2. Jonathan Allard
 3. Kyle Hirst
- Wingless**
1. Jimmy Pettit
 2. Mitch Miller
 3. Keith Bloom, Jr.
- Modified**
1. Mark Abouzeid
 2. Richard Papenhausen
 3. Mike Sohnrey
- Dwarf**
1. Mike Grenert
 2. Neil Stinson
 3. Jeremy Blackshire

Toyota Speedway

- Irwindale, Calif. May 10, 2008
- Late Model**
1. Andrew Myers
 2. Mike Johnson
 3. Kevin Callahan
- Midget**
1. Alex Bowman
 2. Brendan Langlois
 3. Brennan Newberry
- Mini Stock**
1. Tyler Rogers
 2. Rich Garver
 3. Tom Dye
- Pure Stock**
1. Justin Good
 2. Michelle Rouse
 3. Mike Colato, Jr.

Marysville Raceway Park

- Marysville, Calif. May 10, 2008
- 360 Wingless Sprint**
1. Tony Richards
 2. Billy Wallace
 3. Cody Myers
- Modified**
1. Ryan McDaniel
 2. Shawn Natenstedt
 3. Joe Carr
- Street Stock**
1. Corey Hall
 2. Robert Arruda
 3. Robert Mull
- Sprint 600**
1. Trevor Canales
 2. Kenny Allen
 3. Kelvin Lewis



- WEST**
- Arizona
 - California
 - Nevada
 - New Mexico
 - Oregon
 - Washington

Manzanita Speedway

- Phoenix, Ariz. May 10, 2008
- Dwarf**
1. J.J. Lemoine
 2. Steve Davis
 3. Randy Johnson

Central Arizona Raceway

- Casa Grande, Ariz. May 10, 2008
- Sprint**
1. Charles Davis, Jr.
 2. Josh Pelkey
 3. Mike Martin
- Pure Stock**
1. Bo Partain
 2. Jody Henderson
 3. Kevin Souligne
- Mini Sprint**
1. Kiley Fellars
 2. Brandon George
 3. Josh Castro

Orange Show Speedway

- San Bernardino, Calif. May 10, 2008
- Late Model**
1. Brian Malone
 2. Stevie Smith
 3. Tom Whitson
- Legends**
1. Darren Amidon
 2. Jimmy Hanson
 3. Taylor Price

- Dwarf Car**
1. Dartman Fritz
 2. Cole Dick
 3. Scott Dunham
- Mini Dwarf Stock**
1. Audie Andrade
 2. Danne Perry III
 3. Brian Mcrae
- Mini Dwarf Modified**
1. Nathan Deragon
 2. Tom Crow
 3. Elliott Watson
- Modified**
1. Bobby Groves, Jr.
 2. Keith Smith
 3. Tom Eaton, Jr.
- Pro Dwarf**
1. Kevin Drake
 2. Kyle Morris
 3. Bob Brown, Jr.
- 600 Mini Sprint Car**
1. John Sparlund
 2. Gary Winter
 3. Jan Ballard
- Pony Stock**
1. Dave Fox
 2. Paul Dyke
 3. Robert Minnick

Ventura Raceway

- Ventura, Calif. May 10, 2008
- Sprint Car**
1. Kevin Kierce
 2. Clark Templeman II
 3. Rick Hendrix
- Modified**
1. Ryan Cottrell
 2. Ronnie Williams
 3. Damon Redman
- Pro Dwarf Car**
1. Brent Stevens
 2. Mike Lewis
 3. Greg Goodwin
- Senior Dwarf Car**
1. Bill Van Praag
 2. Dave Hume
 3. Kevin Alverson
- Junior Focus Midget**
1. Charlie Butcher
 2. Luke Boles
 3. Mark Garrett
- Junior Midget**
1. Jake Swanson
 2. Scott Glover
 3. Wesley Bourne
- Modified**
1. Randy Henson
 2. Robert Jones
 3. Glen Bratti

Evergreen Speedway

- Monroe, Wash. May 10, 2008
- Super Stock**
1. Naima Lang
 2. Fred Hall
 3. Mike Holden
- Bomber**
1. Jim Foti
 2. Merlin Cook
 3. Brian Cottrell
- Mini Stock**
1. Mark Weedon
 2. Kim Lang
 3. Chuck Richard
- Stinger-8**
1. Mike Middleton
 2. Ben Chandler
 3. Michael Durbin

Barona Speedway

- Ramona, Calif. May 10, 2008
- Factory Stock**
1. Royce Henry
 2. Gene Neubaum
 3. Tom McGinn
- Street Stock**
1. Robert Hughes
 2. Dave White
 3. Joseph Altig

Skagit Speedway

- Alger, Wash. May 10, 2008
- 410 Sprint Car**
1. Barry Martinez
 2. Travis Rutz
 3. Jason Solwold
- 360 Sprint Car**
1. Jason Solwold
 2. Danielle Huson
 3. Brian Kirkpatrick
- Sportsman Sprint**
1. Kelsey Carpenter
 2. Devin Madonia
 3. Steve James

Madera Speedway

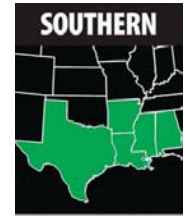
- Madera, Calif. May 10, 2008
- 410/360 Modified**



CAREY FOX PHOTO

INSIDE LINE: Greg Amick (27a) works inside Daryl Herbert en route to his UMP Modified feature victory Saturday night at Lincoln Park Speedway in Putnamville, Ind.

1. Christy Georges
2. Royal Jones
3. Scott Logston



- SOUTHERN**
- Alabama
 - Arkansas
 - Louisiana
 - Mississippi
 - Texas

Crawford County Speedway

- Van Buren, Ark. May 10, 2008
- Grand National**
1. Jeff Metcalf
 2. Chuck Smith
 3. Matt Rush
- Pure Stock**
1. Ryan Cottrell
 2. Remington Watson
 3. Miles Newman
- Young Gun**
1. Dalton McKenzie
 2. Zach Dean
 3. Brody Young
- Front-Wheel Drive**
1. Jerry Ellison
 2. Kaelin Richesin
 3. Jesse Garner
- Mini Stock**
1. Kyle Ledford
 2. Scott Glover
 3. Wesley Bourne
- Modified**
1. Randy Henson
 2. Robert Jones
 3. Glen Bratti

East Alabama Motor Speedway

- Phenix City, Ala. May 10, 2008
- Late Model**
1. Richie Stephens
 2. Bobby Eiland
 3. Josh Noles
- Limited Sportsman**
1. Rodgerick Dykes
 2. Mickey Mount
 3. Thomas Lewis
- Bomber**
1. Shady Amos
 2. Richard Stephens
 3. Jeff Elliot
- Pony**
1. Bryan Price
 2. Chance Renfro
 3. Bobby Duell
- Hobby**
1. Allen McConnell
 2. Jeremy Newsels
 3. John Michael
- Modified**
1. Randy Register

2. Johnny Green
3. Ricky White

Beebe Speedway

- Beebe, Ark. May 9, 2008
- AMP**
1. Kyle Beard
 2. Allen Tippen
 3. Jon Mitchell

I-37 Raceway

- Pleasanton, Texas May 9, 2008
- Modified**
1. Greg Dinsmore
 2. Danny Brown
 3. Randy Yount
- SportMod**
1. Abraham Mares
 2. Chris Swenson
 3. Rene Mares
- Super Stock**
1. Howie Marx
 2. Richard Bartosh
 3. Gary Hunter
- Street Stock**
1. Wade Jones
 2. Tommy Casey
 3. Craig Crawley
- Pure Stock**
1. Curtis King
 2. Sonny Jones
 3. Mark Pivarnik

Grand Prairie Speedway

- Grand Prairie, Texas May 9, 2008
- Modified**
1. Glen Leuschner
 2. Kevin Rowland
 3. Troy Taylor
- Sport Modified**
1. Randy Buttery
 2. Troy Taylor
 3. Mike McCoy
- Street Stock**
1. Jake Upchurch
 2. Bubba Davis
 3. Ted Crone
- Bomber**
1. Randy Com
 2. Johnny Lowey
 3. Chad Roden
- Dwarf Car**
1. Dominique Palanza
 2. Wayne Hearne
 3. Bert Booth

El Paso Speedway

- El Paso, Texas May 9, 2008
- Super Truck**
1. Larry Joslin
 2. Austin Adams
 3. Walton Kyle, Jr.
- Street Stock**
1. Frank Ray, Jr.
 2. David Fountain
 3. Ozzie Noder
- X-Mod**
1. Ralph Adams, Jr.
 2. Rob Madrid
 3. Jacob Gallardo
- Limited Late Model**
1. Zack Wolhers
 2. Jerry Slawson
 3. Julian Lopez

ECONOMAKI:

Who Really Is The Youngest Indy Car Winner?

CONTINUED FROM PAGE 4

Its drag strip, however, will continue its twice-weekly operation. But elsewhere in the Peach State, short-track racing is looking up. Last Saturday's Watermelon Bowl 300 at Watermelon Capital Speedway in Cordele, Ga., was a \$3,000-to-win, \$600-to-start, \$25,200 purse event! It was round three of the ASA's Southern Division. Here's a pat on the back for **Dale Terry** for keeping this column up on hardtop racing in the Southland.

For many years, while in pursuit of a career in U.S. auto racing, Ye Ed has long been annoyed by the opinion, shared by many, that those of us involved in auto racing are an uneducated lot, dummies, to be exact. Though no longer quite so prevalent, it's still shared by far too many. So, on May 6th while watching "NASCAR Now" on ESPN2, it was a jolt when — in big block capital letters — the word preventative appeared on the screen, misspelled from preventive! Later on the same night and same channel, on a Super Bikes show, the word premiere appeared instead of premier. Didn't anyone ever take English?

More Up! The audience rating for the live telecast of the Indy Car Series race at Kansas Speedway was up 164 percent from last year and, at .074, the second-highest ever for a race on ESPN2.

The IndyGo shuttle service to Indianapolis Motor Speedway's 500-

mile race from the airport area and downtown locations is back on. IndyGo has announced reinstatement of the shuttle, which 15,000 fans used last year to get to the track. Round-trip tix are \$15 with children under age 2 free. Service begins at 9 a.m. race day and continues for three hours after the checkered flag waves. IndyGo will also serve the Allstate Brickyard 400 NASCAR race July 27, but not the Red Bull motorcycle classic Sept. 14. For specifics, call (317) 635-3344.

Fans of the SCCA's long-gone Trans-American Sedan Championship racing series which matched Chevy Camaros against Ford Mustangs and Dodge Challengers, are elated over the news that Dodge will offer a full line of "muscle car" Challengers for 2009. The 2008 Hemi-engined SRT8 was 90 percent sold before the first car ever came off the assembly line. The planned run of 5,000 examples of the 2008 model Challenger was stretched by Chrysler to 6,400 due to spirited demand. The '09 Dodge Challenger, soon to be shown, will be available in three models, each with a different engine. Hear this Detroit: Bring back the Trans-Am Series!

An Australian friend, **Dennis Newlyn**, a writer who now runs things at Sydney's Paramatta City Raceway, is in need of data on the racing career of the late California midgeteer **Johnny Tolan**. He is writing an article for an Aussie publication on Tolan, whose career was ended when he suffered serious back injuries at the Sydney Showgrounds track. Newlyn is particularly interested in learning of Tolan's experiences at Indy and elsewhere, including photos. If you can help, e-mail your response to Dennis Newlyn speedwayillustrat-

ed@optusnet.com.au.

A frustrated **Jim Thurman** e-mails this corner that the recent triumph of **Graham Rahal** has revived interest in just who the youngest winner of a USAC race might be. Clouding this issue is that, years ago, several teenagers used fake or altered birth certificates to get an AAA license. Thurman's research reports Scott Dixon was NOT the youngest winner before **Marco Andretti's** IRL victory at Sonoma, but rather it was **Jimmie Davies'** triumph in an AAA national championship race at Del Mar, Calif., on Nov. 6, 1949 — using, of course, an altered birth certificate. Thurman also reminds that 1952 Indy 500 winner **Troy Ruttman** also used a phony birth certificate to get his first AAA license. Thurman bemoans the fact that both the AP and ESPN currently have incorrect records on this matter. Share your thoughts on this issue directly with Thurman at jim.thurman@verizon.net.

From The Staff

Indiana University-Purdue University Indianapolis has received approval to debut a Motorsports Engineering program at the Purdue School of Engineering and Technology at Indiana University-Purdue University Indianapolis. The four-year program will focus on teaching fundamentals of engineering from a practical viewpoint. Officials project an enrollment of approximately 21 students for the first year. The program is similar to those offered at other universities, including the University of North Carolina at Charlotte.

The inaugural Lakewood Speedway Reunion is scheduled for Aug. 9 at the Georgia Racing Hall of Fame in Dawsonville, Ga. Tickets for the event are \$15 in advance and \$18 day of show. For information, log on to www.thunderroadusa.com.

gunning for them week in and week out, no matter if it's Stewart, Busch or Hamlin in the car.

"When you walk in the garage area, guys from other teams are looking at you like, 'Man, this guy is in the car this week?' You can tell it doesn't matter who it is that walks in the garage, they know we're going to be a force to be dealt with," Stewart said. "This car has been capable of winning every race it's been to this year."

And though fans may tire of seeing the Gibbs cars running up front every weekend, Stewart believes it's good for the series.

"I think about it like what we see in Formula One every year. You think about the battles between Ferrari and McLaren. It's kind of that way with this series, except you've got a third variable," Stewart said. "It seems like it's always a battle between Gibbs and Roush and Childress, and those are the three main players. The cool thing is now you've got Kevin Harvick coming in with his team and making a statement. It's consistently week in and week out — it's those three teams that are the titans in this series."

"That's what makes this series fun for me. It's not that you've got one group that is head and shoulders above everyone else, but you've got three main groups that are battling it

out, keeping each other honest and making each other push harder to be better and better. That's what makes these wins and these kinds of runs so gratifying... There's still tough competition over here."

In two more races, rookie phenom Joey Logano will climb into the No. 20 at Dover Int'l Speedway in his Nationwide Series debut. Though he'll only turn 18 on May 24, Logano has already exhibited the driving skills of a veteran, capturing seven victories en route to the 2007 NASCAR Camping World East Series title. More recently, Logano took the ARCA RE/MAX Series Carolina 500 at Rockingham Speedway in his series debut, holding off NASCAR veteran Ken Schrader by 4.164 seconds and at one point lapping all but the second-place car. So will Logano continue to have the success that Stewart, Busch and Hamlin have had? Stewart thinks so.

"Trust me, he is licking his chops. I could see him standing there on the pit wall during the last 15 laps," Stewart said of Logano. "It's the perfect situation for him. That kid has a lot of confidence. It's not arrogance; it's not unrealistic expectations... Don't be surprised if he wins multiple races before the year's out."

And if that's the case, the competition is going to be chasing the Gibbs boys for a long time in the future.

FORUM:

The Readers Like Some Drivers, Others Not As Much

CONTINUED FROM PAGE 4

Team Orders?

The Richmond Cup race — another NASCAR twisted justice. Gibbs told Hamlin to cause a yellow or Earnhardt would have won.

Gibbs hired Busch. If he can't control him, call Spencer. A two-lap penalty is a joke when Hamlin is already out. NASCAR should punish Gibbs.

Don't be afraid to do right.

*Bob Bridges
Live Oak, Fla.*

Some Great Racing

Danica wins, and Kyle Busch makes it three in a row. What great racing.

You can't say enough about Danica — looks, smarts and a race winner. She has a great attitude and her approach to racing is kind of a take-no-prisoners attitude. I hope she wins again and soon.

If Kyle keeps running up front in his three series, someone might offer him a gazillion bucks to cross the pond and try F-1.

*Mike Rudderham
Griffin, Ga.*

Praise For Patrick

Anyone who has spent time behind the wheel of a race car can easily recognize that Danica Patrick is an extremely talented driver. Most of her critics probably never even sat in a race car.

So, suck it up all you sexist cry babies and quit your whining. She's the first woman to get press because she can drive, not because she's an oddity in a male-dominated arena. This is 2008. Like it or not, a woman was going to make the grade sooner or later.

*Gene Macavey
Sterling Heights, Mich.*

Correcting Martin

In response to Bruce Martin's article regarding Danica Patrick's victory in which he stated Danica's victory made her the first woman to win a major auto race. He went even further when he stated Muldowney and Troxel were race winners, but simply in a one-on-one, against-the-clock situation, while Danica had to drive against 17 other drivers.

Danica may have been racing against 17 other drivers, but she can make several mistakes in a single lap or in several laps and have plenty of laps and time to make them up. You can even spin a car completely around in open wheel and still win the race as Danny Sullivan showed us.

In NHRA, there are no mistakes and certainly no time for mistakes to be made up. A single mistake will put you back on the trailer for an unceremonious trip home. A mere hesitation will put you on that same trailer headed for home. A matter of seconds is what you get to put forth the best performance of your life with no hesitations, second guesses and certainly no mistakes.

If the car so much as fishtails, it can cost those valuable fractions of seconds that get you beat, unlike spinning an open-wheel car and still winning.

Thank you, Susan Wade for stating the truth: Danica Patrick was the first woman to win an IndyCar Series event, period.

You don't need to create false and exaggerated

credentials for Danica, Bruce. Danica has the talent and endurance to create real ones of her own, and, I'm sure, would be the first to be appalled by your omitting critical facts — some call this lying.

Journalists still in their diapers do better research and reporting than you have demonstrated, especially your report of winning women in NHRA. Yes, open-wheel drivers are on the track for hours at a time with 15 or more other drivers. But I wonder how many of those other drivers would still be on those tracks if they got one lap? How many passes would it take them to become near-perfect each pass?

I think, Bruce, you need to rethink the difficulties involved in a one-on-one, against-the-clock race, if thinking is what you call what you do.

Living between Indianapolis Motor Speedway and O'Reilly Raceway Park, I have seen the best these worlds have to offer, but as far as the difficulties and talents required, I have obviously made my choice.

I can still appreciate the talents and skills of open-wheel drivers. A win in any of these arenas takes more skill and determination than is imaginable. I am so happy and proud for Danica, but let's state the facts as they truly are and not take away from those talents of a different, if not more difficult arena, called the NHRA.

*Kim Kelly
Speedway, Ind.*

Boos For Bowyer

I would like to take a moment to thank Clint Bowyer for snubbing my 3- and 5-year-old sons when asking for his autograph at the Talladega Short Track. Let me preface by saying that we attend 20-25 dirt races per year and fully understand NASCAR drivers' boundaries while working at the dirt tracks.

When asking him to sign my boys' shirts, he grumbled, "yeah" and then proceeded to ignore us despite our attempt to follow and catch him while he was not busy. Interestingly enough, he found time to pose for pictures with cute girls, but avoided us like the plague. Later, he sat 15 feet behind us in the pit bleachers, and we looked each other eye to eye — with my dejected 5-year-old son next to me.

Of course, he did not come over or send one of his entourage down to us, but he did sign for others.

First and foremost, we are Tony Stewart fans. Yes, it disappoints me that my son will never get Tony's autograph at the short track, but I know what he is in for if he starts signing. That is why Tony apologizes for being unable to sign for anyone up front.

Clint Bowyer, you are no Tony Stewart, and you did not have a mass of crazy fans bombarding you. Even your car owner, Richard Childress, was taking time for the fans. Had you not signed for me or some merchandise peddler, I would understand, but blowing off little kids? I assure you my son will shake it off because his true heroes like Chris Wall, Shane Clanton, Wendell Wallace and Clint Smith always take a moment for him and treat him like a king.

*Mike Jones
Canton, Miss.*

Dodge Disaster

The first three cars out at Darlington (S.C) Raceway Saturday night were Dodges — McDonald's, Mobil and Petty.

Is Detroit watching? I doubt it.

*Jim Schmitt
Liberty, Mo.*

BAKER:

JGR Teams On A Roll, And Joey Logano's On The Way

CONTINUED FROM PAGE 4

So what's made the difference this season for the Gibbs crew?

"Last year, they were strong and I would say parallel to a [Richard Childress Racing] or a [Roush-Fenway Racing] car," Stewart said of the team. "Their work over the winter has taken them to another level and, in my opinion, to the elite team in this series and put them a step ahead of Childress and Roush."

Rogers, though, says Stewart is responsible for much of the success the team has experienced in 2008.

"I have to give Tony some credit here. He set the tone for this race team," Rogers said. "He came in at Daytona and he said, 'Hey, this year is going to be fun. We're going to have fun going to the race track whether we're first on the board or we're 35th on the board.' I think that's a big part of it. We've tried to carry on that attitude with the other drivers, but when Smoke's in the car, there's no pressure. It's just a fun time — the most fun I've ever had in my life."

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FERRARI PHOTO

NEW WHEELS: This Computer-Aided Design drawing depicts the Ferrari-powered car that will compete in the A1GP World Cup of Motorsport for the next six years.

'Powered By Ferrari'

Youthful A1GP To Enter New Era With A Newly Designed Race Car, Ferrari Engine

LONDON — A1GP World Cup of Motorsport has revealed the first image of its brand new

A1GP

“Powered by Ferrari” car for use in 2009 for season four. The CAD drawing was released ahead of the car's inaugural shakedown test in Southern England.

A1GP's own TV commentator and Formula One legend John Watson will have the honor of driving the car, which is to be powered by a V-8 Ferrari engine, for the first time.

The chassis is based on the design of the highly successful F2004 chassis, incorporating A1GP's core values to deliver close, exciting racing among a competitive field where overtaking is an essential part of the entertainment.

A1GP Technical Director, John Travis is overseeing the design, development and pro-

duction of the car from premises in Bognor Regis, England, with Rory Byrne acting as a consultant.

Meanwhile, the work on the building and supply of the A1GP engine is being overseen by Ferrari's Jean-Jacques His.

The Powered by Ferrari project was first announced on Oct. 11, 2007, when Ferrari, the most famous name in motorsport, signed a six-year agreement to manufacture and supply all A1GP engines for this unique series and provide consultancy on the design of all A1GP chassis from season four onward.

Tony Teixeira, chairman of A1GP, spoke about the intensive testing program for the new car and engine.

“Everyone is very excited about this project, and it will be fantastic to see the new A1GP powered by Ferrari car turn a wheel for the first time on

Friday,” he said. “We obviously still have a lot of work to do as this is just the first step in what will be an intense development and testing program, but I am very happy with the progress made so far. We have a small, dedicated group of people in Bognor Regis and are very lucky to be able to use some well-known motor-racing companies for certain areas of expertise. I am pleased to say we are on schedule and we will be announcing the date of the official unveiling of the car soon.”

Launched in March 2004, the A1GP World Cup of Motorsport combines individual and team sport; it's an entirely new concept. Pitting driver against driver and country against country for the first time in history, A1GP brings together 22 nations to compete as equals, without financial or technological advantage.

Jani, Kiwis Wear A1GP Crowns

BRANDS HATCH, England — A1 Team India secured its second victory of the season

A1GP

when Narain Karthikeyan won the Brands Hatch season finale May 4, while Great Britain's Robbie Kerr notched another home-race podium after a beautiful drive, just losing out to India during the second pit stop.

Newly crowned A1GP champion, Neel Jani of Team

Switzerland, joined India and Great Britain on the podium in third position while China's Congfu Cheng finished in fourth place after a great weekend at a circuit he knows well.

Fifth was taken by Franck Montagny, helping France to fourth place in the championship, followed by the Netherlands's Jeroen Bleekemolen in a solid sixth.

New Zealand's Jonny Reid did just enough to secure second in the championship behind Switzerland, which

took the prestigious title honors Sunday morning. Reid carved his way through the pack from 17th to seventh during the course of the 48-lap race, partly due to swift work in the pits from the New Zealand crew. Portugal's Filipe Albuquerque snatched seventh from the Kiwi with just four laps remaining, demoting Reid to eighth at the checkered flag, which was enough to take second in the championship, beating Great Britain by just one point.

WoO Date Shelved — For A While

LAWRENCEBURG, Ind. — The World of Outlaws Late Model Series event scheduled

WOO

for this Saturday night (May 17) at Lawrenceburg Speedway has been postponed indefinitely, track and series officials have announced.

The decision was made because a major off-season reconstruction project to enlarge the eastern Indiana track from a quarter-mile oval to a high-banked, three-eighths-mile layout is still in its final stages.

“We're certainly disappointed that this Saturday night's show had to be called off,” said WoO LMS director Tim Christman. “We saw last year when we raced on the quarter-mile for the first time that Lawrenceburg Speedway is one of the top short-track facilities in the country, so we were very excited to come back to an even bigger and better track.”

“But we fully understand the situation. There's still some work left to do to finish the job, and (Lawrenceburg promoter) Dave Rudisill and his staff don't want to run a national event at a facility that isn't 100 percent ready to go because that wouldn't be fair to the teams or the fans.”

The huge Lawrenceburg Speedway construction project began last November, shortly after the 2007 season ended. Financed to the tune of \$3.5 million by the city of Lawrenceburg, the work promises to enhance the oval's reputation as a dirt-track showplace.

Villeneuve Takes Spa

SPA, Belgium — Peugeot raced to its second-consecutive

LE MANS SERIES

Le Mans Series LMP1 victory Sunday at the

famed Spa road course here. With drivers Nicolas Minassian, Marc Gene and Jacques Villeneuve sharing the wheel, the Peugeot 908 HDi FAP outlasted the Audi R10 wheeled by Mike Rockenfeller and Alexandre Premat.

The Porsche Spyder wheeled by Jos Verstappen and Peter Van Merksteijn topped the LMP 2 category, while Luc Alphand, Guillaume Moreau and Patrice Goueslard bested the GT 1 division.

Contact

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to start advertising in the PE section

NEXT WEEK!

CLASSIFIEDS

RACING MARKETPLACE

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Dragsters 11



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Vintage/Classics 14

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Tools 16

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Trucks/Haulers 17

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Trucks/Haulers 17



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| * \$180 maximum photo fee for consecutive ad run. | | | |
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| Row of Flags | \$5 per week | <input type="checkbox"/> | |
| Row of Stars | \$5 per week | <input type="checkbox"/> | |
| Row of Check Marks | \$5 per week | <input type="checkbox"/> | |
| No Ad Enhancements | | <input type="checkbox"/> | |
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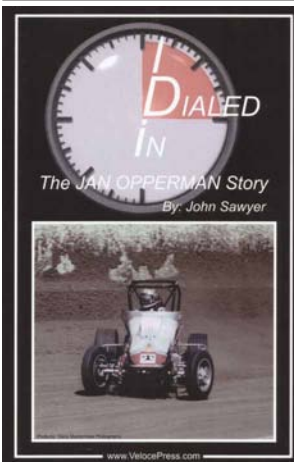
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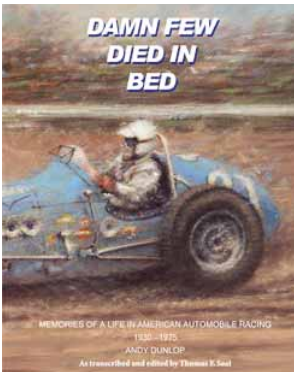
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Real Estate 32

MOORESVILLE, N.C. - Superb location! Close to NASCAR race shops. 5.26 acre building lot in desirable Lake Norman waterfront community. Lake Norman schools! \$199,000. Call (561) 262-0487. prbc5@bellsouth.net.

RACE TRACK for sale. 3/8-mile dirt track 50 miles from Charlotte in Ruby, S.C. 3,700 sq. ft. shop, 1,000 sq. ft. home with 1/2-acre pond. \$195,000. (843) 634-6178.

Real Estate 32



BROWNSBURG - INDUSTRIAL SPACE FOR RENT. All units are convenient to I-74, ORP and Indiana Motor Speedway. Spaces range from 1,000 sq. ft. to 16,800 sq. ft. and are 80', 100', 125' and 140' in depth. Overhead doors, three phase power, tractor/trailer parking and a few with office space are just some of the features we offer. Brownsburg City financial assistance available. Contact Kim at (317) 852-3067 or email kseals@impactraceproducts.com for any information you may need.

CAMP ON Lake Norman, 1986 Franklin Park model camper w/two slideouts, 30ftx12ft addition all enclosed by metal carport, located in WildLife Woods Campground in Sherills Ford, NC. \$13,500. Call Scott (518) 796-1266.



FOR LEASE: New 38,000' building two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750' - 15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about receiving up to \$10,000 in rent relief from the town of Brownsburg. Call (317) 840-4437 or email dixonproperties@aol.com.



LUXURIOUS SAINT PETERSBURG condominium with views of Tampa Bay and the St. Pete Grand Prix! 19th floor, 3,346 square feet corner unit. \$1,000,000. www.saintpeterealty.com. remaxstpete@aol.com. 201 Second Ave. N., St. Petersburg, FL 33701. (727) 455-1815.

Business Opportunities 33

EARN MONEY for your race team being part of our distribution team. Contact Bryan Bettenhausen (402) 380-3211.

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LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@nationalspeedsportnews.com.

Miscellaneous 35

JAY M. ROBINSON HIGH SCHOOL - 4th Annual Silent Auction/Dinner. Featuring Carrabba's Italian Grill - meals just \$7. Saturday, May 17th, 10 a.m. - 1 p.m. Well before the race! The greatest display of NASCAR memorabilia displayed in a silent and live auction format. Products and services from local businesses. Great bargains! Don't miss it! Contact Dave Parisi at dparisi@cabarrus.k12.nc.us. Jay M. Robinson High School is located just 1.5 miles from Lowe's Motor Speedway.

C.J. Johnson In Point Lead With NCRA Triumph

JETMORE, Kan. — C.J. Johnson started on the pole and raced to his first victory of the season in the O'Reilly NCRA Sprint Series presented by ICM/Ethanol event at the Jetmore Motorplex.

Veteran Mike Peters came from the outside of the second row to finish second. Mike

Chadd came home in third place.

Don Drou, Jr. and Derek Drown finished in fourth and fifth, respectively.

With the victory, Johnson moved into the NCRA Sprint Series point lead.

The finish:
C.J. Johnson, Mike Peters, Mike Chadd, Don Drou, Jr., Derek Drown, Andy Shouse, Gavin Punch, David Wheeler, J.D. Johnson, Stu Snyder, Koby Barksdale, Mike Boston, Brian Herbert, Cody Forshee, Marr Robe, Jon Freeman, Ryan Kitchen, Dennis Park, Ray Seeman, Josh Riggin.

Keck Holds Back Stubborn Grimes

ELM CITY, N.C. — Eric Keck edged French Grimes by a scant eight inches to win the Virginia Sprint Series feature Saturday at County Line Raceway.

Keck was in control early, but Grimes charged from the last-place starting position to challenge for the victory.

Jerald Harris took third, Satch Worley was fourth and Billy Norfleet rounded out the top five.

The Virginia Sprint Series will take off a week before heading to Winchester (Va.) Speedway on May 24.

The finish:
Eric Keck, French Grimes, Jerald Harris, Satch Worley, Billy Norfleet, Mike Marr, Pete Kingrea, Anthony Linkenhoker, Ivan Shaver, Bill Rice, Danny Miller, Paul White, Ron Moyers, Carl Simmonds.

Encore Performance Gregg Repeats In Southwest Action

TUCSON, Ariz. — Ben Gregg snagged his second American Sprint Car Series Southwest Region feature victory in a row Saturday

night at United Sports Arizona Race Park.

Gregg overtook Perry McMillin for the lead on the second round and led the rest

of the distance.

Gregg was chased to the checkered flag by ninth-starter Rick Ziehl, with 11th-starter Shawn Sander outdueling Lorne Wofford for third.

The finish:
Ben Gregg, Rick Ziehl, Shawn Sander, Lorne Wofford, Steve Martin, Ronnie Clark, Cody Cambensy, Perry McMillin, Mike Rux, Jr., John Gaston, Steve Stone, John Van Horn, Steve Lohn, Jessica Van Dyke, Davey Johnson, Bud Rowe, Dennis Riley, Cody McGilliam, Joshua Williams, Billy Chester III.

Former Sprint-Car Driver Scott Dies Of Heart Attack

ATLANTA — Former sprint-car driver Randy Scott, who most recently prepared cars for his son, Jeremy, died Sunday after a heart attack in his home. He was 60 years old.

Scott owned and operated Scott's Plumbing Service headquartered in Franklin, Ga. He and son, Jeremy raced as teammates for years in United Sprint Car Series competition.

"We certainly want to offer our prayers and condolences and our help in anyway to the Scott family at this time," said USCS President Pete Walton. "Randy Scott and Jeremy Scott have always been a big part of sprint-car racing in the area over the last decade. It has always been impressive to see them work so closely together, both in their profession and while at the race track as a true father-and-son team in life."

OBITUARY

NSSN THE FINAL LAP



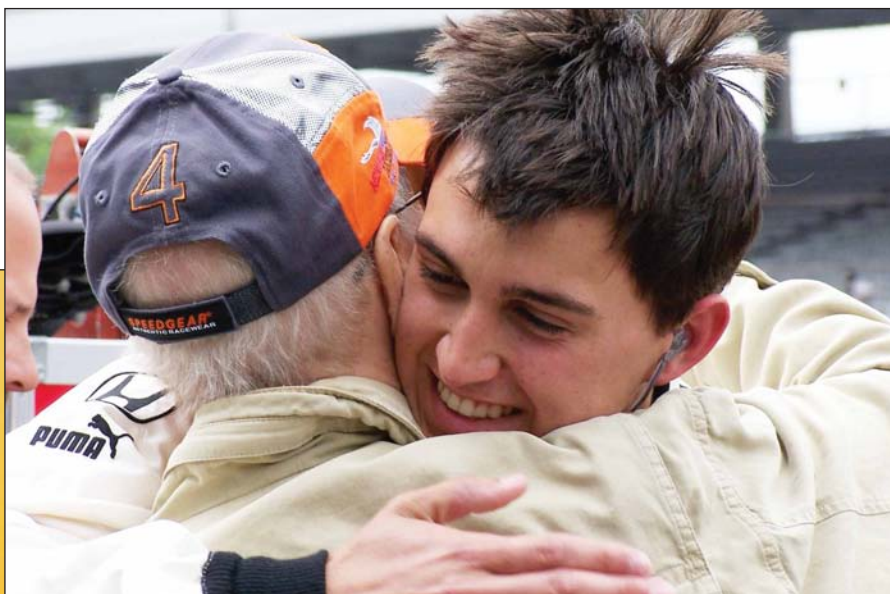
STEVE ETHERINGTON PHOTO

HOPPY TIMES: Felipe Massa celebrates his third-straight victory in the Formula One Turkish Grand Prix Sunday in Istanbul, Turkey.



JULIA JOHNSON PHOTO

MAYHEM: Brad Sweet (9) flips his sprint car as Brady Bacon (99) and Jesse Hockett collide during a heat prior to Saturday's USAC Sprint Car Series event at Eldora Speedway. (Below) Graham Rahal (right) gets a hug from car owner Paul Newman Friday at Indianapolis Motor Speedway.



WILL SHUNK PHOTO



HHP/ERIK PEREL PHOTO

DIXIELAND DELIGHT: The sun sets over the front stretch grandstands Saturday at Darlington (S.C.) Raceway.

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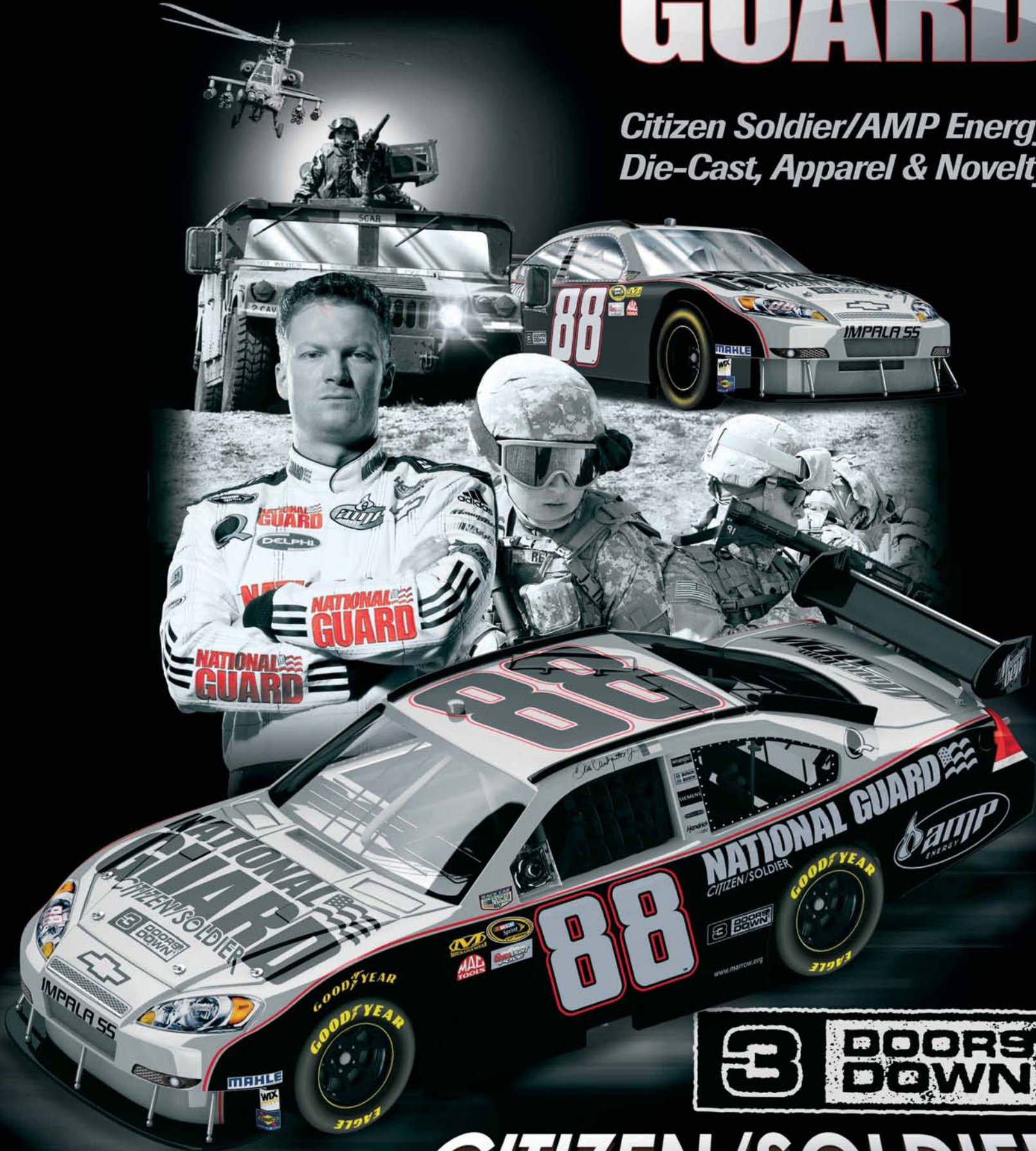
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