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SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
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PERSONALITIES
MARKETPLACE

SINCE 1934



NATIONAL SPEED SPORT NEWS

**It's Coons Again
At High Banks**
*Gives Wilke-Pak First
Belleville Triumph*

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NATIONALS** PAGE 2



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Vol. LXXV, No. 30

\$3



Smoked

*Stewart Tastes Victory
Again At The Brickyard*

NEXTEL CUP PAGES 3, 22-23

HAROLD HINSON/HHP PHOTO

SEALED WITH A KISS: Tony Stewart shares a kiss with his Allstate 400 trophy — his second in three years — Sunday at Indianapolis Motor Speedway.

Anderson Nabs 50th Pro Stock Wally

NHRA PAGES 28-29



Coons Captures 2nd Belleville Nationals

2005 Winner Takes Control On Lap 12, Holds Off Jones and Kuhn

By **BRYAN GAPINSKI**

BELLEVILLE, Kan. — Jerry Coons, Jr. capped off a dominating performance by capturing the 30th annual Mopar Belleville Midget Nationals, a USAC National/Western Midget Car Series event, Saturday night at the Belleville High Banks.

Coons joins Stan Fox, Sleepy Tripp, Steve Knepper, Kasey Kahne, Dave Darland and Josh Wise as repeat winners of the event.

The victory by Coons was also the first Belleville triumph for the famed Wilke-Pak Racing Team, which has captured every major midget race in their 60-plus years



KEN SIMON PHOTO

TWO-TIMER: Jerry Coons, Jr. celebrates his second Belleville Nationals title Saturday night.

with 12 laps remaining.

The caution came out with seven laps remaining for a stalled car and during the caution light rain began to fall.

On the restart, Coons ran seven flawless laps, while Jones held off Kuhn to secure runner-up honors, 1.42 seconds behind Coons at the finish.

Hagen, who regained the USAC National Midget Series point lead, finished fourth, ahead of 1996 Nationals Champion Robby Flock.

The summary:

First Heat (8 laps): Darren Hagen, Damion Gardner, Michael Pickens, Cody Brewer, Bradley Galedrige, Terry Goodwin, Daron Clayton, Brad Loyet.

Second Heat (8 laps): Robby Flock, Dave Darland, Bud Kaeding, Joe Liguori, Bryce Townsend, Matt Smith, Scott Buckley, Dustin Morgan, Rick England.

Third Heat (8 laps): Don Droud, Jr., Davey Ray, Nathan High, Gary Taylor, Danny Stratton, A.J. Fike, Brad Kuhn, Kevin Swindell, C.J. Sama.

Fourth Heat (8 laps): Donnie Ray Crawford, Brady Bacon, Chris Windom, Brad Mosen, Jonathan Beason, Matt Johnson, Mike Hess, Lance Beale, Scott Pierovich.

Pole Dash (8 laps): Brad Sweet, Jerry Coons, Jr., Ricky Stenhouse, Jr., Levi Jones, Scott Hatton, Johnny Rodriguez.

Semi (15 laps): Taylor, Kuhn, Stratton, Swindell, Mosen, Liguori, Brewer, Sama, Loyet, Pierovich, Johnson, B. Galedrige, Plemons, Beale, Fike, Beason, Sherrell, Townsend, Smith, Goodwin.

Feature (40 laps): Coons, Jones, Kuhn, Hagen, Flock, Droud, Pickens, Gardner, Stratton, Windom, Mosen, Liguori, Bacon, Swindell, Sweet, Darland, Kaeding, Crawford, Pierovich, Ray, Stenhouse, Brewer, Taylor,

BELLEVILLE

INSIDE

Stratton, Stenhouse top USAC Midgets in McCool Junction.

PAGE 31

of participation in the sport.

Brad Sweet, making his first appearance in the event, jumped into the lead at the start, closely followed by Coons. The pair quickly pulled away from the field and by the eighth lap held a two-second advantage over third place.

As the pair approached four lapped cars on lap 12, Sweet stayed on the top while Coons split the lapped cars in a daring four-wide pass for the lead.

Within two laps, Coons enjoyed a one-second margin over Sweet while continuing to move through lapped traffic. On the 18th lap Ricky Stenhouse passed Sweet for second. The lapped car of Cody Brewer flipped in turn three, leaving Stenhouse no room and resulting in heavy contact between the two cars. Both drivers escaped injury in the accident, which stopped the event.

When racing resumed, Coons easily pulled away from the field and held a near three-second advantage over Sweet when the caution flag appeared for a stalled car on the 26th lap. During the caution, Sweet retired from the event, moving Levi Jones into second.

Coons again pulled away from Jones and Darren Hagen. Brad Kuhn, who started 20th, continued working his way through the field and was fifth

JACK OF ALL TRADES

Harpell Balances Out Track Management And Series Promotion

Andrew Harpell gets around. He operates a weekly dirt track, Five Mile Point Speedway in Kirkwood, N.Y., a touring series for asphalt modifieds and a touring series for dirt modifieds, both of the latter under

By **AL ROBINSON**

INSIDE LOOK

of Champions Series.

He is probably involved in more different divisions and more events than any other hands-on promoter in the northeastern United States.

Does that overview suggest the 38-year-old entrepreneur is:

- A) A visionary?
- B) A power broker?
- C) A little crazy?
- D) All of the above.

This all-consuming involvement didn't start by reading a feature on an Internet financial site that said stock-car racing was a hot investment. Harpell is carrying on — and expanding — a tradition of race promotion in his family that goes back two generations.

It started when his maternal grandfather, Irv Heath, carved a quarter-mile dirt oval out of a Broome County hillside in 1951. The location was five miles up the Susquehanna River from downtown Binghamton, hence the

TRADES: CONTINUED ON PAGE 44



JIM FEENEY PHOTO

NSSN RACING LINE

The Week In Motorsports For August 1, 2007

Leffler Roughs Up Reutimann For Toyota's First Busch Score

CLERMONT, Ind. — Jason Leffler has several important victories at O'Reilly Raceway Park at Indianapolis, but none as big as his triumph in Saturday night's NASCAR Busch Series race.

BUSCH PAGE 8

In front of an estimated crowd of 40,000, Leffler handed Toyota its first series victory in the 26th annual Kroger 200 by rubbing fellow Camry driver David Reutimann the wrong way.



ERIK PEREL/HHP PHOTO

Rookie Doornbos Takes Second Race In San Jose Grand Prix

SAN JOSE, Calif. — In the week leading up to the Champ Car Grand Prix of San Jose, Robert Doornbos said he wasn't surprised that few Americans had ever heard of him.

CHAMP CAR PAGE 26

"I know fans have to look at our biographies to find out what we have done," Doornbos told the *San Jose Mercury News*. "When I tell people that I raced Formula One, they look at me and say, 'OK, whatever.'"

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"This one is for every one of the fans in the stands that pull for me every week and take all the bull—— from everyone else."

TONY STEWART

Homecoming



AUTOSTOCK PHOTO

BACK ON BRICKS: Tony Stewart crosses the famous yard of bricks Sunday at Indianapolis Motor Speedway. The native Hoosier captured his second Brickyard title.

Streaking Stewart Battles Harvick For Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Tony Stewart's first Allstate 400 at the Brickyard victory in 2005 was dramatic, but his second Brickyard win victory Sunday was dominant.

The driver from Columbus, Ind., who grew up dreaming of winning the Indianapolis 500 has done the next best thing by becoming a two-time winner of the NASCAR Nextel Cup race at the Indianapolis Motor Speedway.

"We had the fastest car today,"

Stewart said.

He celebrated in typical fashion by climbing the fence at the flag stand, a move IndyCar driver Helio Castroneves performed here for the first time when he won the 2001 Indy 500. It allowed him to celebrate with his legion of loyal fans.

"This one is for every one of the fans in the stands that pull for me every week and take all the bull—— from everyone else," Stewart said during his television interview. The two-time NASCAR champion said he expected to be fined for his remarks.

"Whatever happens, they still can't take this trophy away from me today." Stewart's victory check of \$488,111

should be more than enough to pay the fine. Dale Earnhardt, Jr. was docked \$25,000 and 25 points when he used a similar term after winning at Talladega in 2004.

It was Stewart's second-straight Nextel Cup victory and the 31st of his career. He won the last race two weeks ago at Chicagoland Speedway.

But unlike that triumph, a victory at the Brickyard is never "just another race" to the 36-year-old Hoosier native.

"I think I'll enjoy this one more than the first one," Stewart said. "The first one was just like taking the weight of

STEWART: CONTINUED ON PAGE 22



ALAN MARLER/HHP PHOTO

MEETING OF THE MINDS: Martin Truex, Jr. (left) consults with new teammate Mark Martin during Nextel Cup practice on Saturday.

Ginn Racing Joins Forces With DEI

Robert Yates Racing Merges With Champ Car Team

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — In what is increasingly becoming a sign of the times in NASCAR, middle-level teams are either merging or forming partnerships in order to remain competitive with the bigger teams of the sport.

Last week, Ginn Racing merged with Dale Earnhardt, Inc., with team owner points getting shifted to DEI driver Paul Menard in order to ensure him a spot in the starting lineup for the rest of this season. Sterling Marlin and Joe Nemecek were both turned loose after the Chicagoland race two weeks ago.

Of course, Earnhardt is leaving DEI at the end of this season to join Hendrick Motorsports.

Earnhardt was asked about the irony involved in that Teresa Earnhardt was unwilling to give up ownership of the race team to meet her stepson's demands but willingly sold part of the team to Bobby Ginn

in the merger of the two operations.

"I don't even know anything about that," Earnhardt said. "I don't know what she did or what the percentage was. I don't know anything about how much the check they wrote was for or anything. I don't think anybody will ever know."

In an odd twist, Mark Martin is now teammates with Dale Earnhardt, Jr.

"I've always liked Mark," Earnhardt said during Friday's long rain delay at the Indianapolis Motor Speedway. "He taught me and he taught Matt Kenseth and a lot of guys that raced against him in the Busch Series so much about racing and etiquette and patience and how much there is out there in your race car. I've seen him do things in a race car that I just couldn't believe."

"He's always spoken well to me personally and about me within the media. We just have a pretty good respect for each other and I think we have a good friendship. We both got great shots at making The Chase and even better now that we have a teammate in Mark Martin."

In another instance of teams coming together, Robert Yates Racing has entered into an engineering and tech-

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OPINIONS

ECONOMAKI: Carroll Shelby charity under the microscope. **PAGE 4**
MARTIN: Montoya's attitude about Indianapolis has changed. **PAGE 23**
WADE: Sonoma a time to look to the past and to the future. **PAGE 29**

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EXCLUSIVE

Focused Hagen Has Sights On USAC Midget, Sprint Car Titles

It's impossible to rain on Darren Hagen's parade. He's at a very high level in the business of professional auto racing. Clearly there is the potential for incredible consequences, while at the same time, the promise of extremely high rewards. This is the level where you don't mess around.

DARREN TO DREAM
PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
Silver Crown	Bobby East	Clermont, Ind.	10
Hooters Pro Cup	Benny Gordon	North East, Pa.	10
WoO Sprints	Jason Sides	Ohswéken, Ontario	20
WoO Sprints	Craig Dollansky	Lake Odessa, Mich.	20
WoO Sprints	Terry McCarl	Alma, Ohio	21
Craftsman Trucks	Ron Hornaday, Jr.	Clermont, Ind.	30
Busch East	Joey Logano	Beaver Falls, N.Y.	30
GSC	Tim Kaeding	Chico, Calif.	44

THE FINISH

"As far as my future in F-1 is concerned, you couldn't pay me enough money to race for those two people again."

SCOTT SPEED
FORMULA ONE, PAGE 6



► PUBLIC FORUM

Let your voice be heard

Irked By Bernie

These F-1 buttheads really chap me. First, there's Billionaire Bernie Ecclestone, who pulls the F-1 race from Indy (which is fine with me), probably because Tony (George) refuses to pay the extortionate sanctioning fees The Midget demands. And that after badmouthing Indy because it doesn't do more to "promote the race," as if it would ever be more than a pimple on the hindside of the Speedway's signature event. Good riddance, I say! Bernie says F-1 doesn't need an American race? Great! I say America doesn't need Bernie.

And then that pompous jerk (McLaren CEO) Ron Dennis says "We (speaking for the world, I assume) don't need NASCAR."

Well, I'm no NASCAR die-hard, but I do like plenty of other racing forms, none of which scale the heights of technology, which is apparently the only justification for existence to folks like Mr. Dennis. What he doesn't understand is that automobile racing is about entertainment. Most folks don't go the track to see Mr. Dennis's "Star Wars" technology (probably pilloined from Ferrari) trump Signore Montezemolo's "Star Wars" technology. They could care less. What they go to see is racing, car to car, driver to driver.

Thank God for grass-roots racing. It not only entertains us, it keeps our feet on the ground and our heads out of the clouds — as opposed to the place where the heads of Mr. Ecclestone and Mr. Dennis typically reside.

Rich Henry
Prescott, Ariz.

Plan For Open-Wheels

While looking over the weekend's TV schedule, with its duplicate head-to-head IRL and Champ Car events, I had a BFO (Blinding Flash of the Obvious). This may even be an improvement that would reduce overall costs — no new cars required — and would certainly improve the show for

FORUM: CONTINUED ON PAGE 45



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.



Carroll Shelby A Skinflint?

Shelby Charity Criticized For Its Small — And Infrequent — Grants

MIDLAND PARK, N.J.

A lengthy page-one story in the July 23rd issue of *Automotive News* sharply criticizes the "skimpy givings" by the **Carroll Shelby Children's Foundation**. Shelby, a noted American racing driver and winner of France's 24 Hours of Le Mans sports-car race in the 1950s, was alerted to the plight of children awaiting life-giving organs while he, himself, awaited a suitable heart for transplant. After receiving the heart in 1991 and its successful transplant, Shelby created the charity that bears his name. Its goal: Help pay medical expenses for families with children in need of organs and tissue transplants or plagued by acute cardiac disorders. The charity has benefited from Shelby's 2006 business renewal with the Ford Motor Co., with which he created the hot-selling Cobras and Shelby Mustangs in the 1960s. Vehicles donated in recent years by Ford to the Shelby charity have generated nearly \$2 million when auctioned. Though not accused of personally benefiting from the charity, the story criticizes Shelby and his wife, **Clio**, for sloppy administration, noting only two 2005 grants

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

were made, totaling \$24,944, in a year in which \$594,062 in contributions was received. Expectations are that \$500,000 will be realized from the ongoing raffle of a Ford-donated Shelby Cobra, results of which will be made known Aug. 18. So far this year, the Shelby charity has realized \$725,000 in cash from the auction of two Ford-donated Shelby GTs. Associates of Shelby involved with the charity say steps are now being taken to correct its business operations. Non-profit organizations endowed by private individuals and/or corporations are required to give at least five percent of their total assets to charity annually, according to the *Automotive News* story.

No numbers yet. The 675-acre land parcel on New York City's Staten Island, on which International Speedway Corp. had planned to build a major raceway, is now for sale, a recommendation that the city buy it as a golf course site having been rejected. It is being actively marketed as Staten Island Logistics Center. Because of its lengthy waterfront, it is touted as an ideal shipping location. More than 15 parties have expressed interest, according to ISC Project Manager **Michael Printup**. The land is the last available port site in the greater New York area, leading to speculation ISC will not only recover its \$150 million in raceway expenditures but, once sold, show a tidy profit.



JOHN CLAYTON PHOTO

OLD HANDS: Chris Economaki and Carroll Shelby share a moment at Virginia Int'l Raceway earlier this year.

Motorsports Authentics, the merchandising giant that is now owned 50-50 by rival ISC and Speedway Motorsports, Inc., has not shown a profit since its 2006 merger. A serious blow was the announced departure of **Dale Earnhardt, Jr.** as driver of the Budweiser-backed No. 8 DEI Chevy, which sharply cut into the sale of die-cast models of that car. Another potential hit came last week when Dale, Jr. announced he will henceforth handle all his own licensing — said by some to be worth as much as \$30 million annually. **Mark Dyer**, former VP of licensing and consumer products at NASCAR, has assumed the presidency of Motorsports Authentics and reports the company is en route to a second-straight losing year. Business publications say this could mean between \$15 million and \$20 million in red ink for MA due to lost sales this year.

Big bucks. Corporate Plaza Partners, builders of NASCAR Corporate Plaza, a 380,000-square-foot, 19-story office tower adjacent to the planned NASCAR Hall of Fame in downtown Charlotte, N.C., have received approval for \$95 million in construction loans from Wells Fargo & Co. and Regions Bank.

It will have to be an outstanding and classic contest to outrank the Kroger 200 at O'Reilly Raceway Park presented by Hormel

ECONOMAKI: CONTINUED ON PAGE 45

Hart Knows The Life Of The Traveling Outlaw Firsthand

BALLSTON SPA, N.Y.

Rob Hart is a racer, pure and simple. Ask him what drivers he's worked with and the names roll rapidly.

"In the big leagues, Jeff Swindell, Joey Saldana, Danny Wood, Craig Dollansky, Danny Lasoski, Brad Furr, Bud Kaeding, Matt Neely — and a few more I'd have to think about."

A talented bunch of wheelmen, indeed. And Hart, a New Yorker transplanted to a home in Indiana he rarely has time to occupy, must be a pretty good wrench to land gigs like that.

"It's dedication more than anything else," he says with a smirk. "You have to show up, stay sober and get the job done under adverse conditions. You need a certain amount of mechanical talent, but there's a lot of great mechanics out there who just can't handle the road."

But what's so hard about seeing America, one race track at a time?

"Time! There's never enough to do everything right," Hart said. "You always run out of time and every day you have to cut corners on something. Every day! Just the basic maintenance,

THE LONG LOOK



RON HEDGER

with no problems to address, takes four hours, and that's with three quality guys.

"Every shock has to be dynoed every night now, where you used to pick the right number shock, put it on and run it until it got bent. Now you tune for every track. There's also a fuel flow bench where we do the nozzles and the pump and all that, so it gets more time consuming all the time. And you have to keep the trailer clean and mount all the wheels and tires. It's a lot of work for everyone.

"In NASCAR, there's a few dozen guys. I worked for a guy once with Cup cars, and I found there were too many people, too many egos. Here you only deal with four or five people. NASCAR guys will tell you our cars are simple and it should be easy to win. The first part's true," Hart continued. "The cars are simple, but that makes the fine adjustments more difficult. And things are always evolving. You start the season with stiff torsion bars on the right and soft on the left. By mid-season, you're soft on the right and stiff on the left and taking stagger away. And the motor programs change constant-

HEDGER: CONTINUED ON PAGE 45

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**The
Audit
Bureau**

Le Mans, ALMS At Odds Over Production Cars

CHARLOTTE, N.C.

Isolationism was a cornerstone of American political philosophy during the 1930s, the people of the United States feeling safe because of the oceans separating them from the rest of the world. But that time has long since passed. Today, with nearly instant global communications and giant international corporations, the Earth has become a single, if at times a troubled community. Yet, in the rush to celebrate and expand this new-found commonality, we tend to forget that there are real cultural differences that do separate us.

Nowhere is this more true than in motorsports, and nowhere in motorsports is this forgetfulness more obvious than in road racing. Five or so years ago, the Grand Am announced it was going to decide its own future in terms of its regulations,

regardless of whether it had any links to what the folks at the Federation Internationale de l'Automobile or Le Mans might be doing. How successful that choice ultimately will be remains to be seen, despite the progress Grand Am has achieved. Even so, Grand Am's initial

RAMBLING ROAD



BILL OURSLER

decision to follow its own path has highlighted the important fact that one umbrella can't provide universal coverage for all.

As the American Le Mans Series has found, there are very different circumstances in North America that are fundamental to success than can be found in Europe, Asia or elsewhere. Among the most significant of these are distance and the American attitude toward the automobile. Simply put, we here have built our society around the car and have thus made it more of an appliance than anything else. Technology is of little concern, other than the fact that the vehicle should start, and the air conditioning, as well as the stereo, should work without a hitch. Equally significant is the size of the United States — going from New York to Los Angeles is about the same as going from London to Moscow.

Now, we hear that our friends at Le Mans want to review their production-car regulations to reduce costs. The problem is that such potential changes most likely won't significantly reduce budgets, at least in America, because the actual cost of one's "equipment" is a relatively small part of one's overall financial outlay. On the other hand, travel and development are major factors in determining the dollar amounts on the checks written to pay for the expenditures necessary to go racing.

Le Mans officials believe that by cutting costs for the production-car universe, they can attract more entries, and perhaps in Europe they can. However, one doubts that those effects won't carry over to the ALMS where the top assembly division, GT1, is populated by just two Corvettes. The truth is, as we have noted before, that the American manufacturers and their Japanese counterparts, such as Toyota, already have the NASCAR universe in which to play. Therefore, they do not have much incentive to develop cars for a segment of the sport that is but a blip on the overall American racing scene's radar.

In previous years, Aston Martin and Saleen have joined in the ALMS production-car wars. But neither has done so this year, and the prospects are neither will put forth full-time efforts in the future. So, while the FIA and Le Mans can most likely produce greater production-car grids for their venues, here the differing circumstances mean that different approaches must be taken. Indeed, even though ALMS representatives have stated that they see a need for two GT categories, the time may be ripe to consider having just one.

And, that, like the idea of balance the two its two sport racing division, LMP1 and LMP2 to effectively create a single prototype arena, has not necessarily gone down well at Le Mans from whom the ALMS leases its technical regulations. It seems clear that at some point in the not too distant future the extent of that latitude will be severely tested because what the ALMS needs and what Le Mans authorities perceive as necessary simply don't match. One can only hope that both sides will accept their differences.

Take A Sunday Drive Down Earl's Highway

ROSSBURG, OHIO

Earl Baltes waited patiently, greeting people and posing for photographs. A crowd of people had gathered at Eldora Speedway, out near the highway close to a grove of trees, glancing at the sky and hoping the rain would hold off for just a few minutes longer.

There were old friends and family, longtime track employees, race fans and several politicians, including state senators, representatives and officials from Darke and nearby counties. The politicians worked the crowd, shaking hands and saying hello, while Baltes simply smiled and waited.

This was his day of days, when the man who built Eldora Speedway in 1954 would step forward for his highest honor.

AMERICAN SCENE



DAVE ARGABRIGHT

This was the ceremony in which Ohio Hwy. 118, from Ansonia to the south to St. Henry to the north, would be officially christened "Earl Baltes Highway." It isn't everyday they name a road after you, you know.

Baltes looked at the big green highway signs and shook his head, as if he couldn't

believe it. There were speeches, platitudes and jokes. "He'll be setting up the toll booths soon," they said. And, "Earl, now you're responsible for fixing all the potholes this spring!"

Baltes just grinned, glancing now and then at Berneice, with whom he has shared his life, his work and his dreams. When you honor Earl, you honor Berneice; it's a package deal — always has been and always will be.

Soon the ceremonies were wrapping up, and people began to filter away. Earl and Berneice stayed and chatted with various fans and friends, while just over the hill, the current track staff (Tony Stewart purchased the track in late 2004, in case you've been away) was trying to iron out the race surface after a late-afternoon rainstorm swept through.

In 1954, this was just another cornfield. Today, it's considered hallowed ground by any race fan.

How do you do that? How do you take a cornfield and make it hallowed ground? How does a simple Ohio farm boy who enjoyed playing the saxophone become one of the most successful and respected promoters of all time?

There is no simple answer, except to note that Baltes was gifted with both a promotional flair and a monumental capacity for hard work. Through 50 years of sweat and swearing, he carved out a legend at this site that will likely last through generations to come, both in reality and in legend.

As all this is happening, traffic continues to roll past on Hwy. 118, some turning in to come to the races, others riding on past, glancing at the scene and wondering what kind of activity is happening here tonight.

When Earl built the track, the road was more narrow, traversed by slower cars built only in America, filled with fresh war veterans and tiny baby-boomer children. The world of 2007 is different in nearly every way, but Baltes is essentially unchanged, the same earthy, friendly, ambitious, outgoing character as always.

He passed his 86th birthday back in April, right about the time he suffered a broken hip in a fall. But the rugged old salt has fought his way back and is again smiling and shaking hands and telling off-color jokes.

During the ceremony, his son Terry asked him what could possibly be next after the great thrill of having the highway named in his honor. Earl simply shook his head, smiled and offered a serious answer.

"The only thing left to do now," he said, "is just live a little longer."

Great answer. He's soared to the sun and left an indelible mark on the entire sport. Now he can sit back and watch the cars roll past on the highway. His highway.

Realignment In NASCAR Is Already Taking Shape

INDIANAPOLIS

Several years ago, a friend who is involved in public relations for a NASCAR Nextel Cup team offered what I then thought to be an unlikely scenario.

It won't be long, he said, before NASCAR is just 10 four-car teams. Sitting around the media center at Indianapolis before NASCAR's Allstate 400, I realized he was spot on.

When Bobby Ginn's team was thrown into the Dale Earnhardt, Inc. mix and the Paul Newman/Carl Haas/John Lanigan organization from Champ Car joined Robert Yates Racing, things began to fall into place.

Almost to a man, the principals in the latest deals cited the "NASCAR fact" that you had to have four cars to be competi-

tive. And the sponsorship dollars from four teams under one roof figure strongly into that competition level assessment.

Newman and Haas don't have Nextel Cup cars in their possession, but it isn't beyond the realm of possibility to expect that to change — in

THEN AND NOW



RON LEMASTERS, SR.

time for the 2008 season. They're not likely to sit back and watch Robert Yates spend their money to go racing by himself.

Four seems to be the accepted level, since Jack Roush of Roush Fenway Racing has five and has been told by NASCAR to scale back to the magic number.

Not only is it "competitive," it also gives each driver three "teammates" to race against, draft with, pit with, swap information with and, occasionally, to crash with and into.

Of course, there is the artful management feat of finding four major sponsorships that can hopefully co-exist under the same race-shop roof.

Given NASCAR's recent penchant for innovative championship structuring, restructuring and tinkering, the team concept opens up new avenues.

Can you imagine four divisions of five teams each, just like the NFL, NHL, NBA and Major League Baseball? That paves the way for at least five separate races each weekend — an overall winner and four division winners, one each from the four competing divisions determined by finishing position in the overall finish.

If that isn't enough, there could be a weekly team competition. Instead of having a 12-team Chase over the last 12 races to determine the Nextel Cup champion, the season-ending competition could be conducted in a playoff format.

The winning team from each division would enter a head-to-head playoff in a two-race performance. Or, if TV wanted a third week, the four winners and the four remaining cars with the best divisional records — wild-card style — could compete. Or NASCAR could seed the tournament and let them all compete. If there is still some interest, the current 10-race Chase could be conducted to determine an individual champion.

To make it easier for the TV viewer — a greater consideration as we progress in the development of handy video gadgets — is that the teams would be required to paint the cars in distinctive team color schemes.

Who, you might ask, would be asked to fill the three remaining spots in the currently favored 43-car lineup?

Obviously, it would have to come from the one-off and two- and three-car teams, if any, who haven't been able to agree on merger partnerships. The best way would be to assign the final three spots based on owner points.

In the interest of parity, maybe NASCAR could institute a yearly draft, allowing each team to retain one or two "franchise" car/driver combinations. The rest would be available to other teams to draft, with the lowest-finishing teams getting priority. Presumably, not all of this and maybe none of this will come about. Even the 10 four-car teams won't be a reality, but it appears to be headed that way.

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WMSC Says No Penalty For Spying

By DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — McLaren has been found guilty of being in possession of confidential Ferrari data, but McLaren escaped any punishment because there is insufficient evidence that this information was used in such a way as to interfere improperly with the F-1 World Championship.

FORMULA ONE That was the unanimous decision handed down by the 25 members of the FIA's World Motor Sport Council after a meeting in Paris on July 26.

The WMSC said that McLaren was in breach of article 151c of the FIA's International Sporting Code that states a competitor must not carry out "any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally."

"But if it is found in the future that the Ferrari information has been used to the detriment of the championship," the WMSC statement said, "we reserve the right to invite Vodafone McLaren Mercedes back in front of the WMSC where it will face the possibility of exclusion from not only the 2007 championship but also the 2008 championship."

The WMSC will also consider banning Nigel Stepney and Mike Coughlan from international motor sport for a lengthy period.

The hearing established that Ferrari's Stepney had indeed passed technical secrets, including a 780-page document, to McLaren's Coughlan.

While Ferrari was livid that McLaren wasn't penalized, McLaren obviously presented a very strong case that none of the Ferrari data were used in the design of the McLaren cars.

"McLaren accepts that the FIA World Motor Sport Council had no alternative other than to find that there was a purely technical breach by reason of the possession of certain information by one individual at his



STEVE ETHERINGTON PHOTO

BITTER RIVALS: McLaren's Fernando Alonso leads Ferrari's Felipe Massa during last month's European Grand Prix.

home, without McLaren's knowledge or authority," a McLaren statement said.

"McLaren is delighted that the World Motor Sport Council determined that this information was not used and accordingly imposed no sanction whatsoever on the team."

Ferrari and the Italian media are absolutely furious that the WMSC did not penalize McLaren.

"It is not acceptable to create a precedent in such an important case in which the guilty verdict for serious and persistent violation of the fundamental principle of sporting honesty does not automatically incur a penalty," Ferrari CEO Jean Todt said on the team's Web site. "(The) decision legitimizes dishonest behavior in F-1 and sets a very serious precedent."

Ferrari will continue its legal actions in Italy and England against Stepney and Coughlan.

"The McLaren bosses, with no exceptions, admitted that their chief designer had obtained since back in March, prior to the Australian GP, documents from Nigel Stepney," Todt said.

"Some of this data was used to prepare a clarification request submitted to the FIA, aimed clearly at us, given that throughout the Melbourne weekend McLaren's team principal and his closest colleagues made statements in which they threw doubt over 'some cars.' Therefore, such information was in fact used to obtain an advantage over us: not through an improvement in their performance, but instead through limiting ours."

Todt said that McLaren had to install a firewall to prevent further

information from Stepney reaching the team and that Coughlan was asked to tell Stepney to stop sending him information. But by this time Coughlan had already asked Stepney for information about Ferrari's brake balance system and obtained "780 pages of designs, diagrams, data and a whole lot more...with which to design, develop, run and race a 2007 Ferrari F-1 car."

According to Todt, McLaren's Ron Dennis approached him several weeks after the Australian Grand Prix to try to reach a pact to settle the matter between them to avoid any future denunciations from the FIA. Todt signed an agreement June 9.

"Since that time and even earlier McLaren was perfectly aware, not only of the e-mails sent by their informer within our company, but also of the fact that their chief designer had stayed in contact with him and had received and continued to be in possession of a significant amount of technical information that belonged to us," Todt said.

"So, on the one hand, they had come to say 'let us trust one another,' and on the other they were hiding serious facts...but making no effort to inform us as would have been in the spirit and to the letter of our agreement."

Todt complained that Ferrari was only allowed in the WMSC meeting as observers and therefore could not ask McLaren any probing questions.

In the past, the FIA has not responded kindly to criticisms over its rulings. The FIA and Ferrari have been close allies, so it will be interesting to see how the FIA reacts to Ferrari's condemnation.

Speed: I've Had It With Toro Rosso's Attitude

By DAN KNUTSON
NSSN CORRESPONDENT

INDIANAPOLIS — As reported in last week's *National Speed Sport News*, the relationship between America's only F-1 driver, **Scott Speed**, and Toro Rosso bosses **Franz Tost** and **Gerhard Berger** has deteriorated sharply.

F-1 NOTES "Franz and Gerhard are pushing like hell to get rid of me and **Tonio (Vitantonio Liuzzi)**," Speed said.

Speed later said that Tost, furious that Speed had spun out of the European Grand Prix, punched him in the back, jerked him around and pushed him against the wall. Tost says he merely lightly touched Speed.

Speaking to Speed TV's Web site, Speed said he will not race for Toro Rosso next year.

"As far as my future in F-1 is concerned, you couldn't pay me enough money to race for those two people again," he said. "If it was with a different team, that would be great, but I would also like to do something else with Red Bull, even if it was outside F-1. My relationship with Red Bull has been fantastic."

It was thought that Speed might be fired immediately, but he spent two days in the car at the Mugello test last week, and the team says he will race in the upcoming Hungarian Grand Prix. Perhaps Red Bull magnate **Dietrich Mateschitz** intervened on Speed's behalf.

Renault chief **Flavio Briatore** criticized the fact that McLaren faces no sentence in the spy scandal. "If someone had some advantage from the possession of the material, it would have been fair for him to pay the consequences," he told the Italian media.

Bernie Ecclestone wants F-1 to put the spy scandal behind it.

"There's been so much talked about this spying nonsense. It's even taking away from what's going on on the track," he told *The Times* in London. "I don't like it."

Mika Salo told Finnish newspapers that when he drove for Ferrari, the

team regularly listened in and recorded radio conversations between McLaren drivers and engineers. Salo said that all the teams did this back in the 1990s when it was easy to intercept radio messages from rival teams.

Bridgestone has announced its dry-weather tire compound choices for the remaining races of the season. The medium and soft compounds will be run in Italy, Belgium and Japan. The hard and medium compounds will be used in China, and the soft and super soft will be used in Hungary and Brazil.

Sebastien Buemi, 18, had his first proper F-1 test when he drove the Red Bull car for two days at Jerez.

Japan's **Sakon Yamamoto**, 25, will drive the Etihad Aldar Spyker for the final seven races of the season. He replaces **Christijan Albers**, released because of problems with his sponsor. Many drivers were vying for the Spyker seat, but Yamamoto brought the best combination of experience and money.

Never say never, because the French Grand Prix is returning to Nevers Magny-Cours. This year's race was supposed to be the last for the rural track, with Ecclestone saying F-1 would not be back and never should have gone there in the first place. But that all changed following a meeting between French Prime Minister **Francois Fillon**, France's Minister of Health, Youth and Sport **Roselyne Bachelot** and Ecclestone.

The FIA has released the provisional 2008 F-1 schedule. With the loss of the United States race and the addition of Singapore and the Valencia (Spain) races, there are 18 events next year compared to 17 this year. Turkey moves from its late August date to mid-May. Other than that, the schedule is not much different from 2007, although for the first time in years the season stretches into November.

The schedule:
March 16, Australia; March 23, Malaysia; April 6, Bahrain; April 27, Spain; May 11, Turkey; May 25, Monaco; June 8, Canada; June 22, France; July 6, Great Britain; July 20, Germany; Aug. 3, Hungary; Aug. 24, Valencia/Europe; Sept. 7, Italy; Sept. 14, Belgium; Sept. 28, Singapore; Oct. 12, China; Oct. 19, Japan; Nov. 2, Brazil.

Teams Relax On Off Week; Helio Gives Crash Course In Belle Isle

INDIANAPOLIS — After winning three-straight IndyCar Series races in the last three weeks, the last person you'd expect to want an off week is **Scott Dixon**.

But the 2003 IndyCar Series champion welcomes the time off, not only for himself, but his entire Target Chip Ganassi Racing crew.

"Personally, I think it's nice," said Dixon, who has chopped 41 points off of **Dario Franchitti's** point lead in the last three weeks. "We've had five in a row, and it's been tough. We're almost like the NASCAR circuit racing every week. I hope that we can maintain the success that we've

had. It will give the mechanics some time off. For all of us, it's a weekend that we're looking forward to."

Helio Castroneves said he planned to spend time with his family in his adopted hometown of Miami. He also hoped to mix in some time at the beach.

Vision Racing's **Tomas Scheckter** planned to stay in Indianapolis, but away from the activity at the Indianapolis Motor Speedway.

"I tell you what, this year, it's been



Helio Castroneves

tough for everybody, for the guys, all of these weekends in a row, and I think certainly everybody is just going to get away," he said. "I'll probably jump in the lake, do some wakeboarding. Just relax, get all batteries recharged."

Team Penske's Castroneves became the first IndyCar Series driver to sample the Raceway at Belle Isle, as he conducted a one-day compatibility test on the 2.125-mile temporary street circuit.

The two-time Indianapolis 500 winner ran nearly 30 laps in varying conditions in his Team Penske Honda-powered Dallara, as the island saw its first on-track activity in six years.

"The course is similar to what I

remember, but there's a new surface, new concrete and the corners are wider, which should make for more exciting racing," said Castroneves, who won the last two grand prix events held at Detroit in 2000 and '01. "There are some areas of the course that are bumpy, but you expect that in a street circuit, and they plan to work on some of that before the race. It's a very unique race track, and everything here looks great. Coming back to Detroit and Belle Isle brought back some nice memories. I'm really excited about racing at Belle Isle Labor Day weekend."

The 32-year-old Brazilian racer was joined at Belle Isle by representatives from the Indy Racing League and the American Le Mans Series, as officials

received valuable feedback from the two-time Detroit race winner in preparation for the upcoming Detroit Belle Isle Grand Prix, Aug. 31-Sept. 2.

Already looking ahead to 2008 and beyond, second-year Indy Pro Series team **Michael Crawford Motorsports** has signed 18-year-old karting standout **Cole Mathewson** to a development and testing program.

The program will begin in September and will continue through 2008, with an initial focus on road-course racing. The team plans to enter Mathewson in a select number of Indy Pro Series races in 2008, with the aim of expanding to a full-time program in 2009.

Blaney Captures Sweet Event

PEVELY, Mo. — Dave Blaney got the best of 11 fellow NASCAR drivers to top the

I-55

M&M Night of NASCAR Stars charity modified

race July 25 at I-55 Raceway. Starting near the back of the pack, Blaney steadily made his way to the front. Track co-owner Ken Schrader, who was

also the fast qualifier, finished second, with Jason Leffler, Brendan Gaughan and Kenny Wallace filling the top five.

Will Vaught picked up the \$2,500 check in the UMP late-model event, with Randy Korte second. Steve Sheppard, Jr., Danny Haynes and Jeff Johns rounded out the top five.

Robbie Eilers won the sportsman feature.



DON FIGLER PHOTO

DIRT FOR CHARITY: Dave Blaney (1w) battles fellow NASCAR driver David Reutimann July 25 at I-55 Raceway.

Skinner Makes Tracks In Dixie

BLUE RIDGE, Ga. — Marshall Skinner picked up his second-consecutive O'Reilly United Sprint Car Series victory Friday night at Sugar Creek Raceway.

USCS

Skinner started

fourth and moved to second by lap four. From there he tracked 16-year-old rookie Derek Hager

until making his winning pass with seven laps remaining.

Hager held on to finish second, with point-leader Terry Gray third. Lance Moss and Johnny Bridges rounded out the top five.

The finish:

Marshall Skinner, Derek Hager, Terry Gray, Lance Moss, Johnny Bridges, Matt Linder, R.J. Johnson, Andy McElhannon, David Thorman, Frank Carlsson, Todd Fayard, Ryan Partin, Lee Moore, Tim Crawley, Timmy Thrash.

Chalk Up No. 35 For Michael

BRIDGEPORT, N.J. — Curt Michael used a late-race restart to his advantage, passing Trevor Lewis on lap 20 en route to his third United Racing Company victory of the season Saturday night at Bridgeport Speedway.

URC

Michael, who leads the points in pursuit of

his fourth-straight series championship, posted the 35th URC triumph of his career.

Michael started eighth and was third after only eight laps. He took second from Mares Stellfox on a lap-10 restart and stalked Lewis before making the winning move with five laps remaining on the five-eighths-mile oval.

Lewis finished second, ahead of Chris Coyle, Dave Ely and Stellfox.

The finish:

Curt Michael, Trevor Lewis, Chris Coyle, Dave Ely, Mares Stellfox, Jason Clauss, J.J. Grasso, Ed Aikin, Randy West, Brook Weibley, Kyle Purks, Kramer Williamson, Mike Haggenbottom, Robbie Stillwaggon, Adam Gordon, Joe Zuczek, Mark Bitner, Jamie Bodo, Michael Carber, Davey Sammons, Brian Seidel, Tim Hogue, Brian Buckwalter, Joey Biasi, Scott Pursell.

Gianetto Wows In First Victory

CALIFORNIA, Mo. — Jesse Gianetto won his first O'Reilly Auto Parts Winged Outlaw

WOW

Warriors race of the season in the fifth

annual Clyde Wood Memorial at Double X Speedway Sunday night.

Jesse Hockett tried to pass Gianetto numerous times during the last half of the race, but Gianetto kept on the high side and finished two car lengths ahead of Hockett.

Terry Hinck, Tyler Blank and Rusty Potter completed the top five.

The finish:

Jesse Gianetto, Jesse Hockett, Terry Hinck, Tyler Blank, Rusty Potter, Josh Fisher, Curtis Boyer, Jeff Wingate, Randy Martin, Curtis Evans, Brad Graham, Travis Marsch, Steve Mahannah, Gabe Maycock, Mallory Armfield, Rob Hartman, David Brown, Frank Brown, Ryan Marsch, Marty Ballenger, Mike White.

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World Class Technology at Sportsman Prices

“Q16 provides BIG horsepower -- 30-50 Hp increases on a 1000-1400 Hp engine. In my 1200 Hp dragster in the 1/8 mile, we changed 3 or 4 jets and saw gains of three to four hundredths in ET and a 1-2 mph increase. You'll spend at least \$6 per gallon on the cheapest race gas, so if Q16 costs about \$11 per gallon, you'll spend an extra \$3.75 per pass based on the typical fuel consumption of 3/4 gallon per run. For a substantial improvement in your ET, \$3.75 is meaningless!”

- Jim Sickles

There aren't many performance parts that offer a .03 to .04 improvement in 1/8 mile ET for under \$5 a pass. But according to Steve Burns, that's exactly what VP's new Q16 racing fuel does. "Our Q16 racing fuel has been among our most popular fuels for Quick 16-style racing, but we're suggesting that racers not subject to fuel rule restrictions now look at Q16 as a better option.

"This fuel has been in development for a year and it all began with Jim Sickles, my friend since high school. Jim and I both grew up racing bracket cars, and he asked me recently to design a fuel for his dragster to run in Quick 16, a class that's gaining popularity in our home state of Texas. Jim's kind of your average racer, with an average budget."

"Jim wanted a fuel to pick his dragster up using our best technology without regard to fuel rule restrictions or price and he didn't want to completely redo his tune-up. Jim knew about our work with the motorcycle industry—Factory Honda, Yamaha, Kawasaki, Suzuki—and how we've been designing fuels to fit their new engines and technology. The Q16 fuel we have in production right now combines the latest technology from these factory motorcycle fuels and technology involving oxygenates that we've developed for the European market."

Q16 is highly oxygenated, which, for bracket racers, will significantly expand the range of air/fuel ratio acceptability. Due to its high oxygenation, performance



“Q16 will definitely give you more horsepower for the dollar.”

- Steve Burns

of a Q16 powered vehicle will be more consistent and won't vary as dramatically with altitude or density changes.

Q16's oxygenation requires a 4-6% increase in fuel flow, which will contribute to making 3-5% more power.

This added fuel flow also effectively increases its octane by

6-8 numbers above its standard ASTM octane rating.

Q16 will work well in any drag racing or circle track application -- normally aspirated or nitrous. "Jim ran this fuel very successfully during the 2006 season through the beginning of this year, when we completed testing. Given that it's priced the same as C16 and less than N02 but will outperform both (and any other competitor's fuel), Q16 is the best gas you can use in drag racing if you're not bound by fuel rules."

For technical questions on fuel, contact VP's Technical Department at 812-878-2025 or tech@vpracingfuels.com.

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RACE REWIND

NASCAR BUSCH SERIES

Race 22 of 35: Kroger 200, Saturday, July 28
O'Reilly Raceway Park, Clermont, Ind.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	5	38	Jason Leffler	Great Clips Toyota	200	\$61,266	Running
2	10	16	Greg Biffle	3M Ford	200	37,425	Running
3	6	99	David Reutimann	Aaron's Dream Machine Toyota	200	33,937	Running
4	8	60	Carl Edwards	Dish Network Ford	200	24,825	Running
5	3	77	Ron Hornaday, Jr.	Dollar General Chevrolet	200	25,400	Running
6	1	20	Aric Almirola	Rockwell Automation Chevrolet	200	34,287	Running
7	16	29	Scott Wimmer	Holiday Inn Chevrolet	200	27,412	Running
8	30	42	Kevin Hamlin	Texaco/Havoline Dodge	200	21,700	Running
9	22	10	Mike Bliss	Fan1st.com Toyota	200	20,887	Running
10	15	88	Brad Keselowski	U.S. Navy Chevrolet	200	19,850	Running
11	13	27	Jason Keller	Marsh/Huggies Ford	200	16,500	Running
12	17	21	Tim McCreadie	Camping World Chevrolet	200	21,100	Running
13	28	35	Bobby Hamilton, Jr.	Eckrich/Kroger Ford	200	20,187	Running
14	18	33	Cale Gale	Camping World Chevrolet	200	23,075	Running
15	27	25	Richard Johns	freecreditreport.com Ford	200	16,200	Running
16	14	1	J.J. Yeley	Micosaukee Resorts Chevrolet	200	13,775	Running
17	25	66	Steven Wallace	HomeLife Communities Dodge	200	19,612	Running
18	2	6	David Ragan	Discount Tire Ford	200	13,260	Running
19	29	22	Josh Wise	Family Dollar Dodge	200	19,512	Running
20	19	7	Mike Wallace	Geico Chevrolet	200	20,752	Running
21	32	14	Kyle Krisloff	Lilly/Walgreens Ford	200	19,437	Running
22	31	30	Danny O'Quinn	Brandeis Chevrolet	200	13,100	Running
23	26	19	Brian Keselowski	Holloway/Dusty's Collision Dodge	200	13,425	Running
24	7	90	Stephen Leicht	citifinancial Ford	200	18,082	Running
25	34	72	D.J. Kennington	HotJackets.com Dodge	199	13,080	Running
26	43	08	Jason White	GunBroker.com Dodge	197	12,880	Running
27	40	28	Robert Richardson, Jr.	U.S. Border Patrol Chevrolet	196	12,825	Running
28	36	56	Frank Kreyer	Culver's Chevrolet	195	12,795	Running
29	35	0	Eric McClure	Hefty Chevrolet	193	12,775	Running
30	23	24	Landon Cassill	National Guard Chevrolet	192	15,205	Running
31	9	18	Brad Coleman	Carino's Italian Grill Chevrolet	190	14,710	Running
32	24	59	Marcos Ambrose	Kingsford/Aussie Vineyards Ford	174	17,797	Running
33	21	36	Brent Sherman	Big Lots Chevrolet	170	15,777	Running
34	12	41	Scott Lagasse, Jr.	Wrigley's Juicy Fruit Dodge	160	14,650	Running
35	42	9	Deac McCaskill	Pureyre Tank Lines Dodge	153	20,130	Accident
36	11	01	Shelby Howard	Blacks Tire Chevrolet	143	12,610	Suspension
37	38	05	Brett Rowe	FMI Fireplaces Chevrolet	94	12,585	Suspension
38	4	47	Kelly Bires	ArmorAll Ford	82	14,540	Engine
39	20	37	Bobby East	Cub Cadet/Kleenex Ford	74	14,520	Accident
40	33	89	Morgan Shepherd	Victory in Jesus Dodge	34	12,490	Engine
41	37	49	Derrick Cope	Checkers/Rally's Chevrolet	30	12,450	Overheating
42	39	52	Brad Teague	Bennett Classics Museum Ford	23	12,415	Transmission
43	41	44	Mike Harmon	Grand Victoria/Omni Hotel Chevrolet	6	12,367	Brakes

RACE STATISTICS

Race time: 1 hour, 42 minutes, 43 seconds
Average speed: 80.143 miles per hour
Victory margin: 1.009 seconds
Caution flags: 52 for 36 laps
Lead changes: 10 among eight drivers

Lap leaders: Aric Almirola 1-45; Kelly Bires 46; Bobby East 47-50; Ron Hornaday, Jr. 51-54; Almirola 55-96; Hornaday 97; Deac McCaskill 98-102; Greg Biffle 103-167; Travis Kvapil 168; Biffle 169-197; Jason Leffler 198-200.

TALK OF TIME TRIALS

Aric Almirola put Joe Gibbs Racing's No. 20 Chevrolet on the pole with a fast lap of 109.853 miles per hour. It was Almirola's third pole of the season. David Ragan joined Almirola on the front row in the No. 6 Roush Fenway Ford.

STANDINGS



Top 10			
1. Carl Edwards	3,394	6. Kevin Harvick	2,358
2. David Reutimann	2,542	7. Bobby Hamilton, Jr.	2,307
3. Jason Leffler	2,447	8. Stephen Leicht	2,158
4. Mike Bliss	2,390	9. Mike Wallace	2,158
5. David Ragan	2,380	10. Marcos Ambrose	2,115



PHIL CAVALI PHOTO

O'REALLY? Jason Leffler (38) moves through the field Saturday night at O'Reilly Raceway Park and toward his second-career Busch Series victory. Leffler's triumph was the first for Toyota in the series.

Leffler Makes History

CLERMONT, Ind. — Jason Leffler has several important victories at O'Reilly Raceway Park at Indianapolis, but none as big as his triumph in Saturday night's NASCAR Busch Series race.

In front of an estimated crowd of 40,000, Leffler handed Toyota its first series victory in the 26th annual Kroger 200 by rubbing fellow Camry driver David Reutimann the wrong way.

Leffler, winner of two USAC Silver Crown and five USAC midget races at ORP (1998-2003), finished ahead of Nextel Cup competitors Greg Biffle, Reutimann and Carl Edwards. He led only the last three laps in claiming his second-career victory in the series.

Toyota became a winner in the series in its 21st NBS race after two runner-up finishes and four third-place finishes, collectively. A Camry has yet to be driven to victory in Nextel Cup competition. However, the Tundra won four races in its first season in NASCAR's Craftsman Truck Series in 2004.

"We're real excited at Braun Racing to be the first team to bring Camry to victory lane," Leffler said. "I knew this (win) would come soon. I'm glad for the team and that it's our names that are going in the record book."

Leffler and crew chief Todd Lohse gambled and the crew put on four new tires during a pit stop under caution on lap 97. They dropped from third to 11th while most of the leaders took on fuel only.

Leffler passed Reutimann for second with only 12 laps to go in a heated battle.

"I got in the corners and he (Leffler) ran all over me," Reutimann said. "That got my car loose, and he turned into me and did the same thing again."

Leffler didn't quite see it that way, although he admitted to "roughing up" Reutimann's Camry while they were racing side by side.

"He (Reutimann) could have crashed

Finally! Toyota Breaks Through

CLERMONT, Ind. — Toyota earned its first NASCAR Busch Series victory Saturday night when Jason Leffler topped the Kroger 200.

It was clearly a big night for Toyota executives, as the company has struggled in its entry into NASCAR racing this season.

"This is obviously one of the biggest days of our Busch/Cup program so far. It's something we've been waiting for since we started the season — we knew we had a great Busch program," said Jim Aust, president of Toyota Racing Development U.S.A. "Thanks to the whole organization at TRD, as well as the Braun group, to put together the effort they have over the course of the year."

"We knew it was going to happen, it was just a matter of when, and we

hope it is the first of many to come. This feels great to be in the winner's circle, especially with the car side of it, and not just the trucks. Maybe this is the moment of things to come."

"It's been a little frustrating because I know this is where we need to be. Our teams are excellent, and I know we do a good job," said Toyota's NASCAR Busch Series program manager, Rick Lantz. "We are finally gelling and getting the program together. We can look forward to more victories in the future."

"Our teams work together to share information, and the crew chiefs work together. We see how it works in the Truck Series and how successful the teams have been there, and we knew it was going to be successful in the Busch Series."

me after that and obviously he chose not to," Leffler said. "I knew he wasn't going to catch Biffle. I could smell the victory, and I had to get to that checkered flag."

Leffler put his Camry nose barely ahead of Biffle's 3M Ford at the line on lap 198 on the .686-mile oval.

Roush teammates, runner-up Biffle and fourth-place Edwards, seemed happy to be racing on the night before the Brickyard 400.

They were among five drivers who were shuttled to ORP via helicopters from the Indianapolis Motor Speedway, where they later qualified for the Brickyard 400. Mark Green qualified for Reutimann, Eric Darnell for David Ragan, Travis Kvapil for Edwards, Kertus Davis for J.J. Yeley and Brandon Miller for Scott Wimmer.

Biffle qualified and led 94 laps of the final 98 laps, seven more than Busch pole winner Aric Almirola led earlier

in the Rockwell Chevrolet. "The car was really, really tough to drive," Biffle said. "To be honest with you, I don't know how we did so well. Track position was a lot of it. It was a good night and I had a lot of fun."

Edwards, who started near the rear of the 43-car field, finished fourth and extended his series lead to 852 points over Reutimann. Leffler jumped from fifth to third in points.

"That was a fun race track, but we were just too loose," Edwards said. "We had too many restarts."

Rounding out the top 10 were fifth-place Ron Hornaday, Jr., Almirola, Wimmer, Kevin Hamlin, Mike Bliss and rookie Brad Keselowski.

Two-time race winner Jason Keller finished 11th in his 14th Kroger 200 start, one less than the record held by Tommy Houston. Three-time race winner Morgan Shepherd, 65, started 33rd and finished 40th in a Dodge.

Pearson Takes Inaugural Event At Eldora Speedway

July 26

LAWRENCEBURG, Ind. — Patrick Sheltra didn't hesitate when asked to rate the importance of his victory in Thursday night's 40-lap World of Outlaws Late Model Series feature at Lawrenceburg Speedway.

"I'd consider it my biggest win ever," said the 21-year-old Floridian. "This has always been my dream — to win a World of Outlaws race against the best in the business."

Sheltra sprung a major upset in the opening event of National Interstate Speedweek, leading from flag to flag to score his first-career triumph on the national tour.

He pocketed \$7,500, including the \$500 WoO LMS 'Bonus Bucks' for being the highest-finishing driver who wasn't ranked among the top 12 in the series standings and hadn't previously won a WoO feature.

Sheltra shot off the outside pole to grab the lead from pole-sitter Shannon Babb and was never challenged during the frenetic 39-lap stretch of caution-free action that closed the event on the quarter-mile bullring.

Darrell Lanigan slipped past Justin Ratliff for second place on lap 36. Steve Casebolt and Jeep VanWormer, who started ninth, rounded out the top five.

The finish:

Patrick Sheltra, Darrell Lanigan, Justin Ratliff, Steve Casebolt, Jeep VanWormer, Brian Shirley, Chub Frank, Mike Balzano, Eddie Carrier, Jr., Shane Clanton, Josh Richards, Clint Smith, Steve Francis, Rick Eckert, Wayne Chinn, Tim Fuller, Shawn Negangard, Jared Hawkins, Shannon Babb, Brady Smith, Duane Chamberlain, Robbie Blair, Scott James, Steve Shaver.

Friday

By KEVIN KOVAC

ROSSBURG, Ohio — Earl Pearson, Jr. knew he was part of something special on Friday night at Eldora Speedway.

He made the record books, of course, winning the first World of Outlaws Late Model Series event at the famed high-banked, half-mile oval.

But Pearson also came out on top of a scintillating feature that was arguably one of the most memorable in the history of both the WoO LMS and Eldora Speedway.

"I'll tell you what — that was a heck of a race," Pearson said. "The fans should've enjoyed that."

Pearson inherited the lead when Chub Frank and Eldora Speedway owner Tony Stewart tangled on lap 40 while battling for the top spot. But he had to fight down to the final turn to stay in front, fending off a furious charge by Shannon Babb to pocket a \$10,225 first prize.

Babb, 33, actually slid in front of Pearson in turn four with the checkered flag waving ahead, but he hopped the cushion and watched Pearson cross underneath him to reach the finish line 0.352 of a second ahead.

Scott Bloomquist settled for third after losing second to Babb on lap 47. He started 14th. Tim Fuller and Scott James filled the top five.

The finish:

Earl Pearson, Jr., Shannon Babb, Scott Bloomquist, Tim Fuller, Scott James, Brady Smith, Chub Frank, Jerry Rice, Steve Francis, Clint Smith, Rick Eckert, Brian Shirley, Donnie Moran, Dennis Erb, Jr., Billy Moyer, Tony Stewart, Brad Neat, Jeep VanWormer, Josh Richards, Darrell Lanigan, Mike Balzano, Steve Shaver, Shawn Toczek, Shane Clanton.

Saturday

By KEVIN KOVAC

HARTFORD, Ohio — It might have taken Chub Frank a while, but he found the fast line just in time on Saturday night at Sharon Speedway.

Completing a stirring late-

race charge, Frank overtook Jeremy Miller for the lead on lap 45 en route to winning the World of Outlaws Late Model Series Buckeye 50.

Frank was running fourth with less than 10 laps remaining, but he found a second wind to glide past point-leader Steve Francis, Donnie Moran

and Miller in a four-lap span and score his tour-best fifth victory of the season.

"I wasn't holding back, because you couldn't relax out there," said Frank, who earned \$10,225 for his 12th-career WoO triumph.

Moran also passed Miller to finish second. Miller, who led

laps two through 44, was third, with Francis and Darrell Lanigan rounding out the top five.

The finish:

Chub Frank, Donnie Moran, Jeremy Miller, Steve Francis, Darrell Lanigan, Clint Smith, Josh Richards, Tim Fuller, Shane Clanton, Doug Horton, David Scott, Rick Eckert, Mike Balzano, Robbie Scott, Dan Stone, Matt Urban, Jim Rasey, Todd Andrews, Rick Briggs, Brian Shirley, Chris Hackett, Alex Ferree, George Lee, Dutch Davies, Roy Mitchell.

THE COUNTDOWN STARTS HERE.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Remembering Key Moments In U.S. Road-Racing History

Growing old doesn't have many benefits, but one of them is the privilege of retelling amusing events without fear of contradiction. Most who could dispute are safely out of the way. The issues covered here were quite important to the entities involved, however, and don't need any exaggeration to provide amusement today.

ALECULMANN was a visionary who was determined to expedite the development of road racing in the United States. He was one of the early officers of the Sports Car Club of America. The SCCA was born in 1944 primarily to preserve classic and sporting automobiles and the social life that follows naturally. After World War II ended, it didn't take long for some members to organize rally and racing events. They viewed strict amateurism in the Corinthian style as the proper format for competing under the spoke-wheel banner.

The club was growing quickly. Imagine the outrage of the elected officers when it was learned that Ulmann had placed the 1950 Watkins Glen races on the calendar of the American Automobile Ass'n without consulting them. AAA held the power of the FIA Sporting Commission at the time, had no rules

By **JOHN BISHOP**
GUEST COLUMNIST

preventing cash purses.

Ulmann's suspected purpose in violating the well-established SCCA policy was to permit non-members to compete. In particular, it was the entry of Erwin Goldschmidt, who had been turned down for membership, which got everyone's attention. When Goldschmidt won the event in grand style, SCCA's infuriated officers promptly terminated Ulmann's membership.

Ulmann found the neglected Sebring airport and ran a six-hour race in late 1950 (with 12-hour races thereafter), building the event into an important international championship venue. SCCA tried to impede Ulmann's successes by staging its own endurance event elsewhere in Florida, threatening sanctions against its drivers who took part at Sebring. Harsh and mutual antipathy existed between the SCCA and Ulmann.

GEORGE RAND was a fine gentleman who was involved in American road racing via the pre-war Automobile Racing Club of America and later the SCCA. When the Automobile Competition Committee for the U.S. was formed to handle the international aspects of U.S. racing, Rand became its manager. The emergence of ACCUS followed the AAA's sudden abdication of its FIA sporting role after the Le Mans tragedy of 1955.

In 1963, ACCUS had set up a policy that organizers of international U.S. events must have a proper sanction through one of the member clubs of ACCUS (NASCAR, USAC, NHRA and SCCA). This policy provoked some predictable outrage ... particularly from Ulmann, who had until now gotten his FIA calendar listing by way of his personal contacts in Europe.

JOHN BISHOP — I had taken over Rand's duties at SCCA in 1956 and was appointed executive director in 1962. The club finally matured in its outlook, embracing future professional racing, this at a board meeting in the summer of 1961. I was charged with making the transition as graceful as possible and quickly rewrote the rules for competition. In the years wasted while SCCA was struggling with the amateur/professional question, several pro races had been established on the new dedicated racing circuits, most sanctioned by USAC. My board charged me with coaxing the organizers of these events, as well as the USGP Watkins Glen and the Sebring 12-Hour, to come under SCCA sanction. Reestablishing relations with Ulmann was especially demanding.

Rand kindly offered to host a lunch for Alec and me at the Wings Club in New York City to see if a solution could be achieved.

The Wings Club was sacred ground for anyone who was passionate about airplanes. Large portraits of heroic flyers like Lindbergh, Earhart, Post, Doolittle and Rickenbacker graced the walls.

NEXT WEEK ...

Athletic trainer **Marc Arnone** discusses his role in Tony Stewart's conditioning

Ulmann to accept the SCCA's apology and acknowledge that times had changed. He let me wiggle on the hook for what seemed like hours.

Suddenly, the waiter appeared at our table with unsuppressed anxiety on his face. He informed us President John F. Kennedy had been shot in Dallas and the outlook was grim.

As we tried to grasp the shocking news, Ulmann rose from his seat, advised he would be applying for SCCA sanction for the next Sebring 12-Hour race, and as a final shot, stated that the only reason he'd so decided was that SCCA had a cheaper insurance plan than USAC.

November 22, 1963 is etched in my memory in more ways than one.



JOHN BISHOP
Having held many posts through the years, Bishop is currently the commissioner of the Grand Am Road Racing Championship.



GORDON GILL PHOTO

DUE EAST: Eventual winner Bobby East (14) encounters Mike Murgioitio (19) and Aaron Pierce (26) during Thursday night's USAC Silver Crown J.D. Byrider 100 at O'Reilly Raceway Park at Indianapolis.

East Drives Foyt Team To Victory Lane

CLERMONT, Ind. — Bobby East dominated Thursday night's J.D. Byrider 100 USAC Silver Crown Series race that kicked off Kroger SpeedFest at O'Reilly Raceway Park at Indianapolis.

It was East's second victory of the season and the fourth for the A.J. Foyt Enterprises team, which fielded the Chevrolet-powered C&R chassis he drove to victory.

"The car was awesome from the time they dropped the green flag," said East. "Last year was the first year in my career without any wins,

and I worked hard in the off-season to stay focused on the process of racing."

Jason Leffler started on the pole, but it was East who quickly jumped out to an early lead and was able to hold onto the lead until a caution brought out by Aaron Pierce slowed the field.

On the restart, East flew ahead of the pack, but another Pierce spin brought out the caution on lap 33.

A spate of cautions slowed the field until the halfway mark, and the field again couldn't close ground to East as he sped on to lead the pack.

Only eight laps remained for East when point-leader Wayne Reutimann,

Jr. caused another yellow flag, but that wasn't enough to stop him.

Pablo Donoso, in the second Foyt entry, came home second, with Tim Barber, Cameron Dodson and Mike Murgioitio rounding out the top five.

The summary:

Qualifications: 1. Jason Leffler, PDM 18, 21.784; 2. Bobby East, Foyt 14, 22.022; 3. Cameron Dodson, Edwards/RE 199, 22.093 4. A.J. Fike, Hemelgam/RMS 91, 22.145; 5. Tim Barber, Pierson 28, 22.159; 6. Aaron Pierce, Pierce 26, 22.162; 7. Pablo Donoso, Foyt 11, 22.174; 8. Mat Neely, RW 17, 22.185; 9. Mike Murgioitio, Team Six-R 19, 22.212; 10. Billy Wease, Western Speed 12, 22.240; 11. Jerry Coons, Jr., RW 27, 22.242; 12. Bud Kaeding, BK 29, 22.268; 13. P.J. Jones, Paternoster 41, 22.584; 14. Marc Jessup, Vance 2, 22.727; 15. Brian Tyler, Team Six-R 21, 22.755; 16. Wayne Reutimann, Jr., Reutimann 00, 22.975; 17. Paul White, Mucci/Matczak 99, 23.394; 18. Brad Armstrong, Weesner 96, 24.234.

Feature (100 laps): East, Donoso, Barber, Dodson, Murgioitio, Coons, Kaeding, Leffler, Tyler, Wease, Fike, Neely, Reutimann, Pierce, Jessup, White, Armstrong, Jones.

Gordon Earns Lake Erie Three-peat

NORTH EAST, Pa. — Benny Gordon dominated the BFGoodrichTires.com 250 presented by Longhorn at Lake Erie Speedway Saturday night.

HOOTERS

The DuBois, Pa., driver led 209 laps, including the final 151 circuits, en route to his third-straight victory at LES and the 23rd of his Hooters Pro Cup career.

"I guess I get around here pretty good," said Gordon, driver of the No. 66 Samuel Metals Ford. "The car was just phenomenal. After the first 50 laps, I didn't have to run the car hard at all."

A.J. Frank, driver of the No. 56 Camping World Chevrolet, took advantage of the contact and slipped to second at the finish.

Gary St. Amant, driver of the No. 7 JEGS.com/Speedco Chevrolet, didn't have the best car on Saturday night, but he kept his nose clean and came home third. Even with Gordon winning, St. Amant shouldn't have much trouble taking the Sears Auto Center Northern Division title at South Boston.

With Brandon Ward making late contact with Jody Lavendar late in the race, Ben Stancill, driver of the No. 9 Stancill Farms Ford, took home Miller Lite Rookie of the Race Honors with his fourth-place finish.

Jeff Fultz, driver of the No. 67 Wear Crete Concrete Ford, completed the top five.



USAR HOOTERS PRO CUP PHOTO

RACE TIME: Drivers head for the start of Saturday's BFGoodrichTires.com 250 at Lake Erie (Pa.) Speedway. Benny Gordon won the event.

The finish:

Showing driver, car, laps completed and money won: 1. Benny Gordon, Ford, 250, \$13,500; 2. A.J. Frank, Chevrolet, 250, \$6,000; 3. Gary St. Amant, Chevrolet, 250, \$5,400; 4. Ben Stancill, Ford, 250, \$5,000; 5. Jeff Fultz, Ford, 250, \$3,000; 6. Eric Corbett, Ford, 250, \$3,300; 7. Jack Bailey, Chevrolet, 250, \$3,300; 8. Brandon Ward, Ford, 250, \$4,300; 9. Lonnie Rush, Jr., Chevrolet, 250, \$2,700; 10. Jody Lavendar, Ford, 250, \$2,200; 12. Ray Love, Jr., Chevrolet, 250, \$2,000; 13. Joe Harrison, Jr., Chevrolet, 247, \$2,100; 14. Casey Berenbrock, Chevrolet, 240, \$1,800; 15. Ronnie Souders, Pontiac, 239, \$2,200; 16.

Danny Jackson, Chevrolet, 237, \$1,600; 17. Tim Kerr, Chevrolet, 236, \$1,600; 18. Mark Zaccagna, Ford, 230, \$1,600; 19. Tim Baine, Jr., Ford, 213, \$1,800; 20. Tom Hessert, Chevrolet, 201, \$1,600; 21. Derek Kale, Chevrolet, 189, \$1,700; 22. Jeff Agnew, Pontiac, 189, \$2,900; 23. Johnny Rumley, Chevrolet, 189, \$2,000; 24. Chad Beahr, Ford, 186, \$1,400; 25. Gerry Bruce, Ford, 167, \$1,400; 26. Danny Abold, Chevrolet, 161, \$1,200; 27. Sam Fullone, Chevrolet, 159, \$1,500; 28. Sean Sauer, Chevrolet, 118, \$1,200; 29. Shane Wallace, Ford, 74, \$1,200; 30. Ryan Duff, Chevrolet, 67, \$1,200; 31. Matt Carter, Ford, 20, \$1,200; 32. Allen Purkhiser, Ford, 2, \$1,200.

What's making news in motorsports

POWER RANKINGS

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

Scott Dixon

No. 9 Target Chip Ganassi Honda, IRL IndyCar Series

After five races in five weeks, Dixon and the remainder of the IRL IndyCar Series teams had the weekend off. The series gets back on track this weekend at Michigan Int'l Speedway, with Dixon riding a three-race winning streak to the two-mile oval. It will be the last IRL race at MIS for a while, as the series is not scheduled to visit the track in 2008.

NO. 1



DANA GARRETT/IRL PHOTO

REST OF THE BEST

2. Donny Schatz

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

Schatz picked up a pair of second-place finishes, but a flat tire at I-96 Speedway cost him the top spot in the Power Rankings.

3. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup

Gordon lingered midpack for much of Sunday's Allstate 400, but he came on strong in the end to finish third and extend his point lead.

4. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

Franchitti carries the point lead into Sunday's 400-mile IndyCar Series event at Michigan Int'l Speedway.

5. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

Hamilton will get back on the track this weekend at the Hungarian Grand Prix and into winning form.

6. Tony Schumacher

U.S. Army Dragster, NHRA Top Fuel

Tony Schumacher won for the third time in the last five events and moved to second in the standings.

7. Tony Stewart

No. 20 Home Depot Chevrolet, Nextel Cup

Stewart picked up his second-consecutive victory by dominating the Allstate 400 at the Brickyard. It was his second victory in the event.

8. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac Riley, Rolex Grand Am Series

The duo and its Grand Am competitors had the weekend off, but the get back into action in Montreal this weekend.

9. Rod Fuller

Powers Motorsports Dragster, NHRA Top Fuel

Fuller continued to lead the Top Fuel standings after recording a solid qualifying run and making it to the semi-finals on Sunday.

10. Carl Edwards

No. 99 & No. 60 Fords, NASCAR Nextel Cup and Busch Series

Edwards finished fourth in the Busch Series race at O'Reilly Raceway Park, but he was 18th after crashing at Indianapolis Motor Speedway.

Honorable Mention

John Force proved he wasn't going to go quietly in his quest for a 15th NHRA Funny Car title, winning for the second time in the last three races. Jerry Coons, Jr. won the Belleville Nationals.

Last Week

With no victories in three outings, Donny Schatz fell from the top spot in the rankings. He was replaced by Scott Dixon. Mike Skinner and Sebastian Bourdais dropped out of the top 10.

Focus Engine Package Available

Manufacturer Will Sell 'Sportsman' Components

SAN MIGUEL, Calif. — SCREAM, Inc., the exclusive engine supplier of the Ford Focus Midget Series, announced this past week a new components package designed for "sportsman" midget racing.

The new program is designed to allow competitors in various sportsman divisions to purchase a complete package of engine components to assemble their own Focus Midget engine.

"Over the last eight months, we have seen a big increase in interest from individuals who want to utilize our proven package, but for a variety of reasons, they do not need the engine itself to be of the sealed, USAC-legal variety," said SCREAM Vice-President Mata Iala. "This new program will service these customers economically and efficiently."



CHRIS JONES PHOTO

IN FOCUS: Nate Robertson steers his Ford Focus machine around Orlando (Fla.) Speed World last December.

Field Down To 20 For Int'l Hall Of Fame

TALLADEGA, Ala. — The field has been narrowed and only 20 finalists remain for induction into the Class of 2008 International Motorsports Hall of Fame at Talladega Superspeedway.

The final five inductees will be elected when the last round of voting begins July 30.

"I think the selection of this year's top-20 finalists shows what an amazing job the voters have done in choosing individuals who have made a significant impact in each of their sports," said Talladega Superspeedway President and IMHOF Executive Director Rick Humphrey. "The voters certainly have their work cut out for them in narrowing this group down to only five."

Labonte Duo To Tackle New Brunswick Int'l

GEARY, New Brunswick — Former NASCAR Busch Series driver Justin Labonte will join his dad, two-time Nextel Cup champion Terry Labonte, in the 2007 Peterbilt 250 at New Brunswick Int'l Speedway Sept. 2.

The father-son duo has never competed against one another but will get the chance at the one-third mile, high-banked, paved oval that is known as Canada's fastest short track.

"Justin and I are excited about coming to the Peterbilt 250," said Labonte. "We've never actually raced against each other, so we are really looking forward to it."

Irving Lubricants will be the primary sponsor on the Labontes' pro stock entries.

Hill Climb Returns To N.C. Mountains

BANNER ELK, N.C. — In the tradition of the Chimney Rock Hill Climb, the inaugural Rock-n-Road Hill Climb will be held Aug. 18-19 at The Lodges at Eagles Nest.

The two-day event is sanctioned by

the Sports Car Club of America. Races will be run from 9 a.m.-5 p.m. each day on a 1.5-mile track that climbs more than 1,500 feet.

Live music by several groups will begin each day at noon. Pre-race activities include a display of the race cars at The Great Train Robbery on Aug. 17.

Tickets are \$10 per day for adults and \$5 per day for children ages 6-12. Children 5-and-under are admitted free. For more information, visit www.EaglesNestBE.com or call (828) 898-8645.

Iowa 'Art Car' Project To Benefit Charities

KNOXVILLE, Iowa — Partners Unlimited has teamed with the Knoxville Raceway on an "Art Car" project that will culminate with five "Art Cars" being auctioned off on Aug. 25.

Benefits from the auction will benefit five local groups — the Osceola Arts Council, the Ottumwa Teen Center, the

DSM Boys & Girls Club, the DSM/Oakridge Neighborhood and the Newton/Quakerdale Youth Shelter.

The five groups are teaming with Partners Unlimited, an agency dedicated to transforming lives through creative arts, to build their Art Cars.

For more information, contact Kelly Boon at PartnersUnlimited.org or Brian Stickel at the Knoxville Raceway at brians@knoxvillraceway.com.

Mockler Recipient Of Kara Hendrick Award

INDIANAPOLIS — Stephanie Mockler of Westfield, Ind., was the 2007 recipient of the prestigious Kara Hendrick Award. The award was presented July 25 at Lyn St. James's Women in the Winner's Circle gala at the Indianapolis Motor Speedway.

Mockler, the daughter of accomplished USAC racing veteran Warren Mockler, has carved her own niche in

the sport, recording three feature victories in Regional Midget competition and two triumphs in the Ford Focus Series. Her award was presented by USAC President/CEO Rollie Helmling. No other female driver has more USAC feature victories. The only other female driver with five-career USAC feature victories is Audra Sasselli of Fresno, Calif.

The award is named for Kara Hendrick, who posted a pair of USAC TQ Midget feature victories before tragically losing her life during a USAC Western Midget event at El Cajon, Calif., in 1991.

Women's Scholarship Named For O'Connor

INDIANAPOLIS — The Champ Car World Series, in collaboration with Lyn St. James, announced this past week, at the Women in the Winner's Circle luncheon the inception of the Champ Car Vicki O'Connor scholarship.

The scholarship will be awarded to a female driver who will then have the chance to attend the Lyn St. James Driver Development Program this November. O'Connor is the managing director of the Champ Car Atlantic Championship Series.

'Gambler's Classic' Set For Mid-January

ATLANTIC CITY, N.J. — The sixth running of the Len Sammons Motorsports Productions 'Gambler's Classic' is set for the concrete floor of Boardwalk Hall Jan. 18-19, 2008. The Three-Quarter Midgets and 600cc Micro-Sprints will be back to serve as top billing, while Slingshots and Champ Karts will fill out the two-day racing menu.

Again, the indoor auto racing will be held in conjunction with the Motorsports 2008 presented by VP Racing Fuels show at the nearby Atlantic City Convention Center.

Tickets go on sale tentatively Aug. 8. To purchase tickets, use Ticketmaster or call (609) 888-3618.

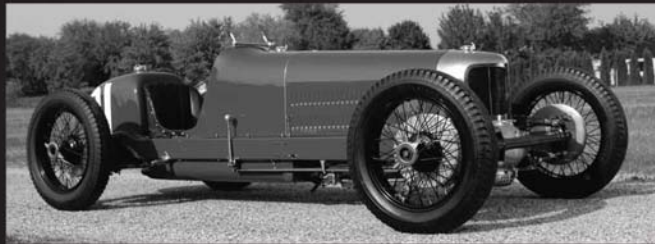
NUTS AND BOLTS

Daughtry will headline the pre-race concert at the Chevy Rock-and-Roll 400 at Richmond Int'l Raceway Sept. 8. The band, featuring former "American Idol" contestant Chris Daughtry, will perform on the frontstretch near the start-finish line beginning at 5:45 p.m.... The O'Reilly United States Modified Touring Series begins "The Hunt," a 16-race slate culminating with the crowning of a champion, on Aug. 9 at Thunderhill Speedway in Mayetta, Kan... Rain forced the postponement of the July 25 World of Outlaws Late Model Series National Interstate Speedweek opener at Attica Raceway Park. Officials are working to find a new date for the \$7,000-to-win event... Sixty-two invitations have been extended to 360-sprint-car competitors from three countries and 18 sanctioning bodies for the Brodix Tournament of Champions Aug. 5 at Knoxville Raceway... Veteran NASCAR reporter Randy Pemberton has joined Speed and will have duties on several programs during the remainder of the 2007 season... K & N Engineering, a producer of oil and air filters, has signed on as sponsor of the USAC Silver Crown Championship Series through 2008... Joe Gibbs Racing developmental driver Joey Logano, 17, took his first laps in the Car of Tomorrow this past week at The Milwaukee Mile. Logano is eligible for Nextel Cup competition after he turns 18... Jim Cozzie has been named the new Chairman of the Board for the Special Equipment Manufacturer Ass'n.



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Perley Is Mr. Hy-Miler

Saturday

SANDUSKY, Ohio — Chris Perley and the Vic Miller crew continued to roll over the International SuperModified Ass'n competition Saturday night at Sandusky Speedway, completing a weekend sweep at the 30th annual Hy-Miler

ISMA

weekend.

Perley took over the lead just shy of the halfway mark, dodged some bullets and went on to lap almost the entire field. The prestigious 100-lap victory was the team's sixth triumph to date on the ISMA-Wirtgen tour this year. It also earned Perley a guaranteed spot in September's Budweiser Int'l Classic and the East-West Shootout in November.

"I can't believe how good the car was," Perley said. "We started out a little loose, and I was a little scared of everybody behind me. I figured if I didn't have the car for it tonight, I'd get the lead and make them go by me. And then the car actually turned tight. It just got better and better."

While Perley was out front riding the rails, the action heated behind. In the waning laps, the shuffling began among racers vying for the top five spots. With five laps to go it was Mike Lichty, Dave Shullick, Jr., Doug Didero and Dave McKnight doing battle. As the checkered waved for Perley, Lichty's No. 84 sputtered, and Shullick, Jr. grabbed second as Lichty dropped back to fourth behind Didero. McKnight settled for fifth.

The finish:

Chris Perley, Dave Shullick, Jr., Doug Didero, Mike Lichty, Dave McKnight, Moe Lijje, Charlie Schultz, Timmy Jedrzejek, Michael Barnes, John Benson, Jr., Mike Ordway, Jr., Bob Magner, Rich Reid, Vern Romanoski, Pat Lavery, Mark Sammut, Lou Ciccone, Eric Lewis, Larry Lehnert, Bob Dawson, Dave Shullick, Sr., Justin Belfiore, Jack Smith, Gene Lee Gibson, Jeff Holbrook, Nokie Fornoro, Robbie Summers, Jon Henes.

Friday

SANDUSKY, Ohio — Chris Perley

Laperle Cashes In

ST-EUSTACHE, Quebec — Patrick Laperle scored a popular and lucrative American-Canadian Tour victory in front of a packed grandstand Saturday night at his home track Autodrome St-Eustache.

In winning the ACTION Super Series 200 — a combination race for the ACT Late Model Tour and the Series ACT Castrol at the suburban Montreal four-tenths-mile oval — Laperle earned \$6,000. It was his first ACT win in his home country and the 10th of his career.

After leading 62 of the first 132 laps, Laperle charged back to the point on fresh tires after a pit stop, retaking the lead from Brian Hoar on lap 155 and traveling the final 45 laps largely uncontested. Roger Brown II finished second.

The finish:

Patrick Laperle, Roger Brown II, Sylvain Lacombe, Brian Hoar, Jacques Laperle, Robbie Thompson, Marc-Andre Cliche, Karl Allard, Jean-Paul Cyr, Randy Potter, Normand Lavigne, Jacob McGrath, Jamie Aube, Brent Dragon, Scott Dragon, Claude Leclerc, Steven Boissonneault, Jean-Francois Dery, Donald Theetge, Alexandre Gingras, Andre Coursol, Scott Payea, Ryan Vanasse, Eric Chase, Jacques Poulin, Dany Ouellet, Jamie Fisher, Yvon Bedard, Marc Curtis, Jr., Daniel Bergeron.



JIM FEENEY PHOTO

MAKE A HOLE: Chris Perley (11) works to the inside of Mike Lichty as the two did battle all weekend in ISMA action.

continued his unbelievable performance on the International SuperModified Ass'n circuit Friday night at Sandusky Speedway.

After starting 12th in a strong field of winged supers, he worked his way quickly to the front. A challenge of his seemingly omnipresent rival, Dave McKnight, came once again, as McKnight took the lead of the 40-lapper on lap 21, with Perley behind him. On lap 30, Perley slung

outside McKnight off the fourth corner of the half-mile oval to take lead and the victory. Dave Shullick, Jr., Lou Cicconi and Nokie Fornoro followed Perley and McKnight to the line.

The finish:

Chris Perley, Dave McKnight, Dave Shullick, Jr., Lou Cicconi, Nokie Fornoro, Dave Shullick, Sr., Mark Sammut, Tim Jedrzejek, Mike Ordway, Jr., Charlie Schultz, Mike Lichty, Bobby Dawson, Bobby Magner, Jeff Banyas, Brandon Bellinger, Pat Lavery, Doug Didero, Justin Belfiore, Robbie Summers, Ray Graham, Jr., Larry Lehnert, Joe Grunda, Gene Lee Gibson.

Moore's The Man In N.H.

GROVETON, N.H. — Experience beat out youth Saturday night at Riverside Speedway when the Pro All Stars Series (PASS) North Super Late Models came to town for their 150-lap Miller Lite Summerfest event.

Kelly Moore, the 1995 NASCAR Busch North Series champion and the winningest driver in Busch North/Busch East Series history, edged out Trevor Sanborn, an up-and-coming Maine driver, at the finish line to take the victory.

The race saw three different drivers

set the pace in its various stages. Rookie Stephen Berry led early on, Sanborn dominated the middle stages of the event and then Moore took over after passing Sanborn on lap 103.

Moore never pulled far away from Sanborn and as the laps clicked down, there was a large breakaway pack of the top-nine cars running nose to tail. Moore crossed the finish line ahead of Sanborn, Richie Dearborn, Johnny Clark and Ben Rowe.

The finish:

Kelly Moore, Trevor Sanborn, Richie Dearborn, Johnny Clark, Ben Rowe, Alan Wilson, Rick Martin, Mike Rowe, Cassius Clark, Adam Bates, Michael Thomas, Dave Dion, Stephen Berry, Derek Ramstrom, Gary Bellefleur, Jr., Mark Patten, Bill Penfold, Mike Parks, Travis Benjamin.

Holzhausen Is Up To Challenge

WISCONSIN RAPIDS, Wis. — Veteran racer Steve Holzhausen earned his first-career Wisconsin Challenge Series victory, winning the McCain Food Sands 100 Friday night at Golden Sands Speedway.

The caution-free 100-lap event saw Holzhausen finish six car lengths

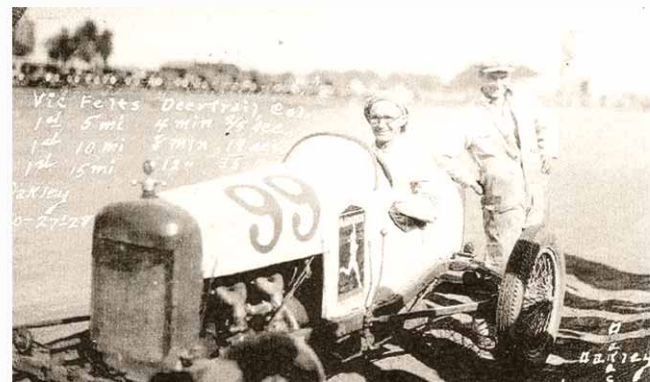
ahead of point-leader Kenny Richards, who survived engine problems to reach the finish. Mark Eswein took third, followed by Jeremy Lepak and Keith Bohmsach.

The finish:

Steve Holzhausen, Kenny Richards, Mark Eswein, Jeremy Lepak, Keith Bohmsach, Nathan Haseleu, Ken Reiser, Josh Bauer, Tim Rothe, Jason Weinkauff, Neil Knoblock, Frank Nitzke, Brandon Selle, M.G. Gajewski, Kyle Calmes, Dillon Kravolez, Andy Monday, Burton Brown, Blake Horstman, Mark Mackesy, Joe Krzykowski, Eugene Gregorich, Jr., Wes Coon.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



RUBY WHITE/BOB LAWRENCE COLLECTION PHOTO

JAYHAWK ROADSTERS: The racers get ready to go at the American Legion track in Oakley, Kan., in 1928.

Oakley Made Its Share Of Kansas Racing History

By DON RADBRUCH

Oakley is a smallish town in the northwest corner of Kansas. It is a long way from the normal racing venues, but, somehow, Oakley managed to stage quite a few auto races.

Racing started at Oakley in 1912 but consisted of motorcycles — odds are that cars raced as well, but nothing has been found on this. The known racing history of Oakley started in 1926 when the "Fall Speed Classic" Oakley Advertising Club organized a race to be held in conjunction with the Western Kansas Motor Show. The original plan was to hold the race over a four-mile course on public roads, but this plan fell through and the race was held on a hastily constructed one-mile oval at the Widdfield Farm north of Oakley.

Since the event on Oct. 8, 1926 was primarily an advertising show, there was no admission charge, and 5,000 people showed up to see Jim White of Sharon Springs, Kan., in a Fronty Ford win \$200 out of a purse of \$350. Seeing as how this race was a success, an offshoot of the advertising club called itself the Oakley Automobile Club and put on a 50-mile race on Thanksgiving Day in 1926. The weather was poor and held the car count down to four racers. The racers were not lacking in enthusiasm and put on another show on Dec. 5. Oakley's Bill Epps won the feature in another Fronty Ford.

Racing continued at the Widdfield Farm oval in until 1928, when the local American Legion built a one-mile moderately banked oval at a cost of \$600. Racing went on at this track until 1931, with a couple of races per year offering purses of \$450-\$500. Some fairly big names raced at Oakley during these years, including Vic Felt, Rea Bray, Pat Cunningham and Pierre Burtrand. There is no known reason racing ceased at the American Legion oval in 1931, but the Great Depression can probably be blamed.

It wasn't until 1948 that auto racing resumed in Oakley, when the half-mile Sportsman Park was built on the east edge of Oakley. The first cars to compete there were the track roadsters — the hot rods that were popular all over the U.S. The first roadster race was run with four local cars and one Denver visitor. Local driver L.E. Pickeral won the feature and \$140 out of a \$362 purse. Roadster racing continued on a fairly regular basis from 1948-1951, with Les Suter of Oakley winning more than his share of races.

In 1952, the United Motor Contest Ass'n put on a series of sprint-car races but were hampered by low car counts. Denver's T.E. Russell won one feature, and Dave Carter of Stockton, Calif., won two events. A sprint-car race slated for August 16, 1952 was cancelled due to lack of entries.

Racing at Sportsman Park after 1952 consisted of jalopies, and this racing — mostly under the promotion of the Oakley Jaycees — went on until 1963 with reasonable car counts and purses.

On July 14, 1963 a thunderstorm blew the roof off the grandstand and did serious damage to the lighting system. The City of Oakley repaired the grandstand but did not replace the roof or the lighting system, so without night racing, the Jaycee's gave up on the promotion.

Racing ended in Oakley, but for a remote town of around 3,000, it had more racing history than could be expected.

Thanks to Bob Lawrence of Wichita for most of the information in this article. Check Bob's Web site at <http://winfield.50mgs.com> for more on Oakley and other Kansas racing history.

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

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Through The LENS

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A visual tour through the history of motorsports

TOMMY JOHNSON, JR.

▶ While he is only 39 years old, Tommy Johnson, Jr. is clearly one of the veterans of the NHRA POWERade Drag Racing Series.

Having started racing Top Fuel cars in 1989, Johnson, who at one point raced Legends cars on ovals, eventually made the transition to Funny Cars and currently drives the

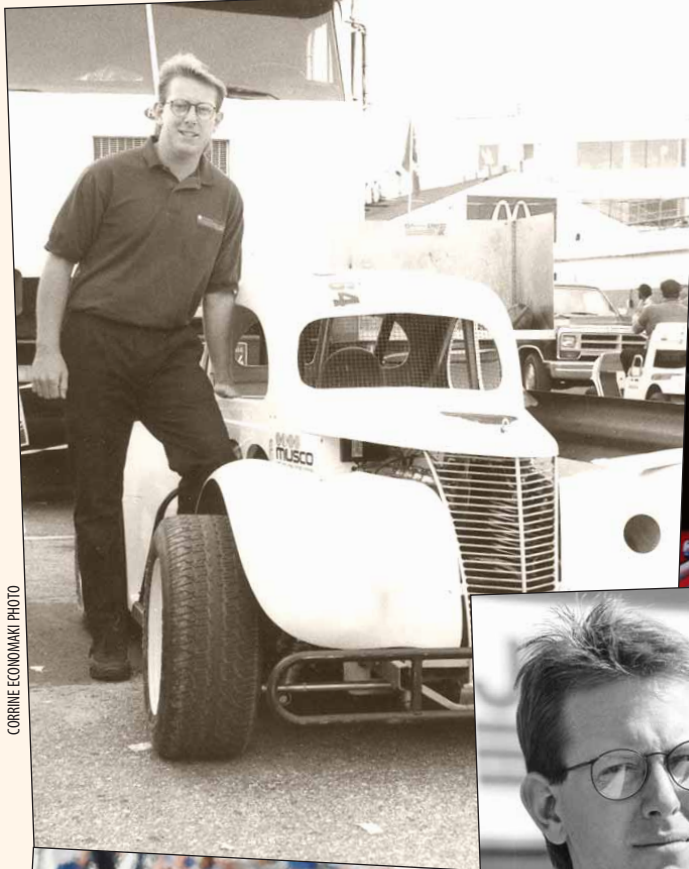
High-quality, frammable copies of Through The Lens are available for \$20. To order, send a check or money order to: Through The Lens, c/o National Speed Sport News, P.O. Box 1210, Harrisburg, NC 28075. For a list of available Through The Lens, call (704) 455-2531.

Skoal flopper owned by legendary driver Don Prudhomme. Johnson's victory earlier this year at Englishtown, N.J., was the ninth of his NHRA career.

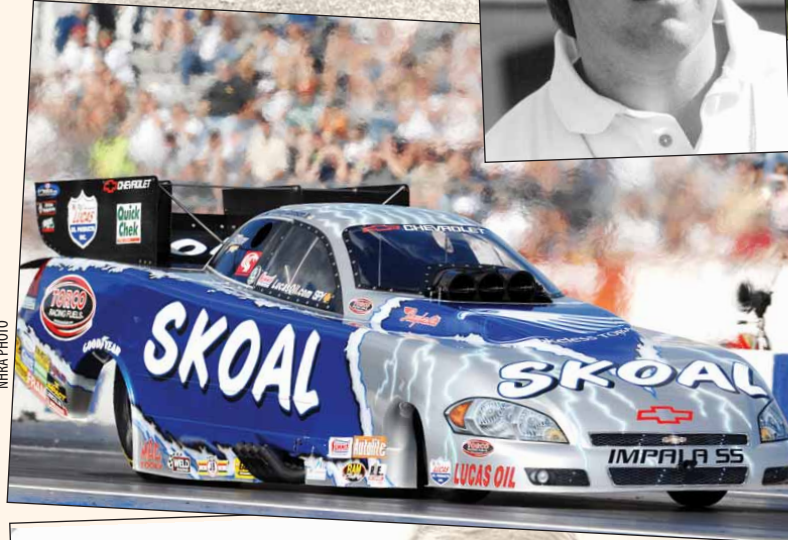
Johnson, who grew up in Ottumwa, Iowa, is married to Top Fuel racer Melanie Troxel. He is one of 13 drivers in NHRA history to have won events in the Top Fuel and Funny Car divisions.

Featured here (clockwise from top left): Standing with his Legends car in 1994; Celebrating his Lucas Oil NHRA Nationals victory over Gary Scelzi in Brainerd in 2006; Talking to his wife, Melanie Troxel, at Englishtown in June; Lighting up the night in Phoenix in 2006 before defeating John Force in the Funny Car finals; Sharing a smile with his sister, Wendy, in 1995; On track at Englishtown; Watching track activity in 1996.

— NSSN Archives



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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Aug. 2 - Aug. 5

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Busch Series Kroger 200 (taped), 12 p.m., Speed
- NASCAR Nextel Cup Allstate 400 (taped), 3 p.m., Speed
- "Motorsport Hour," 3 p.m., Versus
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 2 a.m., ESPN2
- F-1 Hungarian Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: 2004 NHRA Nationals, 11 a.m., ESPN Classic
- Hooters Pro Cup Naturally Fresh 250 (taped), 12 p.m., Speed
- "NASCAR Live," 1 p.m., Speed
- NASCAR Busch Series NAPA Auto Parts 200 practice, 2 p.m., ESPN2
- NASCAR Nextel Cup Pennsylvania 500 qualifying, 3:30 p.m., ESPN2
- "NASCAR Now," 6 p.m., ESPN2
- "NASCAR Live," 6:30 p.m., Speed
- "Trackside," 7 p.m., Speed
- Rolex Grand Am Series at Montreal (taped), 8 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "F-1 Debrief," 12 a.m., Speed
- "Trackside," 4 a.m., Speed
- "Inside Grand Prix," 7:30 a.m., Speed
- F-1 Hungarian Grand Prix qualifying, 8 a.m., Speed
- "NASCAR Live," 9 a.m., Speed
- "Ray Evernham: Race Wizard," 10:30 a.m., ESPN2
- NASCAR Nextel Cup Pennsylvania 500 practice, 11 a.m., ESPN2
- NASCAR Busch Series NAPA Auto Parts 200 qualifying, 12 p.m., Speed
- ARCA RE/MAX Pennsylvania 200, 1 p.m., Speed
- "NASCAR Countdown," 2:30 p.m.,

TUNE IN TO ...

The running of the Formula One Hungarian Grand Prix at 7:30 Sunday morning on Speed.

ESPN2

- NASCAR Busch Series NAPA Auto Parts 200, 3:30 p.m., ESPN2
- "Motorsport Hour," 4 p.m., Versus
- IHRA Rocky Mountain Nationals (taped), 4 p.m., Speed
- "NASCAR Performance," 7:30 p.m., Speed
- "Tradin' Paint," 8 p.m., Speed
- ARCA RE/MAX Pennsylvania 200 (taped), 9 p.m., Speed

Sunday

- "Inside Grand Prix," 3 a.m., Speed
- GP2 Championship at Budapest, 6 a.m., Speed
- F-1 Hungarian Grand Prix, 7:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10:30 a.m., Speed
- World of Outlaws, 11 a.m., ESPN2
- "Tradin' Paint," 11 a.m., Speed
- IRL IndyCar Firestone Indy 400, 12 p.m., ESPN2
- "NASCAR RaceDay," 12 p.m., Speed
- "NASCAR Countdown," 1 p.m., ESPN
- NASCAR Nextel Cup Pennsylvania 500, 2 p.m., Speed
- "Speed Report," 7 p.m., Speed
- Classic NASCAR: 1989 Holly Farms 400, 7 p.m., ESPN Classic
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- NHRA Sportsman Series at Sonoma, 11 p.m., ESPN2

— All times Eastern

MOTORSPORTS CALENDAR

- Aug. 1 USAC Indiana Ford Focus Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- Aug. 1 USAC Kenyon and Regional Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- Aug. 2 USAC California Ford Focus Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- Aug. 2-4 ASCS National Series and Patriot Region
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 2-5 Empire Super Sprints
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 3 USAC California Ford Focus Midget Series
Friendship Motor Speedway, Elkin, N.C., Midget Cars
- Aug. 3 DIRT Modifieds
Brewerton Speedway, Brewerton, N.Y., Modifieds
- Aug. 3 Grand Am Sports Car Series
Circuit Gilles-Villeneuve, Montreal, Quebec, Sports Cars
- Aug. 3-4 World of Outlaws
The Raceway @ Powercom Park, Beaver Dam, Wis., Sprint Cars
- Aug. 4 NASCAR Busch Series
Circuit Gilles-Villeneuve, Montreal, Quebec, Stock Cars
- Aug. 4 USAC National Midget and Sprint Car Series
Salem Speedway, Salem, Ind., Midget and Sprint Cars
- Aug. 4 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Aug. 4 USAC California Ford Focus Midget Series
Irwindale Speedway, Irwindale, Calif., Midget Cars
- Aug. 4 ARCA RE/MAX Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- Aug. 4 NASCAR Busch West Series
Evergreen Speedway, Monroe, Wash., Stock Cars
- Aug. 4 NASCAR Whelen Modified Tour
Riverhead Raceway, Riverhead, N.Y., Modifieds
- Aug. 4 NASCAR Whelen Southern Modified Tour
Bowman Gray Stadium, Winston-Salem, N.C., Modifieds
- Aug. 4 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Aug. 4 Badger Midget Auto Racing Ass'n
Wilnot Speedway, Wilmot, Wis., Midget Cars
- Aug. 4 Hooters Pro Cup Series
Hickory Motor Speedway, Hickory, N.C., Stock Cars
- Aug. 4 ASA Late Model Series
Bristol Motor Speedway, Bristol, Tenn., Late Models
- Aug. 4 NorthEastern Midget Ass'n
Waterford Speedbowl, Waterford, Conn., Midget Cars
- Aug. 4 URC Sprints
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Aug. 4 American-Canadian Tour
Seekonk Speedway, Seekonk, Mass., Late Models
- Aug. 4 Tampa Bay Area Racing Ass'n
New Smyrna Speedway, New Smyrna, Fla., Sprint Cars
- Aug. 4 United Sprint Car Series
New Senoia Speedway, Senoia, Ga., Sprint Cars
- Aug. 4 Bay Cities Racing Ass'n
Kings Speedway, Hanford, Calif., Midget Cars
- Aug. 5 NASCAR Nextel Cup Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- Aug. 5 IRL IndyCar Series
Michigan Int'l Speedway, Brooklyn, Mich., Indy Cars
- Aug. 5 ASCS Brodix Tournament of Champions
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 5 Badger Midget Auto Racing Ass'n
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- Aug. 5 IHRA Nitro Jam Drag Racing Series
US 131 Motorsports Park, Martin, Mich., Dragsters
- Aug. 5 URC Sprints
Knoxville Raceway, Knoxville, Iowa, Sprint Cars



MURIEL BROUSSEAU PHOTO

FIRST TIMER: Terry Labonte makes a practice run in Richard Childress Racing's No. 21 Chevrolet in June at Circuit Gilles-Villeneuve.

MARK IT DOWN!

Aug. 4, NASCAR Busch Series NAPA Auto Parts 200

Circuit Gilles-Villeneuve, Montreal, Quebec, Stock Cars

The NASCAR Busch Series ventures into Canada for its inaugural visit to Circuit Gilles-Villeneuve, a 14-turn, 2.709-mile road course in Montreal. The race is the series's second of three road-course events this season. In March, Juan Pablo Montoya captured his first stock-car victory when he took the Telcel-Motorola 200 in Mexico City.

- Aug. 5 Formula One Series
Hungaroring, Budapest, Hungary, Formula Cars
- Aug. 6 DIRT Modifieds
Merrittville Speedway, Thorold, Ontario, Modifieds
- Aug. 7 Lucas Oil Late Model Dirt Series
Dubuque Fair Speedway, Dubuque, Iowa, Late Models
- Aug. 7 Sprint Bandits
Southern Iowa Speedway, Oskaloosa, Iowa, Sprint Cars
- Aug. 8 USAC Midwest and Indiana Ford Focus Series
Plymouth Speedway, Plymouth, Ind., Midget Cars
- Aug. 8 USAC Regional Midget Series
Plymouth Speedway, Plymouth, Ind., Midget Cars
- Aug. 8-11 Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 9 USAC National Midget Series
Lincoln Park Speedway, Putnamville, Ind., Midget Cars
- Aug. 9 DIRT Modifieds
Canandaigua Speedway, Canandaigua, N.Y., Modifieds
- Aug. 9-12 National Hot Rod Ass'n
Brainerd Int'l Raceway, Brainerd, Minn., Dragsters
- Aug. 10 USAC National Midget Series
Gas City I-69 Speedway, Gas City, Ind., Midget Cars
- Aug. 10 USAC Northeast Ford Focus Midget Series
Spencer Speedway, Williamson, N.Y., Midget Cars
- Aug. 10 USAC Regional Midget Series
Mansfield Motorsports Speedway, Mansfield, Ohio, Midget Cars
- Aug. 10 USAC Regional Midget Series
Mansfield Motorsports Speedway, Mansfield, Ohio, Midget Cars
- Aug. 10 Grand Am Sports Car Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- Aug. 10 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- Aug. 10-11 International SuperModified Ass'n
Mansfield Motorsports Speedway, Mansfield, Ohio, Modifieds
- Aug. 11 NASCAR Busch Series
Watkins Glen Int'l, Watkins Glen, N.Y., Stock Cars
- Aug. 11 NASCAR Craftsman Truck Series
Nashville Superspeedway, Franklin, Tenn., Stock Cars
- Aug. 11 IRL IndyCar Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 11 IRL Indy Pro Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 11 USAC Northeast Ford Focus Midget Series
Chemung Speedrome, Chemung, N.Y., Midget Cars
- Aug. 11 USAC Midwest Ford Focus Midget Series
Mansfield Motorsports Speedway, Mansfield, Ohio, Midget Cars
- Aug. 11 USAC-CRA Sprint Car Series
Santa Maria Speedway, Santa Maria, Calif., Sprint Cars
- Aug. 11 USAC California Ford Focus Midget Series
Irwindale Speedway, Irwindale, Calif., Midget Cars
- Aug. 11 DIRT Modifieds
Lebanon Valley Speedway, West Lebanon, N.Y., Modifieds
- Aug. 11 American Le Mans Series
Road America, Elkhart Lake, Wis., Sports Cars
- Aug. 11 Hooters Pro Cup Series
Nashville Superspeedway, Franklin, Tenn., Stock Cars

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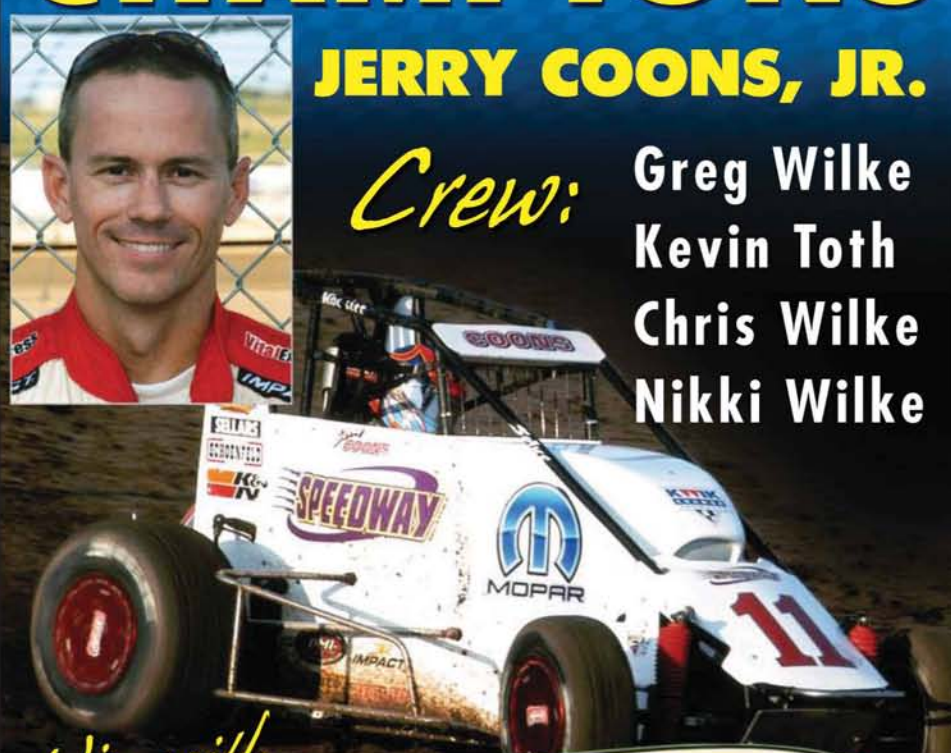
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Stewart Scores At Skagit

ALGER, Wash. — Shane Stewart became the 18th Bob's Burgers and Brew 360 Nationals Champion at Skagit Speedway Saturday night.

Stewart joined Steve Kent and Bobby Burrow as the only three drivers to have won the 360 Nationals and the Jim Raper Memorial Dirt Cup at the three-tenths-mile dirt track.

With points from Friday night setting the field, Stewart started on the pole of the A Scramble, but he finished second to Roger Crockett.

However, in the feature, Stewart rocketed around Crockett for the early lead after the pair shared the front row at the start.

But in mid-pack Canadian driver Casey Adams went air-

borne, bringing out the first red flag. On the restart, Stewart duplicated the feat by sailing out to a big lead and hitting traffic on the fourth lap.

Crockett stopped with a broken U-joint on lap six, and another accident slowed the pace on lap 11.

But from there, the race went nonstop, with Stewart holding off Brock Lemley for the victory.

Friday night winner Mitch Olson was third, with Steve Kilcup and Jonathan Allard rounding out the top five.

Stewart pocketed \$10,000 for his victory.

The finish: Shane Stewart, Brock Lemley, Mitch Olson, Steve Kilcup, Jonathan Allard, Travis Jacobson, Shawn Rice, Jeff Hodgson, Rod Perkins, Cory Chamberlain, Tim Gee, Barry Martinez, Jason Bloodgood, Jared Peterson, Bob Stevens, Billy Nutter, Seth Bergman, Travis Rutz, J.J. Hickle, Cody Adams, Dan Pierson, Robbie Vaughn, Roger Crockett, Casey Adams.

Stewart Takes Two; Crockett, Olson Earn One Each

July 23
MEDFORD, Ore. — Shane Stewart survived a late-race spin and triumphed in his first visit to Southern Oregon Speedway as the Northwest Sprint Challenge Series kicked off Northwest Speedweek July 23.

The race was shortened to 18 laps because of the track's curfew and was given a green-white-checked finish, with Stewart leading Roger Crockett. Crockett raced under Stewart and the two cars made contact. Both spun, but Stewart continued in the lead, while Crockett stopped on the track.

Stewart took the victory. "I was just lucky to keep it going, honestly. Unfortunately, Mike Doyle's nice new ride has a scratch on it," said Stewart, who was hired for the week.

Brent Kaeding wound up second, while Brock Lemley, Jonathan Allard and Mitch Olson rounded out the top five.

The finish: Shane Stewart, Brent Kaeding, Brock Lemley, Jonathan Allard, Mitch Olson, Robbie Vaughn, Jeff Delte, Evan Funk, Seth Bergman, Garen Linder, Derek Ingalls, Jayme Barnes, Dan Menne, Travis Rutz, J.J. Hickle, Todd Zeitler, Roger Crockett, Randy Rodgers, Billy Nutter, Tyler Spath.

July 24
COTTAGE GROVE, Ore. — Shane Stewart went two-for-two in Northwest Sprint Challenge Series competition, earning his second victory in as many nights during Northwest Speedweek July 24 at Cottage Grove Speedway.

Stewart outdueled local hot-shoe Dale Smith in a 30-lap event, which went without a yellow flag. The pair traded the lead three times while racing through lapped traffic on the speedy quarter-mile dirt track.

"That was a fun race, even if you don't win. It was great, going nonstop," Stewart said. The race was completed in seven minutes and six seconds, and Stewart earned \$2,000 for the triumph.

Smith came home second, with Brent Kaeding, Mitch Olson and Brock Lemley filling the top five.

The finish: Shane Stewart, Dale Smith, Brent Kaeding, Mitch Olson, Brock Lemley, Jayme Barnes, Jonathan Allard, Roger Crockett, Derek Ingalls, Billy Nutter, Robbie Vaughn, Chris Schmelzle, Todd Zeitler, Marc Mackay, Shane Forte, Brendan Boyce, Jeff Delte, Travis Rutz, Josh DeWitt, Jay Cole.

seven minutes and six seconds, and Stewart earned \$2,000 for the triumph.

Smith came home second, with Brent Kaeding, Mitch Olson and Brock Lemley filling the top five.

The finish: Shane Stewart, Dale Smith, Brent Kaeding, Mitch Olson, Brock Lemley, Jayme Barnes, Jonathan Allard, Roger Crockett, Derek Ingalls, Billy Nutter, Robbie Vaughn, Chris Schmelzle, Todd Zeitler, Marc Mackay, Shane Forte, Brendan Boyce, Jeff Delte, Travis Rutz, Josh DeWitt, Jay Cole.

July 25
LEBANON, Ore. — Roger Crockett extended his point lead when he led all 25 laps to score the Northwest Sprint Challenge Series victory July 25 at Willamette Speedway.

Crockett, who has won both NSCS events at Willamette this year, took the lead on the third attempt to start the feature and was never threatened until the end, when Shane Stewart, who had won the opening two rounds of Northwest Speed Week, closed in traffic.

It was a series-high fifth victory of the season for Crockett in the Henderson Motorsports No. 7n.

Brent Kaeding earned his third podium finish in as many nights when he finished third. Jonathan Allard and

Brock Lemley rounded out the top five.

The finish: Roger Crockett, Shane Stewart, Brent Kaeding, Jonathan Allard, Brock Lemley, Jay Cole, Dale Smith, J.J. Hickle, Marc Mackay, Billy Nutter, Travis Jacobson, Robbie Vaughn, Jimmy Trulli, Jeff Delte, Danny Kirkpatrick, Steve Vague, Mitch Olson, Dean Freitas, Jeff Thompson, Tyler Spath, Jayme Barnes, Travis Rutz.

Friday
ALGER, Wash. — Mitch Olson is now Mr. Friday Night. The 26-year-old driver won a Friday night Northwest Sprint Challenge Series event at Skagit Speedway for the second time as he took the preliminary event of the Bob's Burgers & Brew Skagit 360 Nationals.

Olson, who entered the night second in the NSCS point standings, was the benefactor of a 16-car invert as part of the Skagit 360 Nationals format that is drastically different from the usual NSCS format.

Starting on the pole, Olson took advantage and led all 30 laps. Teenagers J.J. Hickle and Casey Adams finished second and third.

The finish: Mitch Olson, J.J. Hickle, Casey Adams, Steve Kilcup, Brock Lemley, Shawn Rice, Shane Stewart, Roger Crockett, Rod Perkins, Jeff Hodgson, Cody Adams, Cory Chamberlain, Tim Gee, Bob Stevens, Jonathan Allard, Jared Peterson, Dan Pierson, Danny Kirkpatrick, Jason Bloodgood, Jay Cole, Billy Nutter, Evan Funk.

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Saturday, September 1st		Sunday, September 2nd	
A Main	Bonus Points Program	A Main	B Main
1. 500	IMCA legal Hoosiers	1. 10,000	1-6 Tr
2. 350	Top finisher 250	2. 5000	7-10 250
3. 250	Second 150	3. 3000	11-15 200
4. 175		4. 1800	16-22 150
5. 125		5. 1100	
6-10 90		6. 700	C Main
11-22 60		7. 650	1-6 Tr
		8. 600	7-10 100
		9. 550	11-22 75
		10. 500	
		11. 500	D-F Main
		12. 400	1-6 Tr
		13. 300	7-10 50
		14. 300	11-22 25
		15. 300	
		16. 300	
		17. 300	
		18. 300	
		19. 300	
		20. 300	
		21. 300	
		22. 300	
		23. 300	
		24. 300	
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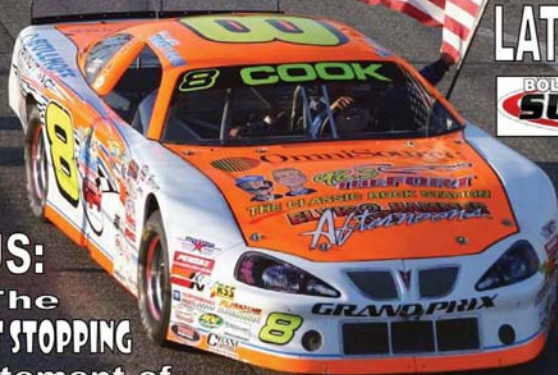
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WORLD OF OUTLAWS SPRINT SERIES RACE REWIND



McCarl Bests Schatz At K-C

By TONY VENEZIANO

ALMA, Ohio — Terry McCarl held off Donny Schatz to win Saturday night's World of Outlaws event at K-C Raceway. It was his second victory of the season.

On a track that traditionally produces two and three-wide racing, McCarl and Schatz kept the fans on their feet for the last 10 laps. McCarl took the lead on the 33rd lap and withstood two late cautions to earn the \$10,000 triumph.

Schatz looked high and then low lap after lap while trying to get a run on the leader. He inched ahead several times, but each and every time at the line, McCarl was officially scored the leader.

A series of cautions, including two for flat tires on the cars of top-five runners Steve Kinser and Jac Haudenschild, slowed the pace.

"I am really a rhythm guy, and I was going pretty good at the beginning," explained the winner. "The yellow came out, and that makes it a whole new ball-game, especially with these tires, because you don't know what you are going to have. I figured some things out at the

Kings Royal for this type of deal, since it's the same type of dirt over there. On the restarts I think I am better than I used to be and really got going."

A lap-14 caution helped the rest of the field, as Schatz had been setting a torrid pace prior to that. The reigning World of Outlaws champion was also in front when a red flag was displayed to allow the teams to fill the cars with fuel. On the restart, McCarl was right on Schatz's bumper, and a couple of laps later McCarl used the high side of the track to carry momentum down the front straightaway to take the lead.

"It was a good race and just came out on the short end of the stick," said Schatz. "We gave him everything that we could, and he protected the bottom the last couple of laps. We did all we could, and there will be another race and we will forget about tonight, just like we forgot about last night."

Chad Kemenah started seventh and earned a third-place finish. Rob Chaney, who started 20th, posted his second-consecutive top-five finish in fourth, while Daryn Pittman was fifth.

TWO LANES: Terry McCarl (24) battles World of Outlaws point-leader Donny Schatz Saturday night at K-C Raceway. McCarl held off Schatz to score the victory.

RASMITH PHOTO



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RACE REWIND

Race 20 of 36: Allstate 400 At The Brickyard, Sunday, July 29 Indianapolis Motor Speedway, Indianapolis, Ind.

FINAL RESULTS



Tony Stewart

Juan Pablo Montoya

Jeff Gordon

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	14	20	Tony Stewart	Home Depot Chevrolet	160	\$488,111	Running
2	2	42	Juan Pablo Montoya	Texaco/Havoline Dodge	160	360,850	Running
3	21	24	Jeff Gordon	DuPont Chevrolet	160	324,411	Running
4	18	5	Kyle Busch	Kellogg's/Carquest Chevrolet	160	271,075	Running
5	1	41	Reed Sorenson	Target Dodge	160	282,408	Running
6	13	01	Mark Martin	U.S. Army Chevrolet	160	223,075	Running
7	20	29	Kevin Harvick	Reese's Racing Chevrolet	160	244,411	Running
8	7	31	Jeff Burton	AT&T Mobility Chevrolet	160	221,391	Running
9	27	22	Dave Blaney	Caterpillar Toyota	160	204,958	Running
10	31	17	Matt Kenseth	DeWalt Ford	160	226,241	Running
11	6	2	Kurt Busch	Miller Lite Dodge	160	205,358	Running
12	33	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	160	191,670	Running
13	26	07	Clint Bowyer	Jack Daniel's Chevrolet	160	169,175	Running
14	40	4	Ward Burton	State Water Heaters/Lucas Oil Chevy	160	161,125	Running
15	8	16	Greg Biffle	Dish Network Ford	160	178,425	Running
16	30	6	David Ragan	AAA Insurance Ford	160	193,450	Running
17	38	38	David Gilliland	M&M's Ford	160	183,114	Running
18	35	99	Carl Edwards	Office Depot Ford	160	163,150	Running
19	29	43	Bobby Labonte	Totino's Pizza Rolls Dodge	160	190,636	Running
20	28	15	Paul Menard	Menards/Johns Manville Chevrolet	160	153,650	Running
21	25	83	Brian Vickers	Red Bull Toyota	160	151,475	Running
22	10	11	Denny Hamlin	FedEx Kinko's Chevrolet	159	167,875	Running
23	32	21	Bill Elliott	Little Debbie Ford	159	169,789	Running
24	37	88	Ricky Rudd	Snickers Ford	159	179,258	Running
25	36	49	Ken Schrader	Paralyzed Veterans Dodge	159	158,683	Running
26	12	40	David Stremme	Target Dodge	158	146,075	Running
27	42	7	Robby Gordon	Johns Manville/Menards Ford	157	144,975	Running
28	17	19	Elliott Sadler	Dodge Dealers/UAW Dodge	155	162,320	Running
29	16	10	Scott Riggs	Stanley Tools/Valvoline Dodge	154	150,975	Running
30	43	55	Terry Labonte	NAPA Auto Parts Toyota	150	152,108	Engine
31	22	33	Scott Wimmer	Holiday Inn Chevrolet	145	139,450	Running
32	41	45	Kyle Petty	Marathon Dodge	141	148,497	Running
33	15	26	Jamie McMurray	Crown Royal Ford	139	147,650	Running
34	4	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	136	203,658	Engine
35	9	25	Casey Mears	National Guard/GMAC Chevrolet	132	156,150	Running
36	23	18	J.J. Yeley	Interstate Batteries Chevrolet	120	165,958	Accident
37	39	70	Johnny Sauter	Radioactive Energy Chevrolet	100	137,975	Running
38	34	00	David Reutimann	Burger King Toyota	92	137,850	Engine
39	19	48	Jimmie Johnson	Lowe's Chevrolet	59	191,686	Accident
40	5	9	Kasey Kahne	Dodge Dealers/UAW Dodge	39	186,016	Accident
41	11	96	Tony Raines	DLP HDTV Chevrolet	39	145,550	Accident
42	3	12	Ryan Newman	alltel Dodge	20	172,025	Accident
43	24	66	Jeff Green	Haas Automation Chevrolet	13	145,647	Accident

RACE STATISTICS

Race time: 3 hours, 24 minutes, 28 seconds
 Average speed: 117.379 miles per hour
 Victory margin: 2.982 seconds
 Caution flags: Nine for 43 laps
 Lead changes: 14 among six drivers
 Lap leaders: Reed Sorenson 1-16; Tony Stewart 17-19;
 Dale Earnhardt, Jr. 20-39; Stewart 40; Earnhardt 41-53;
 Stewart 54-61; Kyle Busch 62-76; Stewart 77-91; Greg
 Biffle 92-102; Kevin Harvick 103-110; Stewart 111-126;
 Busch 127-128; Stewart 129-140; Harvick 141-150;
 Stewart 151-160.

TALK OF TIME TRIALS

Chip Ganassi Racing captured the front row when Reed Sorenson won the pole and rookie teammate and former Indy 500 winner Juan Pablo Montoya qualified second. Sorenson, 21, is the youngest polesitter in the track's history.

STANDINGS

FIRST	SECOND	THIRD
Jeff Gordon	Denny Hamlin	Matt Kenseth

Top 10

1. Jeff Gordon	3,076	6. Carl Edwards	2,582
2. Denny Hamlin	2,705	7. Kevin Harvick	2,488
3. Matt Kenseth	2,699	8. Kyle Busch	2,479
4. Jeff Burton	2,633	9. Jimmie Johnson	2,469
5. Tony Stewart	2,624	10. Clint Bowyer	2,405

STEWART: Harvick Displeased With Stewart's Rough Driving

CONTINUED FROM PAGE 3

the world off your shoulders. When you grow up 45 miles from here, there was a period of my life when I was driving a wrecker for a living, I was driving down 16th Street and Georgetown Road (site of the Speedway) thinking, 'Man, what would it be like to be 150 yards inside of that fence running 200 miles an hour?'

Stewart would discover that by competing in five Indianapolis 500s and nine Brickyard 400s.

"I got to do that (in the Indy 500). Then I got to come here in a stock car then win for the first time," Stewart said of his 2005 victory. "That was such a weight off our shoulders. Today, we're just happy now. That's probably what helped us today, not being wound up, being able to be calm and relaxed because it wasn't unouchable any more.

"It was race the race those last 10 laps. It wasn't like my whole life depended on whether I pass the car in front of me or not."

Kevin Harvick got around Stewart to take over the lead with 18 laps to go. Stewart was so relaxed he could be heard over the team's radio saying, "Here, kitty, kitty, kitty" as he reeled in Harvick's Chevrolet.

With 15 to go, Stewart drove right up to the back of Harvick's bumper and began to pressure the 2003 Brickyard winner.

With 10 laps to go, Stewart drove under Harvick to take the lead in turn one, but Harvick got next to him in turn two and drove him up the race track.

"When it came to racing Kevin, he's the same guy I drive a Busch car for; it was easier to put it in perspective, calm down and do what I needed to do, which was race the race," Stewart said. "Kevin got really smart and changed how he was driving turn two

GINN:

Merger Is The Name Of The Game In Cup Series

CONTINUED FROM PAGE 3

nical partnership with Champ Car team Newman/Haas/Lanigan.

The longtime Champ Car team has Sebastian Bourdais and Graham Rahal as the team's drivers, but this arrangement will see the two teams share engineering resources to remain competitive.

"We've got a group of people that are going to complement us and grow our business to make this what we want to be and what they want to be," Yates said. "I think we've picked out the right partner, and we're happy that they came to us."

This will be Champ Car team owner Carl Haas's third involvement with a NASCAR Cup team. He was previously involved with Michael Kranefuss



AUTOSTOCK PHOTO

'HERE KITTY, KITTY, KITTY': Tony Stewart stalks Kevin Harvick (29) in the closing stages of Sunday's Allstate 400 at the Brickyard.

and got to where I wasn't getting as big a run as I was before. I had to do something different.

"We got underneath him, I squeezed him a little bit, not on purpose, and ran him into the short chute. It was almost like a countermove when he got back underneath me. It was a drag race down the backstretch. Whoever got into turn three was probably going to win the race."

It was Stewart who made it into turn three. Once he was in the lead, he drove away from the field to score a decisive victory. Harvick's Chevrolet dropped off and finished seventh.

"It was good racing until I got the left-front fender caved in," Harvick said. "He (Stewart) didn't quite give us enough room."

Stewart's Chevrolet finished 2.982 seconds ahead of 2000 Indy 500 winner and NASCAR rookie Juan Pablo Montoya's Dodge Charger.

"I don't think anybody had anything for Tony today," Montoya said.

Four-time Brickyard winner Jeff Gordon's Chevrolet was third, followed by teammate Kyle Busch. Pole-winner Reed Sorenson finished fifth in a Dodge. Sorensen is Montoya's

in the 1990s and later with Travis Carter on a team that failed when its sponsor, Kmart, entered into bankruptcy protection.

"I think it's really exciting, and I'm honored to have this happen and being together with people that are so knowledgeable, particularly in this type of racing," Haas said.

"I don't know exactly what to tell you, but Robert being in this program, and I've known him for a long time — not that close, but I think it's gonna be a good program that we're putting together. The people we have, I think, is really the way to go."

RYR general manager Doug Yates further explained the value of the partnership.

"We've looked at how do we make our program better? How do we get back to doing what we want to do, and that's win races and compete at a high level? That's why we're here," Doug Yates said.

"We looked at a lot of different scenarios, but the guys we're sitting next

teammate and gave team owner Chip Ganassi two drivers in the top five.

The race was a yellow-flag affair for the first half of the 160-lap race, but it became apparent early that Stewart had the dominant car. He started 14th but was up to fifth by the eighth lap. He was third by lap 14 and first four laps later when he was the first off pit road during a yellow-flag pit stop.

The crashes took out such contenders as last year's winner Jimmie Johnson, who was involved in an eight-car pileup on lap 47 and then later the damage to the fender caused tire rub and he crashed on lap 62.

Dale Earnhardt, Jr. appeared to be in prime contention to get both his first victory of the season and his first win at the Brickyard but his engine blew up on lap 136. Earnhardt led twice for 33 laps.

Stewart, who led seven times for a race-high 65 laps, would trade leads throughout the race and was in front when the green flag waved with 20 laps to go, chased by Harvick, Gordon and Montoya.

For the sixth time in the 14-year history of this race, the winner was a driver from the state of Indiana.

to are seven-time Champ Car Series champions. They just won their 101st race last week and they're winners and class people.

"That's who Robert, myself and my mom want to be known as is classy people, and we want to do things right. We've found some people that are of the same make, we think, and together we think with the Newman/Haas/Lanigan engineering and marketing, and with what we've built here in NASCAR, we really believe in our hearts that we can make this work."

Team owner/driver Kyle Petty does not believe the latest business moves are good for NASCAR — that the sport is getting smaller, not bigger.

"I'm still not convinced it's the right thing," Petty said. "Which team has flourished or grown or done anything with it except the Roush Fenway deal around New Hampshire. The other mergers or buyouts, I still haven't seen anything.

"I see contraction; I don't see expansion. That's the problem."

NASCAR NEXTEL CUP RACE REWIND



HAROLD HINSON/HHP PHOTO

JUST A SNOOZE: Dale Earnhardt, Jr. catches some shut-eye during Saturday's practice session at Indianapolis Motor Speedway. Earnhardt's race ended prematurely Sunday with engine problems.

Engine Woes End Junior's Day

Defending Champ Johnson Slams Wall, Takes A Hit In The Point Standings

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — There is no more popular driver in NASCAR racing than **Dale Earnhardt, Jr.**, and it appeared the legions of fans at the Indianapolis Motor Speedway were going to get their wish by seeing their hero win Sunday's Allstate 400 at the Brickyard.

NASCAR NOTES But after leading twice for 33 laps, an engine pulley broke and ended his race on lap 137.

Earnhardt's Chevrolet made it one more lap before he pulled it into the garage area with a 34th-place finish.

"I felt the power steering lurch coming off the corner, and then it was like I had run into a giant rock or something," Earnhardt recalled. "The belt came off and the engine went up in smoke. I was running fifth. I thought that was pretty good. It's hard to lead these things every lap. We broke a pulley off the front end of the motor; the harmonic balancer is still there and the pulley is gone. I guess the motor broke, but you'll have bad luck every once in a while.

"Until then, we had been running great all weekend. We were fast in practice and we had a great qualifying run. Then, we had a really good race car that was hauling when we were in the lead or near the front."

Earnhardt has yet to win a Nextel Cup race this season and has never won at the Indianapolis Motor Speedway. And after dropping out of the race, Earnhardt was a bit breathless.

"These races aren't easy," he said. "You are in the middle of working your butt off and then all of a sud-

den you stop. You get a little adrenaline rush and then you are tired."

■ There has never been a back-to-back winner of the Brickyard 400, and after **Jimmie Johnson** crashed twice on Sunday, he guaranteed that streak would continue.

Johnson was part of a eight-car pileup in the short chute between turns one and two on lap 47 and then later hit the wall on lap 62 when the fender rubbed his tire, causing it to go flat.

Johnson finished 39th one year after winning the race.

"It's feast or famine here for us," Johnson said. "Unfortunately, I had a situation early in the race where (**Denny Hamlin**) slid inside and got into (**Matt Kenseth**) and we all got caught up in a wreck and damaged the car. And from there, we were just trying to get the car straightened back out and get our lap back; which, I just got by the No. 8 (**Dale Earnhardt, Jr.**) and was in position for the Lucky Dog and then the left-front tire blew back out and I went into the wall.

"I'm OK. The impact wasn't too bad. The flames had me nervous there inside the car, and I lost some eyelashes and the side of my face got pretty hot."

■ **Jeff Gordon's** third-place finish increased his Nextel Cup lead over **Denny Hamlin** to 371 points. But when Gordon comes to the Brickyard, he isn't happy unless it's a victory.

The only four-time winner of this race knew he didn't have enough to beat race winner Tony Stewart.

"We had a pretty good race — we had to come from 21st-starting position," Gordon said. "I wasn't sure how good our car was going to be in traffic. In there early on, we really motored on up through there. I really thought we had something for them. We just got a little bit too tight. We tried freeing it up. One

time we took four tires, and that just got us so far behind, we played catch-up for the rest of the day.

"I was happy to get to third. Tony was the guy to beat. I don't think anybody had anything for him."

■ After Ginn Racing merged with **Dale Earnhardt, Inc.** last week, it meant this would be **Mark Martin's** first race for the combined team.

He finished sixth in his DEI debut, giving Martin his ninth top-10 finish in 14 Brickyard starts.

Ironically, the DEI car was using Hendrick Engines as part of the existing arrangement at Ginn Racing.

"I've never had a motor that ran like that in my whole life," Martin said. "This is an incredible group of guys that make up this U.S. Army race team. They give me awesome race cars that are really unreal to drive.

"This was a great effort today by this team. We had to fight back from some adversity, and I am really pleased with the finish today."

■ Hendrick Motorsports and JR Motorsports announced Monday they would be merging their NASCAR Busch Series efforts for the 2008 season.

The partnership will campaign two full-time race cars under the JR Motorsports banner that utilize Hendrick Motorsports engines, chassis and engineering support.

■ Team owner **Chip Ganassi's** NASCAR Nextel Cup drivers swept the front row for Sunday's Allstate 400 at the Brickyard for the first time in the team's career.

Reed Sorenson, a 21-year-old driver, and Montoya, a NASCAR rookie from Colombia who has raced in Formula One and CART, were the two fastest drivers and led the field to the green flag of Sunday's race.

Cool Montoya Realizes Magnitude Of Brickyard Finish

INDIANAPOLIS

It's hard to impress Juan Pablo Montoya, but as he sat in his air-conditioned rental car in the motor-home lot at the Indianapolis Motor Speedway, he admitted his second-place finish in Sunday's Allstate 400 at the Brickyard was "really huge."

When he won the Indianapolis 500 as a rookie in 2000, his nonchalant attitude in victory lane ruffled the grizzled veterans who believe that race is the biggest in the world.

That attitude fit in perfectly when he left for Formula One in 2001 and fit the stereotype of a grand prix driver. That's why it was such a shock when Montoya left F-1 after last year's United States Grand Prix at Indianapolis and jumped to NASCAR Nextel Cup.

Montoya has already won two NASCAR races, but both came on road courses, including the Mexico City Busch race in March and the Sonoma Cup race in June.

Montoya believes the true measure of his success in NASCAR will come when he wins on an oval, and he nearly did that by finishing second to Tony Stewart in the Allstate 400.

The magnitude of that accomplishment is that Montoya won his the Indy 500 in his only attempt in 2000 and nearly won the Brickyard in his first attempt, which would have made him the only driver in history to win the two races at the Indianapolis Motor Speedway.

"It would have been cool," Montoya said. "To run that competitive in a Cup race is nice. Being at Indy makes it more special. It would have been big. I don't think anybody has finished first and second yet.

"We've got them there, so we have to just win it next year."

Montoya said this was the first NASCAR race where he actually felt he could pass drivers on the race track. In other NASCAR races, he could start 30th and get up to 12th but not any further.

On Sunday he started second and stayed up front, running near the front the entire race. The Indianapolis Motor Speedway may

LAST WORD



BRUCE MARTIN

be an oval, but with four distinct corners, it suits a road racer's driving style.

"Today, I could pass cars and get runs on people. It was nice," Montoya said. "It's pretty cool because here you really have to watch your entry. You can underdrive it or you can overdrive it really easy. There is such a fine line.

"If you take it a little too easy, you can lose half a second. If you take it a little bit too hard, you lose a second."

Montoya gives NASCAR an international flavor. The driver from Colombia has competed all over the world in CART and Formula One, but he resides in Miami.

But with Montoya's international image, he is teamed up with Donnie Wingo, a southern-fried crew chief at Chip Ganassi Racing with Felix Sabates.

"My first reaction when I was told I was going to be working with a Formula One driver was, 'You've got to be kidding me.'" Wingo recalled. "But Juan has been great to work with. I never saw him win the Indianapolis 500 in 2000, but Andy Graves told me about it when he worked with him in that race.

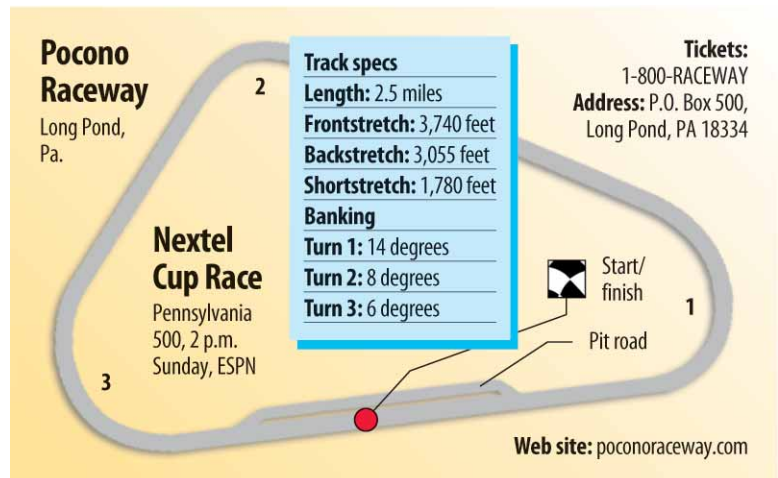
"We came here with the intention to win the race. We felt like we had a good enough car, we just came up a little bit short. Tony Stewart had the best car all day."

Those who know Montoya best see how rejuvenated he has been to leave the world of Formula One and join NASCAR. This may not be his best season in racing, but so far it's been his most fun.

"I think he is adapting very well," said Montoya's father, Pablo. "Part of that is coming from the team, but what I'm happy about is when the car is good he shows he can be there. That, to me, was a question mark.

"I know he was very close, but today was not possible. With Tony Stewart's car, we would have had to be very lucky to win."

UP NEXT



DARREN TO DREAM

21-Year-Old Hagen Has Sights On Two USAC Titles

It's impossible to rain on Darren Hagen's parade. He's at a very high level in the business of professional auto racing. Clearly there is the potential for incredible circumstances, while at the same time, the promise of extremely high rewards. This is the level where you don't mess around.

With the 2007 season at its midpoint, Hagen sits atop the USAC National Midget Car Series standings and is second to Levi Jones in the USAC National Sprint Car Series title hunt. Hagen is excelling in this environment. Considering USAC's history of great drivers, including Tony Stewart, Jeff Gordon and Mario Andretti, Hagen was the first driver to win the rookie-of-the-year title in the sprint-car and midget divisions in the same year (2005). Ryan Newman and Michael Lewis have won the award in both divisions, but not in the same season.

While it seems like a couple of young racers make headlines for the wrong reasons every year, the 21-year-old Hagen is clearly from a different cloth. He's clean cut and polite. He has no obvious tattoos or piercings. And he says things like, "Each year gets better and better. We've just been really blessed."

One of the compelling components of Hagen's racing experience is the diversity of situations in which he excels. He has won USAC races on pavement and dirt. And while he is clearly comfortable with high speeds, having turned a 146-mile-per-hour lap at Iowa Speedway in 2006, his race results show impressive consistency. Through the first 19 sprint-car races this season, he has top-five finishes in more than half.

A businessman and former motorcycle racer from Bakersfield, Calif., Hagen's father bought a go-kart, and soon he and Darren were travel-

ing the country, winning a ton of races. Eventually, the Hagens made the transition to the California Lightning Sprints. Although younger than normally allowed in the mini-sprint series, Darren was allowed to race after turning laps under the track record at Perris Auto Speedway on the first night out.

But politics prevailed when Hagen was prevented from competing further after one of the competitors complained about his age. Hagen was second in points at the time.

Hagen's next stop was the California Ford Focus midgets when he



turned 16. There the Hagens met J.J. Yeley and his father, "Cactus Jack."

Yeley convinced them that if Darren wanted to go anywhere, his best shot would be to move to Indiana and race three nights a week.

"He told me it was time to grow up and become a man if I really wanted to do it," Hagen remembers. "And if I didn't, then don't waste my parents' money and don't waste people's time. I took it to heart."

The training began early as (Jack) Yeley took

Hagen to Manzanita's quarter-mile on really hot days and had him run lap after lap, burning off tires on the scorching hard surface. With a piece of sponge under the gas pedal, envisioning it to be an egg, he learned to control the car and be smooth under extreme conditions.

"It was kind of funny because he (Jack Yeley) joked around about how he used to make J.J. sit in the race car and just go out there and burn laps off," Hagen recalls. "Well, when we got

there, you stayed in the race car. You didn't get a drink of water or nothing until he thought you were ready. When we'd hit a good lap, he'd give us a bottle of water. It was cool. It was fun."

Hagen and Cactus Jack Yeley headed to the Midwest for a summer, and he cut his sprint-car teeth on tough tracks like Bloomington Speedway, Lawrenceburg Speedway, Tri-State Speedway and Kokomo Speedway.

"Jack taught me a lot of good things," Hagen continued. "He taught me how to get out of bed early in the morning and get out in the shop and work hard. He taught me that working hard pays off at the end of the day. Working in the shop is our work, and the only fun thing we get to do is go out and win races. That's helped me stay focused."

"Even his wife would pound it into you to stay focused if you want it bad enough. That's the only way you can get it. Stay focused and live it 100 percent, seven days a week. I think it's a great way to do it."

For 2005, Hagen took his funding to veteran USAC car builder and mechanic Keith Kunz, who fielded both sprint cars and midgets for Hagen. Hagen finished eighth in the points in both divisions. He earned his first National Sprint Car Series triumph at Perris Auto Speedway and claimed top rookie honors in both series.

"When I got to Keith Kunz, he was on with his dirt stuff, every time out," Hagen said. "So, I stepped into a perfect race car every time and learned how to drive a perfect race car and got to learn from one of the best guys how to read

dirt."

Hagen recalls that his initial approach was to be hammer down and either win or be on the edge of out of control.

In his first race, at Manzanita, he wanted to win so badly that he barely lifted, and by lap 22, he was in the lead and far ahead. Then he hit a lapped car that had bounced off the fence. The next race was at Eldora, and he was really fast right out of the box. He was under the track record in hot laps before destroying the car.

At that point, Kunz sat down with him and talked about being consistent and working toward winning the championship in the next couple years. He talked about taking an eighth-place car and running fifth, about winning more races doing that because you'll be able to take a third-place car, run up front and catch some breaks.

Hagen has learned his lessons well.

He captured the prestigious Hut Hundred midget event at the Terre Haute Action Track last fall, complementing 2006 USAC sprint-car victories at Anderson Speedway and Lernerville Speedway. And this year, he won the King Doodlebug race at Knoxville (Iowa) Raceway, driving for Don Fike's RFMS midget team.

Hagen's dream has always been to reach NASCAR. He recalls sitting on the sofa with his father and watching Dale Earnhardt and Jeff Gordon. Today, he feels like this is his best opportunity to reach that height.

"I watched my dad work real hard at what he did," Hagen said. "He was always preaching to us that you've only got one shot to make it and if you don't make it in that one shot, you don't get to go back in age and you don't get to go back and redo it. So, I moved back here and I'm trying to give it my best shot."



DARREN HAGEN FILE

Age: 21
Hometown: Riverside, Calif.
Racing Hero: Carl Edwards
Sprint Car: Keith Kunz No. 67
Midget: RFMS No. 32
Accomplishments: Six USAC victories, 2005 USAC National Midget and Sprint Car rookie of the year.

RACE REWIND

CHAMP CAR WORLD SERIES

Race 9 of 17: San Jose Grand Prix, Sunday, July 29
Streets of San Jose, San Jose, Calif.

FINAL RESULTS

FIRST



Robert Doornbos

SECOND



Neel Jani

THIRD



Oriol Servia

Fin.	St.	No.	Driver	Team	Laps	Status
1	15	14	Robert Doornbos	Muermans-Jumbo Supermarkten-Minardi Team USA	107	Running
2	5	21	Neel Jani	Red Bull-Gulfstream PKV Racing	107	Running
3	4	7	Oriol Servia	Indeck-Forsythe Championship Racing	107	Running
4	12	5	Will Power	Aussie Vineyards-Team Australia	107	Running
5	2	1	Sebastien Bourdais	McDonald's Racing-Newman/Haas/Lanigan Racing	107	Running
6	6	2	Graham Rahal	Medizone Racing-Newman/Haas/Lanigan Racing	107	Running
7	10	19	Bruno Junqueira	Sonny's Bar-B-Q-Dale Coyne Racing	107	Running
8	8	22	Tristan Gommendy	Pay By Touch-Mega Spirea-PKV Racing	107	Running
9	13	34	Jan Heylen	Champ Car Grand Prix of Belgium-Conquest Racing	107	Running
10	9	15	Simon Pagenaud	Aussie Vineyards-Team Australia	107	Running
11	11	3	Paul Tracy	Indeck-Forsythe Championship Racing	105	Running
12	14	28	Mario Dominguez	PCM-Pacific Coast Motorsports	104	Running
13	1	9	Justin Wilson	CDW-RSPORTS	87	Running
14	17	29	Alex Figue	PCM-Pacific Coast Motorsports	84	Contact
15	7	8	Alex Tagliani	LXN2-RSPORTS	83	Mechanical
16	16	11	Katherine Legge	Dale Coyne Racing	13	Contact
17	3	4	Dan Clarke	Ticketmaster-Synapse Power-Minardi Team USA	6	Contact



JERRY JONES PHOTO

PODIUM FINISH: Forsythe's Oriol Servia drives to a third-place finish in the San Jose Grand Prix.

RACE STATISTICS

Race time: 1 hour, 45 minutes, 7.617 seconds
Average speed: 88.123 miles per hour
Victory margin: 6.145 seconds
Caution flags: Five for 10 laps
Lead changes: 10 among five drivers

Lap leaders: Justin Wilson 1-3; Oriol Servia 4-33; Neel Jani 34-40; Alex Tagliani 41-42; Robert Doornbos 43-54; Jani 55-65; Servia 66-77; Doornbos 78-83; Jani 84-95; Doornbos, 96-107.

TALK OF TIME TRIALS

Justin Wilson put his CDW-sponsored machine on the pole after a lap at 105.932 miles per hour in the second qualifying session. Sebastien Bourdais rolled off second, followed by Dan Clarke, Oriol Servia and Neel Jani.

STANDINGS

FIRST



Sebastien Bourdais

SECOND



Robert Doornbos

THIRD



Will Power

Top 10

1. Sebastien Bourdais	216	6. Simon Pagenaud	154
2. Robert Doornbos	206	7. Oriol Servia	146
3. Will Power	192	8. Graham Rahal	145
4. Justin Wilson	175	9. Alex Tagliani	140
5. Neel Jani	156	10. Bruno Junqueira	125

The Name's Doornbos

*Dutchman Claims San Jose, Closes Gap
On Point-Leader Bourdais*

By JOHN OREOVICZ
NSSN CORRESPONDENT

SAN JOSE, Calif. — In the week leading up to the Champ Car Grand Prix of San Jose, Robert Doornbos said he wasn't surprised that few Americans had ever heard of him.

"I know fans have to look at our biographies to find out what we have done," Doornbos told the *San Jose Mercury News*. "When I tell people that I raced Formula One, they look at me and say, 'OK, whatever.'"

"I just hope they enjoy the racing," he added. "That's the most important thing — putting on a good show."

Doornbos will certainly no longer have to deal with anonymity in San Jose after winning the downtown street race Sunday by 6.144 seconds over fellow Champ Car rookie Neel Jani. And by claiming the victory in dramatic back-to-front style, the 25-year-old Dutchman definitely put on a good show for the large and enthusiastic crowd.

More importantly, from his own perspective, Doornbos moved within 10 points of series leader (and two-time San Jose winner) Sebastien Bourdais, who could manage no better than fifth.

Doornbos certainly made his second Champ Car triumph tougher than it had to be. Gearbox problems meant he qualified a dismal 15th, and he fell to last place after hitting Jan Heylen's car at the hairpin on the first lap, necessitating a pit stop for a new front wing.

But the full-course caution periods fell exactly when Minardi Team USA needed them, allowing "Bobby D" to run flat out while his competition was focused on saving fuel. By the time the field had completed its first round of pit stops, Doornbos had moved all the way up to third.

He cleanly passed Jani's Red Bull/PKV Racing machine on the 96th of 107 laps and then drove away to a comfortable margin of victory. Oriol Servia took third for Forsythe Championship Racing ahead of Team Australia's Will Power.

"Did you like that?" Doornbos exclaimed. "What a race! Thanks to the boys, because the car was great. We had so much bad luck all weekend,



AL MUNGER/ACM PHOTO

BAY-AREA TRAFFIC: Robert Doornbos of The Netherlands works his Minardi Team USA machine around the San Jose street circuit.

so I'm really, really happy now."

The key to the victory was the race's second full-course yellow, which came when Katherine Legge crashed on the 15th lap. Engineer Michael Cannon brought Doornbos in to top off his fuel, and when the leaders made their normal round of stops between laps 39 and 42, Doornbos assumed the lead and pulled out enough of a gap (21 seconds over Servia) that when he made his own fuel stop on lap 54, he only dropped to third.

"The yellows came exactly when we wanted," confirmed Cannon, who engineered A.J. Allmendinger to five wins in 2006 with the Forsythe team before switching to the rejuvenated Minardi USA team this year. "We had two different game plans, and I have to say I'm very happy with how it all happened."

As if on cue, another perfectly timed yellow flag waved on the 77th lap when Paul Tracy ran out of fuel at the pit entrance and had to be pushed in.

Everyone, including Doornbos, pitted, and he resumed in the lead. Still, it wasn't over yet. In his bid to get back to the front, Doornbos used up almost all of his power to pass, and he was a sitting duck on the lap-84 restart, losing the lead to Jani. No problem. PKV Racing's tire strategy turned out to be wrong, and Jani's car quickly began to lose grip on the red-sidewall Bridgestone alternate tires.

"I saw Jani was struggling, and I passed him," Doornbos said. "After that, the race was mine. It's a great way to finish two bad weekends."

Jani wasn't too disappointed after matching his career-best Champ Car result — his second runner-up finish in the last three races.

"For the last stint, we were on the Bridgestone red tires while the other guys were on blacks, and it looks like that decided the race," he said. "I just suffered too much understeer, and I couldn't hold off Doornbos anymore."

Bomarito Wins; Champ Car Ride In Matos's Future?

SAN JOSE, Calif. — Local driver Jonathan Bomarito notched his first Champ Car Atlantic victory of the season during

ATLANTIC

Sunday's San Jose Grand Prix at Redback Raceway, while Raphael Matos clinched the series championship and a \$2-million prize toward a 2008 Champ Car World Series ride.

Matos finished fourth — his 10th top-four finish in 11 races this season

— behind Bomarito, Franck Perera and Robert Wickens, who passed Matos on a restart with six laps remaining to earn the podium.

"Since I first came to the U.S., I had a goal in my life, and it was driving a Champ Car," Matos said.

"Winning the Atlantic championship definitely was the best way to put myself in a good position to be in Champ Car."

The triumph was equally as sweet for Bomarito, who lives in nearby

Monterey, Calif. He began the weekend by winning his first Champ Car pole and then led every lap en route to his first victory of the season.

Bomarito edged Perera, who is also second to Matos in the point standings, at the stripe by .898 second.

The finish:

Jonathan Bomarito, Franck Perera, Robert Wickens, Raphael Matos, Junior Strous, Adrian Carro, Alan Sciuto, Justin Sofio, Ronnie Bremer, Simona De Silvestro, Frankie Muniz, Richard Heistand, Tom Sutherland, Brian Thienes, J.R. Hildebrand, Mike Forest, Carl Skerlong, David Garza, Giacomo Ricci, Matt Lee, Steve Ott, John Edwards, Ryan Lewis, James Hinchcliff.



JERRY JONES PHOTO

HARD BRAKING: Sebastien Bourdais locks up the left-front tire while leading Justin Wilson during Sunday's Champ Car Grand Prix of San Jose. Bourdais could muster only a fifth-place finish.

Attendance Reaches One Million

Champ Car Hands Out Unusual Awards, Including 'Best Confrontation'

BY JOHN OREOVICZ
NSSN CORRESPONDENT

SAN JOSE, Calif. — Although announced attendance figures always have to be viewed with a degree of skepticism, the Champ Car World Series claims its numbers were up 16 percent this year compared to 2006 heading into the Grand Prix of San Jose.

CHAMP NOTES

On Saturday at San Jose, Champ Car greeted **Storm Vanderzee** as the millionth fan to witness the turbocharged open-wheelers on site in 2007. Vanderzee, who attended the event with **John Walsh** and their family, was greeted at the gate by Champ Car luminaries, and they enjoyed lunch with Team Australia prior to being treated to pace-car rides.

Champ Car's television ratings are up 11 percent this year through seven races, despite averaging only a .62 Nielsen rating for four races spread among three network channels and .26 for the three races broadcasted via channels available on cable or satellite only.

Although final numbers were not available, the San Jose race attendance this year appeared to be an increase over 2006, when the wildly optimistic announced weekend total of 155,934 was later amended at a City Council meeting to 83,248.

■ Champ Car announced a mid-season "Fan Favorite" contest with voting on the Internet, and awards were presented Friday in San Jose. The biggest cheer went up when **Paul Tracy** and **Alex Tagliani** took the honors for Most Interesting Confrontation for their mid-race fistfight at San Jose in 2006.

"I've won a lot of trophies in my

life, but never for a fight," Tracy remarked. "I'm just glad that Alex accepted the trophy with his helmet off!"

"Thank goodness Paul was paying enough attention that he didn't hit me on my way up here," retorted Tagliani.

Tracy also won Best Finish for his victory at Cleveland earlier this year, while other key award winners included **Sebastien Bourdais** (Best Donuts and Best Pit Stop, shared with Tracy), **Katherine Legge** (Best Crash for Elkhart Lake 2006), and **Cristiano da Matta** (for Best Podium, San Jose 2006).

"I'm really happy that the fans choose me for these awards," Bourdais said. "I think it's a spectacular idea that San Jose had to give the fans the chance to vote for their favorite racing moments."

Race Director **Tony Cotman** also received a Best Start award for successfully transitioning the series from rolling to standing starts.

■ Da Matta was on hand to accept his Fan Favorite trophy at the venue where he competed in his last Champ Car race in July 2006 before being critically injured when his car struck a deer in testing at Road America. The diminutive Brazilian said he is scheduled to visit **Dr. Steve Olvey** this week for a collision test, and he hopes to resume his racing career as soon as possible if Olvey gives medical approval.

■ At the July 26 Women in the Winner's Circle luncheon in Indianapolis, Champ Car announced the inception of the **Vicki O'Connor** scholarship. Named in honor of the managing director of the Atlantic Championship, the scholarship will be awarded to a female driver who will have the chance to attend the **Lyn St. James** Driver Development Program this November.

■ Rookie **Graham Rahal** led a Champ

Car practice session for the first time in his career before qualifying sixth. He matched that result in the race despite stalling during his first pit stop on lap 40.

"We don't know exactly why it happened, but it seems it could be the torque position slot," Rahal said. "It basically just didn't have enough RPMs. I don't believe it was anything that I did because it was the same routine as normal."

"It's a disappointing result because I thought we were a strong contender for a podium finish."

Rahal finished directly behind Newman/Haas/Lanigan Racing teammate Bourdais. The Frenchman briefly held the lead on the first lap, but he made an uncharacteristic mistake and stalled his car while running under yellow, dropping to eighth place.

"I got a little greedy, I guess," Bourdais said. "I tried to save too much fuel and stayed in seventh gear with low revs at the hairpin, and when I released the clutch, the car died."

Bourdais arrived in San Jose with a 24-point championship lead, but **Robert Doornbos** cut the margin to 10 points with his victory. **Will Power** ranks third in the standings, 18 points behind Bourdais.

■ The San Jose event featured one of the closest road-racing qualifying sessions in Champ Car history. The top-11 drivers ran within .231 second of **Justin Wilson's** 49.039-second pole-position lap, with seven drivers clustered in the 49.1-second bracket.

Wilson's luck ran out on race day. After regaining the lead from Bourdais after two corners, Wilson was hit from behind by **Dan Clarke** while running behind the pace car a few laps later. The RSPORTS driver lost 20 laps and finished 13th.

"It looks like 'Desperate Dan' just ran into the back of him," lamented team manager **Phil Howard**. "To have something like that happen is just crazy."

Bourdais's Future Could Be NASCAR, Not Formula One

SAN JOSE, CALIF.

Whether he wins a record fourth-consecutive Champ Car title or not, Sebastien Bourdais is ready for a change of scenery.

"It's time for me to do something else," Bourdais said prior to finishing fifth in the Grand Prix of San Jose. "For me, something else is either Formula One or NASCAR."

Up until the last week, F-1 was a foregone conclusion for the fleet Frenchman. The Scuderia Toro Rosso F-1 team has an option on Bourdais for the 2008 season, set to expire July 31.

But on Friday, it was announced that Newman/Haas/Lanigan Racing has entered a partnership with NASCAR stalwart Robert Yates. Suddenly running for a back-of-the-pack F-1 team might not hold so much appeal for Bourdais, especially if he has the opportunity to go stock-car racing with engineers and mechanics he is familiar with.

The partnership didn't surprise Champ Car insiders, who believe principal NHLR owners Carl Haas (age 77) and Paul Newman (age 82) were looking to guarantee a secure future for their longtime team members at a time when open-wheel racing continues to lose ground to NASCAR in the American marketplace.

Bourdais deeply impressed the stock-car set when he won an IROC race at Texas Motor Speedway a couple of years ago. And Yates's son, Doug, said that Seb's name has already come up in their team's talks about a driver to pair with David Gilliland.

"That has definitely been a discussion we've had," Yates said. "I think Sebastien is very interested in NASCAR, and I think it would be great for NASCAR to have Sebastien here. We don't go into day one of this saying that's our plan, but it is a possibility."

Assuming he can get out of his potential contract with Toro Rosso, I think it's more than just a possibility, even though Bourdais did his best to quiet down the raging rumor mill. "(NHLR) are just going to bring some methods and some organiza-

TURNING AWAY



JOHN OREOVICZ

tion and some knowledge to Yates, but it is completely unrelated to what I will end up doing in the future," Bourdais commented. "I just think people are getting everything mixed up a little bit."

Bourdais claimed he is still unaware of Toro Rosso's position with regard to his future. "Well, it's not Tuesday, so I'm still waiting," he said. "If they were going to announce it, I guess it would have been done already."

A positive work atmosphere certainly wouldn't be a problem for Bourdais if he was accompanied to NASCAR by some of his longtime co-workers at Newman/Haas/Lanigan, especially engineer Craig Hampson.

Earlier this year, Hampson revealed his desire to possibly switch to NASCAR someday.

"Do I miss the design projects and the intense R&D we used to get to work on?" Hampson asked.

"Absolutely! That's why engineers get involved in racing. People think NASCAR is so restrictive, but engineers who used to work in open wheel say it's way better than what we are doing because there is so much more money to do more interesting science and research than we ever get to do in Champ Car or the IRL. It is the absolute opposite of what everybody thinks."

Bourdais says that while he and his wife enjoy the American lifestyle, they would appreciate relocating to Europe to be closer to their parents. He also expressed concern about NASCAR's grueling 38-weekend schedule.

Still, given the Yates/NHLR hook-up, it's pretty easy to connect the dots and conclude that NASCAR would be an appealing challenge for Champ Car's top star.

And if Toro Rosso doesn't announce Bourdais as one of its 2008 drivers in the next week, I'd say Seb is headed in a radically different direction that even he never would have expected.

UP NEXT

Road America

Elkhart Lake, Wis.

Circuit specs

Length: 4.048 miles

Number of laps: TBA

Distance: TBA

Phone: 1-800-365-7223

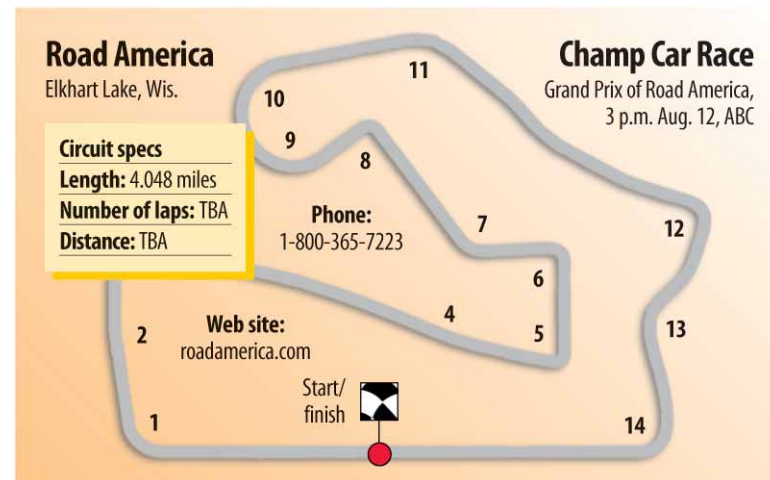
Web site: roadamerica.com

Start/finish

1 2 3 4 5 6 7 8 9 10 11 12 13 14

Champ Car Race

Grand Prix of Road America, 3 p.m. Aug. 12, ABC



RACE REWIND

Race 15 of 23: Fram Autolite NHRA Nationals, July 27-29
Infiniteon Raceway, Sonoma, Calif.

FINAL RESULTS

TOP FUEL



Tony Schumacher

FUNNY CAR



John Force

PRO STOCK



Greg Anderson

Top Fuel

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Larry Dixon	4.951	269.78	def.	9	Mike Strasburg	8.303	102.88
10	J.R. Todd	5.327	240.68	def.	7	Brandon Bernstein	5.415	174.05
6	Doug Kalitta	5.242	293.92	def.	11	Clay Millican	7.400	111.02
4	Tony Schumacher	4.542	327.82	def.	13	Cory McClenathan	5.451	196.67
15	Bob Vandergriff, Jr.	4.618	320.51	def.	2	Melanie Troxel	6.134	164.43
1	Doug Herbert	4.725	308.00	def.	16	Morgan Lucas	7.207	112.80
3	Rod Fuller	4.553	325.92	def.	14	David Grubnic	5.788	161.29
12	Hillary Will	4.656	321.58	def.	5	Whit Bazemore	6.533	140.15
SECOND ROUND								
1	Doug Herbert	4.821	288.70	def.	8	Larry Dixon	5.251	243.24
16	Bob Vandergriff, Jr.	4.689	314.61	def.	10	J.R. Todd	11.102*	88.45
3	Rod Fuller	4.600	325.53	def.	6	Doug Kalitta	4.654	320.43
4	Tony Schumacher	4.537	327.43	def.	12	Hillary Will	4.688	301.87
SEMIFINAL								
15	Bob Vandergriff, Jr.	4.626	319.37	def.	3	Rod Fuller	4.921	317.94
4	Tony Schumacher	4.537	327.43	def.	1	Doug Herbert	6.603	158.71
FINAL								
4	Tony Schumacher	4.534	329.42	def.	15	Bob Vandergriff, Jr.	4.597	305.84

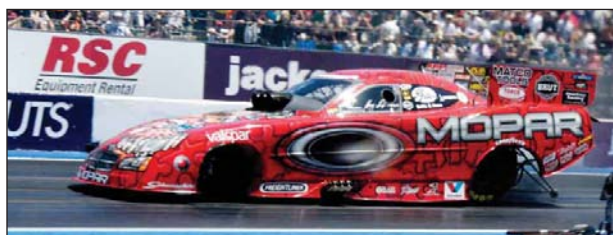
Funny Car

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Robert Hight	4.843	315.86	def.	8	Kenny Bernstein	9.041	93.42
13	Jeff Arend	4.869	320.97	def.	4	Tony Pedregon	6.896	130.63
3	Tommy Johnson, Jr.	4.913	312.93	def.	14	Jim Head	4.884	311.63
16	Tony Bartone	5.038	253.85	def.	1	Mike Ashley	6.584	147.28
15	Cruz Pedregon	4.900	301.67	def.	2	Jack Beckman	7.565	112.25
5	Del Worsham	4.899	320.97	def.	12	Ron Capps	4.986	292.46
11	Gary Densham	4.959	305.49	def.	6	Gary Scelzi	5.765	205.72
10	John Force	4.793	324.36	def.	7	Ashley Force	4.948	291.38
SECOND ROUND								
3	Tommy Johnson, Jr.	4.881	316.23	def.	11	Gary Densham	7.634	125.06
5	Del Worsham	4.929	314.02	def.	13	Jeff Arend	4.912	312.42
10	John Force	5.165	308.35	def.	15	Cruz Pedregon	6.258	163.77
9	Robert Hight	4.903	311.85	def.	16	Tony Bartone	4.916	297.94
SEMIFINAL								
5	Del Worsham	4.898	317.94	def.	9	Robert Hight	12.593	75.98
10	John Force	4.910	295.14	def.	3	Tommy Johnson, Jr.	4.911	305.42
FINAL								
10	John Force	4.831	320.58	def.	5	Del Worsham	4.851	314.68

Pro Stock

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Jim Yates	6.680	206.16	def.	9	Kenny Koretsky	6.667*	207.21
10	Kurt Johnson	6.663	207.62	def.	7	Richie Stevens, Jr.	6.645	207.08
11	Warren Johnson	6.663	207.27	def.	6	Max Naylor	6.644	206.70
4	Dave Connolly	6.651	206.99	def.	13	Ron Krisher	6.663	206.32
3	Jason Line	6.641	208.33	def.	14	V. Gaines	6.688	207.27
2	Allen Johnson	6.643	207.24	def.	15	Larry Morgan	6.792	206.92
1	Greg Anderson	6.631	207.94	def.	16	Bob Panella, Jr.	6.679	206.99
5	Jeg Coughlin	6.643	206.86	def.	12	Greg Stanfield	6.687	206.92
SECOND ROUND								
4	Dave Connolly	6.657	207.18	def.	5	Jeg Coughlin	6.682	206.86
2	Allen Johnson	6.660	206.86	def.	10	Kurt Johnson	6.722	207.18
3	Jason Line	6.666	207.85	def.	11	Warren Johnson	6.681	207.50
1	Greg Anderson	6.629	208.55	def.	8	Jim Yates	6.680	207.24
SEMIFINAL								
3	Jason Line	6.645	208.07	def.	2	Allen Johnson	6.659	207.15
1	Greg Anderson	6.642	207.78	def.	4	Dave Connolly	6.657	206.83
FINAL								
1	Greg Anderson	6.657	207.72	def.	3	Jason Line	6.688	204.08

* — Denotes red light



TOM PARKER PHOTO

EARLY EXIT: Gary Scelzi never came close to victory in Funny Car. He lost in the second round to Gary Densham.

Greg's Great At Infineon

SONOMA, Calif. — Greg Anderson recorded his landmark 50th Pro Stock victory Sunday to highlight a spectacular day of drag racing at the Fram Autolite NHRA Nationals at Infineon Raceway.

Anderson became just the sixth professional and the 10th driver in history to win 50 NHRA races. He is the second quickest to the mark, winning No. 50 in his 189th-career start. Legend Bob Glidden won 50 times in his first 139 races.

Anderson shared the winner's circle with an emotional John Force, who defended fallen teammate Eric Medlen's Funny Car victory here from a year ago. Top Fuel ace Tony Schumacher dropped Bob Vandergriff to 0-10 lifetime in final rounds. Pro Stock Motorcycle winner Matt Smith padded his series lead with his third victory of the season, this one over first-time finalist Eddie Krawiec.

The Pro Stock final was a wire-to-wire performance for Anderson, who left first on teammate Jason Line and slowly crept away to take the stripe with a 6.657 at 207.72 miles per hour over Line's 6.688/204.08 mph in his identical Summit Racing Pontiac GTO.

"It's quite an accomplishment (to reach 50 wins)," Anderson said. "I don't know how to explain it. It's fitting that we had a struggle between No. 49 and No. 50. Fifty should be tough to get. It should be hard. We were cruising right along, but then we got slapped in the face this summer. It's a real reminder to never get too cocky."

The Pro Stock section of the Countdown to the Championship is more than halfway full after Line and Allen Johnson clinched positions, joining Anderson, Jeg Coughlin and Dave Connolly in the field.

Force immediately dedicated his Funny Car win to Medlen, the northern California native and defending event winner who died earlier this year in an accident in testing. He also presented the winner's trophy to Medlen's father, John, who serves as a roving crew chief for his three remaining teams.

Final-round opponent Del Worsham put up a valiant fight, running a 4.851 at 314.68 mph in his Checker Schuck's Kragen Chevrolet Impala SS, his best pass of the day, but Force's Castrol GTX High-Mileage Ford Mustang was just a little bit quicker, posting his 124th-career victory with a 4.831 at 320.58 mph. It was Force's seventh win at Infineon Raceway in 11 finals.

"We had a team meeting this morning, and I said that between me, Ashley and Robert [Hight], one of us had to win this race for Eric," said Force, who moved to seventh in The Countdown standings. "I remember how happy he was when he won here last year because he's from this area. He had that goofy smile and was eating ice cream and just having a blast. We wanted to win and dedicate it to Eric."

After a terrible start to the year, Force has now been to three finals in the last four races, winning twice. His



AUTOIMAGERY.COM PHOTO

SUMMIT ASCENT: Pro Stock winner Greg Anderson shows off his Wally trophy after winning Sunday at Infineon Raceway in Sonoma, Calif.

final-round record is now 124-74. Worsham's last triumph came 43 races ago at the 2005 U.S. Nationals in Indianapolis. His runner-up finish did lift him to ninth place in the points, 85 behind Jim Head.

Robert Hight joined Ron Capps in The Countdown to the Championship group. They are the only two Funny Car racers to qualify so far.

Schumacher may have started his own career with a 0-8 mark in final rounds before scoring his first triumph, but he showed the hapless Vandergriff little mercy in Sunday's Top Fuel final, powering his U.S. Army dragster past Vandergriff to win with a 4.534 at 329.42 mph in his U.S. Army dragster. Vandergriff trailed with a 4.597 at 305.84 mph in his UPS dragster. It was Schumacher's 39th-career victory.

It was obvious that Schumacher had the car to beat, as he ran the low elapsed time of every round — posting a 4.542, a 4.537 and a 4.558 — before lowering the boom in the final with the quickest and fastest pass of the entire weekend.

"Bob gave us a great race," Schumacher said. "He was next to us the whole way. We knew he would be, and we had to be prepared for that. He's been to 10 finals, so he knows

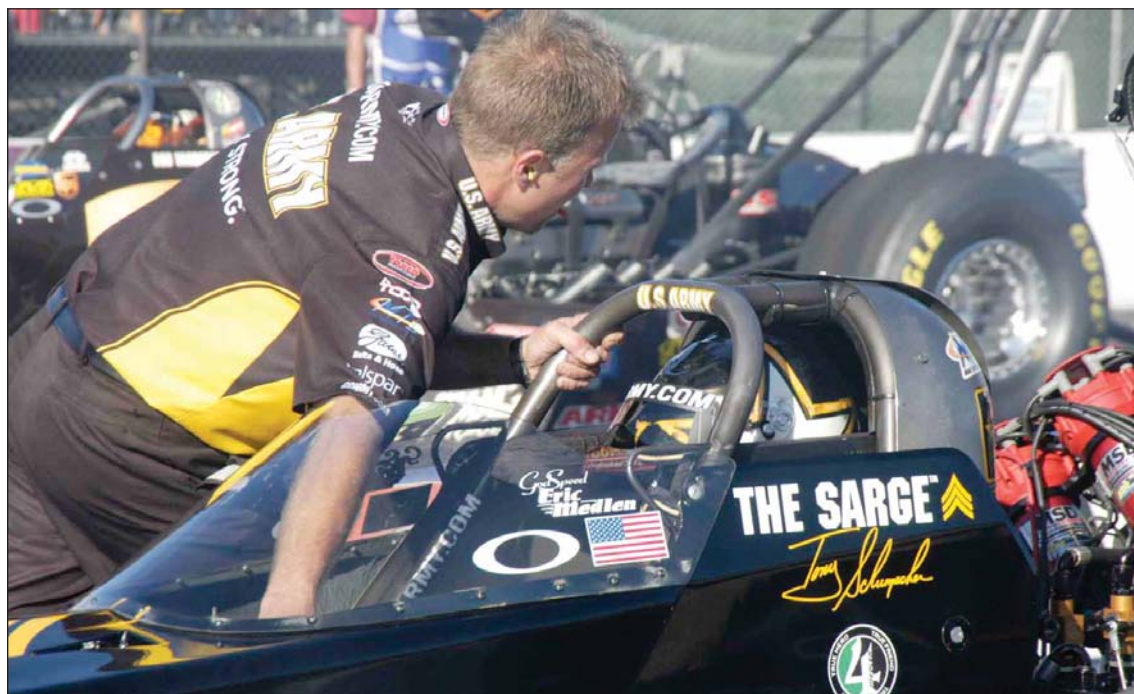
what he's doing, and he'll win his before he's done, trust me. I told him he'll have his day and I believe that."

By moving into second place, Schumacher, along with Brandon Bernstein, Larry Dixon and J.R. Todd, managed to clinch positions in The Countdown to the Championship field Sunday, leaving just three open slots in the Top Fuel category.

Although he was a slight underdog in the Pro Stock Motorcycle final, Smith responded with a slightly quicker reaction time on his Torco Buell and then managed to hold off Krawiec's Screamin' Eagle Vance & Hines Harley-Davidson to win by a tenth of a second: 6.992 at 189.10 mph to Krawiec's 7.090 at 190.16 mph.

"Dad [former Pro Stock driver Rickie Smith] won his first race here (1993, Pro Stock) and I was in that picture, so it's special to come back and win one for myself," Smith said. "This ended up being our day I guess. It's mind-blowing the season we're having."

Smith got some company in The Countdown to the Championship field when Sampey earned enough points to secure a position in the top eight. Krawiec's runner-up result moved him into 10th in the standings, 29 markers behind the final Countdown spot.



TOM PARKER PHOTO

SEARCHING FOR SPEED: Top Fuel driver Tony Schumacher and his crew fine-tune the Don Schumacher Racing dragster during the Fram Autolite NHRA Nationals in Sonoma, Calif.

Neff Lands Ride In Force Ford

SONOMA, Calif. — **John Force** reluctantly confirmed Saturday that **Mike Neff**, crew chief for 2005 class champion **Gary Scelzi**, will drive a fourth Ford Mustang for his organization next season and that **John Medlen** will be his crew chief.

NHRA NOTES Force said John Medlen made the final decision, telling him that he “had given Eric a chance and ... should do the same for another kid with a dream.”

The ride had been in limbo since **Eric Medlen's** fatal crash during a test session in March at Gainesville, Fla. But Force mentioned in his post-victory interviews at Bristol in early July that he and the team had decided to bring out a fourth car again to join him, daughter **Ashley** and **Robert Hight** (who, like Medlen and Neff, always had worked on the cars and expressed a desire to drive).

Force said, “We didn’t plan to say anything, because (Neff) and Scelzi are still racing for a title. But **Don Schumacher** (who owns the Neff-tuned Mopar/Oakley Dodge Charger) kind of announced it to the world. Our game plan was to wait until after the season so there wouldn’t be any distractions.”

He said Neff told him after Eric Medlen’s accident that he might be interested in sliding behind the wheel “if we were going to keep developing Next Generation drivers like Eric and Robert.”

Neff also worked with current Force Racing crew chief **Bernie Fedderly** at **Larry Minor** Racing. Then he worked on the car in which **Cruz Pedregon** beat Force for the 1992 championship. He became Scelzi’s crew chief in 2003.

■ **Doug Herbert** was the beneficiary of a second-straight Friday night qualifying session gone awry. The cooler track temperatures make it

the optimum of the four chances to run quick elapsed times, but rain washed out the session at Seattle the weekend before, and **Alan Bradshaw's** engine explosion and subsequent lengthy cleanup against a curfew spoiled it this time. Only eight of 18 made it down the track before Bradshaw’s blowup and NHRA’s announcement to the few faithful fans at that hour that it wasn’t going to hurry the cleanup process.

Herbert, who swiped the No. 1 spot with a 4.556-second pass at 315.15 miles per hour in his Snap-on Tools dragster, held on Saturday for his first such honor in nearly two years. He had the advantage over 10 of his fellow Top Fuel racers, who didn’t get to run Friday night before the 10 p.m. cutoff. “We obviously got a lucky break, but luck is like a bank,” he said, “and it seems like we’ve made a lot of deposits this year. So we’ll take it.”

Matco Tools dragster driver **Whit Bazemore**, one of those who had to scrap his Friday night chance, didn’t take it and like it.

“We are disappointed on many levels,” Bazemore said. “We’re disappointed because of what was allowed to happen. The sanctioning body is there to maintain a level playing field. If there’s a strict curfew, it seems odd to start the session 28 minutes late. It’s just not fair. It’s not fair to the fans.”

“We’re out here competing for championship points and bonus points, and the fans are the real losers. We’re out here trying to take this sport to the next level, and that won’t happen if we continue down this path. You can’t alienate fans and sponsors like we did tonight.”

Relying on his one run of 4.582 seconds at 323.43 mph with no opportunity to improve, he fell from second to fifth in order. That wasn’t a bad start, but he lost to **Hillary Will** in the opening round.

■ **Gary Scelzi** took his place Sunday on Infineon Raceway’s Wall of Fame alongside fellow drag racers **Warren Johnson** (2005) and **John Force** (2006), Speedway Motorsports, Inc. chairman and track owner **O. Bruton Smith** and NASCAR drivers **Jeff Gordon**, **Ricky Rudd**, **Rusty Wallace** and **Mark Martin**.

The Fresno, Calif., native and Mopar/Oakley Dodge Charger Funny Car driver was feted in pre-race ceremonies. But he didn’t feel all that special when he lost traction at about 400 feet in his first-round matchup against **Gary Densham**. He said that 5.765-second run at 205.72 mph “kind of shocked Mike (crew chief Neff) and me both. I don’t know what we could’ve done different. We weren’t exactly tip-toeing, but we were definitely in the safe range. Nothing’s wrong. We must have just misread the track a little bit. It was close, but it didn’t quite cut it.”

■ He has long been known as “Fast Jack.” Then after winning at Denver and Seattle, **Jack Beckman** became “Back-to-Back” Jack. But the Funny Car driver lost in the opening round to a desperate to make The Countdown **Cruz Pedregon** and failed to sweep the Western Swing.

Beckman would’ve been only the second Funny Car driver to accomplish the feat (John Force did it in 1994) and just the sixth in all classes (following **Joe Amato**, **Cory McClenathan** and **Larry Dixon** in Top Fuel and **Greg Anderson** in Pro Stock, too). But he was philosophical after exiting with fifth place. “Three weeks ago, if somebody said we would win two out of the three Western Swing races, we would have taken that, but losing stinks,” Beckman said. “I think we’re in wonderful shape. We didn’t take any hit in the points. We’re still two rounds out of third. Hopefully, we can close that up at the next race.”

Aces Keep Alive Memory Of Two Fallen Brothers

SEATTLE

With teams mapping out scenarios and calculating points as the inaugural Countdown to the Championship cutoff nears, National Hot Rod Ass’n drivers were forced to look ahead following Sunday’s Fram Autolite Nationals at Infineon Raceway.

But the three winners — **John Force** (Funny Car), **Tony Schumacher** (Top Fuel) and **Greg Anderson** (Pro Stock) — couldn’t help looking backward.

For Force and Schumacher, their \$40,000 victories were memorials for loved ones lost, tributes to two fallen drivers still present in spirit. Both were driving with more than a mission to clinch one of their class’s eight berths for the new championship format that will be set two races from now. Both had resolved to win this race to honor memories.

Force, pitied earlier this season as a 14-time champion who was floundering in 20th place, was talking like a champion again after eliminating daughter **Ashley Force** in the opening round and dropping her from 10th to 12th in the standings. He moved into seventh place.

“You hate to beat your own child at the game you’re trying to teach her. But she has to earn the right,” he said. Alluding to his next two opponents, **Cruz Pedregon** and **Tommy Johnson, Jr.**, he said, “They want to make The Countdown, too, but they have to earn it, too. They have to beat me.”

But more important, Force won this race at Sonoma, Calif., for his late teammate and protégé, **Eric Medlen**. When the tour visited Seattle the previous week, the Force Racing team had a flood of Medlen memories, for that was the first time since his death following a crash in testing in March that they had visited a venue where Medlen had won. But this was different. Medlen won this race at Sonoma in 2006. It was the first of two victories for him last season. The track is close to Medlen’s home in Oakdale, Calif.

And minutes after the race, no matter what the outcome, Force knew he would watch the jam-packed stands

THE STRAIGHTLINE



SUSAN WADE

empty and flock to the **Eric Medlen Ice Cream Social**, the track’s tribute to the popular Funny Car cowboy who contended that a person never can be unhappy when he’s eating ice cream.

He said he and his team prayed before the race and they decided one of the Team Castrol/Auto Club drivers would “come out of here with a win for Eric.” Said Force, “I remember the crazy kid, eating ice cream, runnin’ around, screamin’ and yellin’, so happy to be here.”

Crew chief **Austin Coil** told the flagging Force before the final round, “This isn’t the time to be getting tired. Suck it up and win this race for the kid who gave his life for this team and these fans.”

Force always obeys Coil, so he did. Then he said the trophy was for Medlen’s dad, **John**, mother **Mimi**, and “the whole town of Oakdale.” He said he wanted “to give them a moment to feel good about Eric.”

Schumacher finally won on the sparkling Sonoma quarter mile for the first time in three final-round attempts. But the U.S. Army dragster driver wanted the victory more for crew chief **Alan Johnson**. This track was where Johnson and his late brother, **Blaine**, from nearby Santa Maria, Calif., celebrated their final victory together July 28, 1996. It was **Blaine Johnson's** third victory that season. He was killed 34 days later at Indianapolis.

In Pro Stock, **Greg Anderson's** 50th-career victory signaled his renewed confidence and his ability to finish what he starts. Anderson’s milestone discarded the milestone that had burdened him on this stretch of six races in consecutive weekends. He and his Summit Pontiac GTO had come into the race with two victories in his previous three visits here, but he said he hardly felt like the point leader, let alone a worldbeater.

“I needed a get-well race,” he said after beating teammate **Jason Line** in the final.

UP NEXT

NHRA Lucas Oil Nationals, Brainerd, Minn., Aug. 9-12

STANDINGS

TOP FUEL



Rod Fuller

FUNNY CAR



Ron Capps

PRO STOCK



Greg Anderson

Top Three

1. Rod Fuller	1,124
2. Tony Schumacher	996
3. Brandon Bernstein	947

1. Ron Capps	1,030
2. Robert Hight	921
3. Mike Ashley	836

1. Greg Anderson	1,135
2. Jeg Coughlin	1,029
3. Dave Connolly	1,003

RACE REWIND

Race 14 of 25: Power Stroke Diesel 200, Friday, July 27
O'Reilly Raceway Park, Clermont, Ind.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	33	Ron Hornaday, Jr.	Camping World Chevrolet	201	\$54,775	Running
2	6	23	Johnny Benson	Toyota Certified Toyota	201	35,200	Running
3	4	6	Travis Kvapil	K & N Filters Ford	201	24,900	Running
4	5	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	201	17,250	Running
5	17	18	Ken Schrader	Fastenal Dodge	201	15,250	Running
6	3	30	Todd Bodine	Lumber Liquidators Toyota	201	15,700	Running
7	14	99	Erik Darnell	Northern Tool + Equipment Ford	201	13,875	Running
8	29	47	Regan Smith	Ginn Resorts Chevrolet	201	9,650	Running
9	9	60	Jack Sprague	Con-way Freight Toyota	201	11,825	Running
10	19	77	Brendan Gaughan	South Point Hotel Chevrolet	201	12,850	Running
11	18	4	Mike Bliss	Open Joist/Dodge Dodge	201	9,625	Running
12	7	9	Ted Musgrave	Germain Toyota/Team ASE Toyota	201	11,625	Running
13	12	75	Dennis Setzer	Spears Mfg. Co. Chevrolet	201	11,600	Running
14	10	88	Matt Crafton	Menards/Johns Manville Chevrolet	201	11,575	Running
15	8	1	David Green	RFMS/RedHorseRacing.net Toyota	201	12,200	Running
16	22	15	Bill Lester	Allstate Insurance Chevrolet	201	11,425	Running
17	13	10	David Starr	MaxxForce Int'l Diesel Power Ford	201	11,175	Running
18	24	07	Tim Sauter	Lester Buildings/ASI Chevrolet	201	12,100	Running
19	28	16	Kenny Hendrick	Interstate Equipment Sales Ford	201	11,050	Running
20	1	5	Mike Skinner	Toyota Tundra Toyota	201	11,450	Running
21	23	50	Peter Shepherd	Northern Tool + Equipment Ford	200	9,450	Running
22	11	09	Stacy Compton	Zaxby's Ford	200	9,375	Running
23	27	40	Brandon Miller	Westerman Companies Chevrolet	200	8,325	Running
24	32	2	Cale Gale	Camping World Chevrolet	200	8,250	Running
25	15	22	Ryan Mathews	ArmorWorks Toyota	200	8,225	Running
26	16	59	Terry Cook	Harris Trucking Toyota	200	8,175	Running
27	25	00	Justin Labonte	Aaron's Lucky Dog Toyota	200	8,150	Running
28	21	21	Jon Wood	Marsh/Bush's Baked Beans Ford	200	8,125	Running
29	26	13	Willie Allen	ThorSport Racing Chevrolet	199	8,100	Running
30	30	8	Blake Bjorklund	HAAS CNC Machine Tools Chevrolet	197	8,085	Running
31	33	63	Scott Lynch	Cooper Bussman Ford	194	8,075	Running
32	31	7	Jason White	Hooters Energy Drink Dodge	96	8,060	Accident
33	36	61	Brett Thompson	Rich Thompson Trucking Inc. Dodge	83	8,050	Accident
34	20	08	Chad McCumbee	GPSStore.com/Garmin Chevrolet	33	8,040	Accident
35	35	31	Tim Schendel	Mathews Archery Chevrolet	30	7,750	Fuel Pump
36	34	71	Pierre Bourque	driving.ca Chevrolet	29	7,720	Accident

RACE STATISTICS

Race time: 1 hour, 48 minutes, 14 seconds
Average speed: 76.438 miles per hour
Victory margin: .350 second
Caution flags: Nine for 49 laps
Lead changes: Seven among five drivers

Lap leaders: Mike Skinner (Pole); Ron Hornaday, Jr. 1; Skinner 2-22; Hornaday 23-79; Johnny Benson 80; Willie Allen 81-103; Travis Kvapil 104-169; Hornaday 170-201.

TALK OF TIME TRIALS

Qualifying was rained out, and the field for the Power Stroke Diesel 200 was set by points. Point-leader Mike Skinner and Ron Hornaday, Jr. started on the front row.



KEVIN C. COX/GETTY IMAGES

STANDINGS



Top 10

1. Mike Skinner	2,346	6. Rick Crawford	1,891
2. Ron Hornaday, Jr.	2,269	7. Jack Sprague	1,767
3. Todd Bodine	2,100	8. Ted Musgrave	1,728
4. Travis Kvapil	2,095	9. Matt Crafton	1,692
5. Johnny Benson	1,896	10. Erik Darnell	1,613



KEVIN C. COX/GETTY IMAGES

SMOKE SHOW: Ron Hornaday, Jr. celebrates career victory No. 32 Friday night at O'Reilly Raceway Park. Hornaday closed the gap on series point-leader Mike Skinner from 164 points to 77.

Hornaday Closing In

By AL STILLEY

CLERMONT, Ind. — It's a good thing Ron Hornaday, Jr. is a better NASCAR driver than he is a mathematician.

The two-time NASCAR Craftsman Truck Series champion figured he would have to average 10 points more per race than point-leader Mike Skinner to be within striking distance by the last race of the season.

Skinner had a 164-point lead over Hornaday as they left pit road to form the front row July 27 for the rain-delayed Power Stroke Diesel 200 at O'Reilly Raceway Park.

With 12 races remaining in the 2007 series, Hornaday sensed that he had to put a dent in Skinner's lead. He showed Skinner and the rest of the field that he had a sledgehammer in the No. 33 Camping World Chevrolet.

Hornaday led 90 laps, including the last 30 circuit of the 201-lap chase, while Skinner struggled to finish 20th after leading the very first lap.

In winning his first ORP truck race since 1997, Hornaday shattered Skinner's 164-point lead down to a mere 77 points (2,346 to 2,269) with 11 races left in the 2007 season.

Skinner, who had never finished

worse than eighth this season, had a lengthy pit stop on lap 126 that dropped him to 25th. He was the last car on the lead lap at the finish.

"The only way we could catch Skinner was for him to have bad luck," Hornaday said. "I can't worry about points, but we have to win races. I'm sure Skinner's going to be running twice as hard now."

To win the 32nd truck race of his career, Hornaday had to overcome Travis Kvapil and fight off runner-up Johnny Benson in a Bill Davis Racing Toyota in a frantic two-lap sprint to the finish after the race's ninth restart on lap 199.

"I was able to out-drive him (Benson) in the corners," Hornaday said. "I tried everything I could do to keep him behind me. He wanted that win as badly as I did."

A crew member slipped during Benson's pit stop on lap 78 that turned out to be costly. He emerged in 11th place and later passed Kvapil for second place 100 laps later. On the last lap, he tried to go underneath Hornaday in turns three and four.

"I just barreled it in turn four to see what would happen, but the car wouldn't stick," Benson said. "Our

truck was good enough to get second — we burned the tires up getting there."

Hornaday tracked down Kvapil, who led for 66 laps, on lap 170, overcoming a 1.166-second deficit in 15 laps.

"I had a really good short-run truck," said Kvapil, driver of a Jack Roush-owned Ford. "My truck was good for 20 to 25 laps, but then it was way too loose and the rear tires went away."

Kvapil was third, ahead of 2006 race winner Rick Crawford, Ken Schrader after starting 17th, Todd Bodine, Erik Darnell, Regan Smith, Jack Sprague and Brendan Gaughan.

The NASCAR triumph was an ORP first for Hornaday's crew chief, Rick Ren, who is from nearby eastern Illinois. He and Hornaday made a couple of adjustments after practice but made no changes during the race.

"When you can drive a truck like this, it's fun," Hornaday said.

A persistent rain washed out qualifications and forced a delay of two hours and 20 minutes before the race started in front of an estimated crowd of 35,000.

Logano Sneaks Through To No. 4

BEAVER FALLS, N.Y. — Joey Logano led an amazing final quarter lap to take his fourth NASCAR Busch East Series triumph of the season at Adirondack Int'l Speedway Saturday night.

BUSCH EAST

Logano was fifth when the race restarted after the event's seventh and final caution flag. After the restart, the race's dominant leader, Matt Kobyluck, was assessed a penalty for jumping the green flag, dramatically altering the event's outcome. Kobyluck then pitted on lap 146 and returned without the possibility of winning.

Bryon Chew inherited the lead when

Kobyluck made his penalty stop, heavily pressured by Sean Caisse, the event's defending winner, and Logano.

On the final lap, the leaders bunched as Rogelio Lopez spun to the grass at the bottom of turn four. Unaware the leaders were about to overtake him, Lopez returned to the racing surface, with Chew leading Logano and Caisse toward the checkered flag.

Logano dove to the low side of Chew in turn four and squeezed through an opening between the charging car of Chew on his outside and the limping car of Lopez on the inside. Logano led from the exit of turn four to the finish line to snatch a seemingly impossible

victory.

Chew finished second in the sprint, followed by Caisse. Marc Davis and Peyton Sellers filled the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Joey Logano, Chevrolet, 150, \$7,800; 2. Bryon Chew, Chevrolet, 150, \$4,300; 3. Sean Caisse, Chevrolet, 150, \$3,300; 4. Marc Davis, Chevrolet, 150, \$2,800; 5. Peyton Sellers, Chevrolet, 150, \$2,300; 6. Eddie MacDonald, Chevrolet, 150, \$2,800; 7. Dion Ciccarelli, Chevrolet, 150, \$2,225; 8. Chase Austin, Dodge, 150, \$1,575; 9. Jerry Marquis, Chevrolet, 150, \$1,025; 10. James Pritchard, Jr., Chevrolet, 150, \$1,500; 11. Matt Kobyluck, Chevrolet, 150, \$1,956; 12. Jeremy Clark, Chevrolet, 150, \$925; 13. John Salemi, Chevrolet, 149, \$1,400; 14. Rogelio Lopez, Chevrolet, 149, \$1,375; 15. Jamie Hayes, Chevrolet, 149, \$1,350; 16. Jeff Anton, Chevrolet, 149, \$1,325; 17. Max Dumarey, Chevrolet, 149, \$1,300; 18. Robert Humphreys, Chevrolet, 149, \$775; 19. Dustin Delaney, Chevrolet, 149, \$775; 20. Michelle Theriault, Chevrolet, 148, \$1,275; 21. Scott Bouley, Chevrolet, 147, \$1,275; 22. Jeffrey Oakley, Chevrolet, 147, \$775; 23. Mike Olsen, Chevrolet, 134, \$1,875; 24. Chris Bristol, Chevrolet, 126, \$775; 25. Jeffrey Earnhardt, Chevrolet, 65, \$1,275; 26. Jonathan Smith, Chevrolet, 63, \$1,275.



KEVIN HORCHER PHOTO

HIGH-BANK BATTLE: Johnny Rodriguez (87) fights eventual winner Jerry Coons, Jr. (11) and Levi Jones (20) Friday night at the Belleville High Banks.

Coons Takes Opening Night

By BRYAN GAPINSKI

BELLEVILLE, Kan. — Fast-qualifier Jerry Coons, Jr. scored a convincing victory on the opening night of the 30th annual Mopar Belleville Midget Nationals Friday at the Belleville High Banks.

Coons, the 2005 champion, drove the Wilke-Pak Motorsports Spike-Mopar No. 11 to victory in the 25-lap feature sanctioned by the USAC National/Western Midget Car Series.

Johnny Rodriguez jumped into the lead at the start over Scott Hatton and Coons. Four cautions in the first eight laps kept the field tightly bunched. However, in the short runs between cautions, Rodriguez pulled away from the field. Coons took second from Hatton on the seventh lap.

Coons closed to Rodriguez's rear bumper on the 11th lap, and two laps later the pair were even crossing the start/finish line. Coons out-powered Rodriguez down the backstretch to take the lead.

Within two laps Coons had increased his advantage to 1.7 seconds before fourth-place running Don Drou, Jr. slowed on the track. Brad Loyet, running seventh, struck Drou's car and flipped.

Coons pulled away from the field on the restart but was slowed again when third-place Darren Hagen stopped with three laps remaining.

The final three laps saw Coons run some of his fastest race laps, finishing 1.24 seconds ahead of Rodriguez. Also earning automatic starting positions for Saturday's feature were Ricky Stenhouse, Jr., Hatton, Levi Jones and Brad Sweet.

The summary:

Qualifications: 1. Jerry Coons, Jr., Wilke-Pak 11, 17.659; 2. Johnny Rodriguez, Mitchell 87, 17.763; 3. Gary Taylor, Tel-Star 999, 17.776; 4. Michael Pickens, Lein 2, 17.791; 5. Don Drou, Jr., Klatt 4, 17.816; 6. Davey Ray, Nine Racing 91, 17.851; 7. Brad Sweet, Kunz 97, 17.884; 8. Darren Hagen, RFMS 32, 17.893; 9. Daron Clayton, Pedregon 75, 17.910; 10. Damien Gardner, Kunz 67, 17.936; 11. Danny Stratton, Burkhardt 21a, 17.952; 12. Dave Darland, Nine Racing 9, 17.955; 13. Bradley Galedrige, Galedrige 29, 17.959; 14. Donnie Ray Crawford, Tel-Star 299, 17.974; 15. Brady Bacon, Kahne 99, 17.995; 16. Ricky Stenhouse, Jr., Stewart 21, 17.999; 17. Cody Brewer, Brewer 96, 18.048; 18. Brad Loyet, Loyet 05L, 18.051; 19. C.J.

Wise Trades Belleville For ORP

By BRYAN GAPINSKI

BELLEVILLE, Kan. — Daron Clayton, winner of two USAC Lucas Oil National Sprint Car features this season, was a last-minute replacement for **Josh Wise** in the **Cruz Pedregon** Toyota entry.

Wise, the defending Belleville champion, made his NASCAR Busch Series debut in the event Saturday at O' Reilly Raceway Park. He won both nights of the Kansas Klassic, the previous weekend at Dodge City Raceway Park, and then scored two top fives in the USAC events at Junction Motor Speedway on Tuesday-Wednesday.

Drivers from 13 states, Australia and New Zealand competed at the event, including 19 drivers who never previously raced at the half-mile dirt track. The best rookie finish was turned in by former USAC-CRA Champion **Damion Gardner**, who finished seventh.

In one of the closest fields in event history, the top 28 in qualifying on Friday were separated by less than a half-second. Coons topped the field with a lap of 17.659 seconds, just off **Billy Boat's** 11-year-

old track record.

The teams ran eight different chassis, with Spike being the most popular with 25. Ford-Esslinger was the top choice of engines in 16 cars.

The win for car owners Wilke-Pak was a long time in coming after many near-miss victories in the event. Among those piloting Wilke entries in previous Belleville Midget Nationals were: **Kevin Olson, Chuck Gurney, P.J. Jones, Rickey Hood, Stevie Reeves, Page Jones, Cary Faas, Cory Kruseman, Dan Boorse, Kevin Doty, Scott Hatton, Tracy Hines and Davey Ray.**

Terry Goodwin, a former Belleville resident who once sold programs at the track, now lives in Phoenix, Ariz., and competes in the Arizona Midget Racing Ass'n. He returned to his hometown to compete for the first time. Mechanical problems sidelined his efforts on Saturday night.

Thursday afternoon the annual Belleville High Banks Hall of Fame held its induction ceremony. Among this years inductees were: **Bill Holland, A.J. Foyt, Harry Conklin, Bob Pankratz, the Melton Family, Frank Dickerson, Carl Scarbrough, John DeCamp, David Ross and Jack Belk.**

Sama, Sama 20x, 18.052; 20. Robby Flock, Sala 19x, 18.054; 21. A.J. Fike, RFMS 69, 18.071; 22. Brad Kuhn, Quin 43, 18.078; 23. Nathan High, Burkhardt 21az, 18.079; 24. Scott Hatton, Huston 15, 18.079; 25. Bud Kaeding, Pedregon 71x, 18.084; 26. Kevin Swindell, Kahne 79, 18.087; 27. Matt Smith, Smith 13, 18.093; 28. Russ Harper, Harper 09, 18.111; 29. Chris Windom, Windom 17, 18.202; 30. Levi Jones, Stewart 20, 18.206; 31. Mike Hess, Hess 51x, 18.235; 32. Todd Plemons, Mentgen 17p, 18.261; 33. Jonathan Beason, Beason 36, 18.333; 34. Bryce Townsend, Townsend 3nz, 18.354; 35. Matt Johnson, Johnson 85, 18.407; 36. Scott Buckley, Buckley 25nz, 18.441; 37. Lance Beale, Loyet 05nz, 18.447; 38. Scott Pierovich, Pierovich 35, 18.471; 39. Terry Goodwin, Mentgen 7, 18.529; 40. Matt Sherrell, Tel-Star 22j, 18.547; 41. Joe Liguori, Owen 28, 18.695; 42. Rick England, Coleman 12c, 18.803; 43. Alfred Galedrige, Jr., Galedrige 26, 18.863; 44. Brad Mosen, Kunz 71, no time.

First Heat (8 laps): Windom, Drou, Kaeding, B. Galedrige, Coons,

Fike, Clayton, Brewer, Beason.

Second Heat (8 laps): Jones, Kuhn, Loyet, Swindell, Ray, Gardner, Townsend, Crawford, Rodriguez.

Third Heat (8 laps): Hess, High, Bacon, Stratton, Sweet, Taylor, Smith, Sama, Johnson.

Fourth Heat (8 laps): Hatton, Stenhouse, Flock, Hagen, Plemons, Pickens, Buckley, Darland, Harper.

Dash (12 laps): Jones, Hatton, Coons, Rodriguez, Hess, Windom. Semi (12 laps): Pickens, Sweet, Taylor, Ray, Clayton, Gardner, Brewer, Crawford, Mosen, Sama, Fike, Plemons, Harper, Pierovich, Buckley, Beason, England, Beale, Johnson, Sherrell, Smith, Townsend, A. Galedrige, Liguori, Goodwin, Darland.

Feature (25 laps): Coons, Rodriguez, Stenhouse, Hatton, Jones, Sweet, Pickens, Ray, Kuhn, Darland, Drou, Clayton, Gardner, High, Windom, Beason, Bacon, Hagen, Loyet, Stratton, Hess, Kaeding, Galedrige, Flock, Sama, Swindell, Taylor.

Stenhouse Steals The Show In Neb.

MCCOOL JUNCTION, Neb. — Ricky Stenhouse, Jr. scored a hard-fought victory in the July 25 USAC National Midget Series event at Junction Motor Speedway. The event was co-sanctioned by the POWRI Midget Series.

Stenhouse, driving Tony Stewart's Spike-Chevy, battled with Josh Wise and Jerry Coons, Jr. before taking the lead for good on lap 22 in the 30-lap event on the three-eighths-mile oval.

Coons, the defending USAC champion, point-leader Daren Hagen, Wise and Dave Darland rounded out the top five.

USAC/POWRI

The summary:

First Heat (8 laps): Don Drou, Jr., Todd Plemons, Brad Kuhn, Bud Kaeding, Scott Pierovich, Robby Flock, Rick England, Joe Cleveland, Alfred Galedrige, Jr.

Second Heat (8 laps): Cody Brewer, Darren Hagen, Kevin Swindell, Nathan High, Jonathan Beason, Chase Barber, Mike Hess, Bradley Galedrige, Chad McDaniel.

Third Heat (8 laps): Brad Sweet, Jerry Coons, Jr., Gary Taylor, Davey Ray, Brad Loyet, Brady Bacon, Levi Jones, Donnie Ray Crawford.

Fourth Heat (8 laps): Dustin Morgan, Damion Gardner, Chris Windom, Johnny Rodriguez, Brad Mosen, C.J. Sama, Billy Mentgen, Joe Liguori, Mike Manzanares.

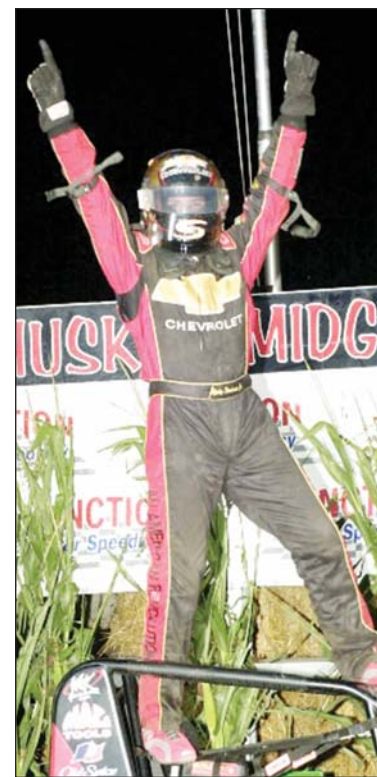
Fifth Heat (8 laps): Kenny Biro, Ryan Durst, Dave Darland, Russ Harper, Will Pierce, Matt Johnson, Matt Sherrell, Lance Beale.

Dash (6 laps): Ricky Stenhouse, Jr., Danny Stratton, Josh Wise, Scott Hatton.

First Semi (10 laps): High, Kuhn, Jones, Mosen, Harper, Rodriguez, B. Galedrige, Barber, Beason, Hess, Pierce, A. Galedrige, Liguori, Sherrell, Pierovich, Manzanares.

Second Semi (10 laps): Taylor, Flock, Sama, Ray, Cleveland, Crawford, Mentgen, England, Swindell, Loyet, Bacon, Kaeding, Beale, Johnson.

Feature (30 laps): Stenhouse, Coons, Hagen, Wise, Darland, Gardner, Brewer, Sweet, Loyet, Flock, Drou, Ray, Taylor, Windom, High, Beason, Jones, Biro, Mosen, Sama, Swindell, Stratton, Morgan, Hatton, Durst, Plemons, Kuhn.



TWC PHOTO

ARMS UP: Ricky Stenhouse, Jr. celebrates his victory July 25 at Junction Motor Speedway in McCool Junction, Neb.

Stratton Makes Money Move

MCCOOL JUNCTION, Neb. — Danny Stratton took the lead on the final lap to win the July 24 USAC National Midget Car Series, which was co-sanctioned by the POWRI Midget Series event, at Junction Motor Speedway.

Defending USAC champion Jerry Coons, Jr. led the first 29 laps, but Stratton blasted his Burkhardt No. 21a into the lead when Coons blew a tire on the final tour of the three-eighths-mile dirt track.

Ricky Stenhouse, Jr. finished second, while Josh Wise, Scott Hatton and Brad Loyet rounded out the top five.

USAC/POWRI

The summary:

First Heat (8 laps): Jerry Coons, Jr., Brad Kuhn, Bradley Galedrige, Dustin Morgan, Brad Mosen, Chris Windom, Bud Kaeding, Johnny Rodriguez, Alfred Galedrige, Jr., Chase Barber.

Second Heat (8 laps): Brad Sweet, Kenny Biro, Matt Smith, Robby Flock, Mike Hess, Joe Liguori, Rick England, Will Pierce, Don Drou, Jr., Todd Plemons.

Third Heat (8 laps): Scott Hatton, Donnie Ray Crawford, Darren Hagen, Jonathan Beason, Matt Johnson, Russ Harper, Joe Cleveland, Kellen Love, Mike Manzanares, Ryan Durst.

Fourth Heat (8 laps): Josh Wise, Kevin Swindell, Brad Loyet, Davey Ray, Nathan High, Ricky Stenhouse, Jr., Damion Gardner, C.J. Sama, Billy Mentgen, Steve Sussax.

Fifth Heat (8 laps): Gary Taylor, Danny Stratton, Brady Bacon, Dave Darland, Matt Sherrell, Cody Brewer, Levi Jones, Scott Pierovich, Rich Camfield, Lance Beale.

First Semi (10 laps): High, Mosen, Beason, Darland, Harper, Rodriguez, Windom, Hess, Brewer, Drou, England, Plemons, Love, Manzanares, Camfield, Cleveland.

Second Semi (10 laps): Stenhouse, Morgan, Gardner, Flock, Sherrell, Pierovich, Kaeding, Sama, Liguori, Barber, Jones, Beale, Pierce, Mentgen, Johnson, A. Galedrige.

Feature (30 laps): Stratton, Stenhouse, Wise, Hatton, Loyet, Gardner, Kuhn, Taylor, Darland, High, Hess, Galedrige, Sherrell, Flock, Beason, Crawford, Biro, Smith, Coons, Swindell, Ray, Sama, Bacon, Sweet, Morgan, Mosen, Hagen.

Feature (30 laps): Stratton, Stenhouse, Wise, Hatton, Loyet, Gardner, Kuhn, Taylor, Darland, High, Hess, Galedrige, Sherrell, Flock, Beason, Crawford, Biro, Smith, Coons, Swindell, Ray, Sama, Bacon, Sweet, Morgan, Mosen, Hagen.

SUN PRAIRIE, Wis. — Mike Hess took advantage of a late restart to capture the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The victory was the 23rd-career midget feature for Hess but his first at the famed third-mile clay oval.

BADGER

Davey Ray passed Hess for the lead

on lap 12, but Ray's engine began to misfire with five laps remaining. It came to a stop two laps later, setting up the final restart of the race.

Hess led Gary Altig, Nick Lundgreen, Brad Kuhn and Brandon Waelti to the finish.

The finish:

Mike Hess, Gary Altig, Nick Lundgreen, Brad Kuhn, Brandon Waelti, Doug Schenck, Matt Smith, Joe Wipperfurth, Aaron Fiscus, Robbie Ray, Tim Noble, Jason Dull, Bob Shreffler, Dan Mecum, Joel Wyttenbach, Davey Ray, Michael Pickens, Brent Beauchamp, Kurt Mayhew, Brian Ramstack, Rob Keelan, Buddy Luebke.



A weekly report of action from across America

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Eagle Valley Speedway

Jim Falls, Wis.
July 21, 2007
Midwest Modified
1. Mark Gerth
2. Shane Halopka
3. Tom Johnson
Pure Stock
1. Tommy Richards
2. Danny Richards
3. Jay Foltz
Hornet
1. Travis Anderson
2. Ryan Garnett
3. John Anderson

Shawano Speedway

Shawano, Wis.
July 28, 2007
Late Model
1. Terry Anvelink
2. Nick Anvelink
3. Tim Buhler
Modified
1. M.J. Hintz
2. Jared Siefert
3. Brandon Czarapata
Stock Car
1. Rod Snellenberger
2. Dan Michonski
3. Kurt Olson
Crate Late Model
1. Mike Stangl
2. Craig Bartz
3. Dan Wanta
Sport Mod
1. Craig Hoffman
2. Arnold Prater
3. Tim Jorgenson

Red Cedar Speedway

Menomonie, Wis.
July 27, 2007
WISSOTA Late Model
1. Jimmy Mars
2. Mike Goodremote
3. Chad Mahder

Lake Ozark Speedway

Eldon, Mo.
July 28, 2007
Sprint Car
1. Matt Sutton
2. Frank Brown
3. Jason Evans
Modified
1. Howard Hall
2. Matt Johnson
3. Curt Rackers
Late Model
1. Brandon Imhoff

Kokomo Speedway

Kokomo, Ind.
July 29, 2007
Sprint Car
Feature No. 1
1. Shane Cottie
2. Marc Arnold
3. Robert Ballou
Feature No. 2
1. Hunter Schuereberg
2. Cole Whitt
3. Dustin Smith
Street Stock
1. Randy Lines
2. Glen Gamblin
3. Arnold Prater
Thundercar
1. Brad Kendall
2. Brandon Sampson
3. Gerald Armfield

Vermilion County Speedway

Danville, Ill.
July 29, 2007
Modified
1. Kevin Weaver
2. Bob Pierce
3. Denny Schwartz
Late Model
1. Dennis Erb, Jr.
2. Randy Korte
3. Wes Steiding
Pure Stock
1. Jonah Bryno
2. Bobby Johnson
3. Jesse Simmons
Street Stock
1. Jeff Hochens
2. Jim Ransom
3. Kevin Allen

July 28, 2007
Late Model
1. Terry Cater
2. David Fox II
3. Chuck Cook
Thundercar
1. Chuck Cook
2. Kevin Claborn
3. Brett Marcum
Hornet
1. Keith Morris
2. Chris Jennings
3. Joyce Dyer

Lebanon I-44 Speedway

Lebanon, Mo.
July 28, 2007
Late Model
1. Brad Looney
2. Dustin Mooneyham
3. Leroy Johnson
Modified
1. Terry Beckham, Jr.
2. Bobby Williams
3. Justin Neuman
Factory Stock
1. Kris Jackson
2. Eric Todd
3. Devin Wolansky

B-Modified

1. Josh Woody
2. Jim Hayes
3. Shawn Nations
Bomber
1. Dean Hensler
2. Terry Metcalf
3. Landin Johnson
Rookie
1. Josh Lewis
2. Jeff Brown
3. Nick Arthor

Mount Lawn Speedway

New Castle, Ind.

July 28, 2007
Late Model
1. Dan Michanski
2. Kyle Frederick
3. Greg Gutt
Street Stock
1. Jeremy Wolfe
2. Michael Truscott
3. Carl Christjohn
Modified
1. Eric Scribner
2. Scott Williams
3. Julie McDermid
Late Model
1. Nick Anvelink
2. Tim Buhler
3. Gordie Seegert, Jr.
Truck
1. J.P. Remington
2. Adam Jennejohn
3. Travis Rank
Sport Mod
1. Marcus Varie
2. Tracy Wassenberg
3. Tom Natzke

Langlade County Speedway

Antigo, Wis.
July 27, 2007
Stock Car
1. Dan Michanski
2. Kyle Frederick
3. Greg Gutt
Street Stock
1. Jeremy Wolfe
2. Michael Truscott
3. Carl Christjohn
Modified
1. Eric Scribner
2. Scott Williams
3. Julie McDermid
Late Model
1. Nick Anvelink
2. Tim Buhler
3. Gordie Seegert, Jr.
Truck
1. J.P. Remington
2. Adam Jennejohn
3. Travis Rank
Sport Mod
1. Marcus Varie
2. Tracy Wassenberg
3. Tom Natzke



JIM MORRISON PHOTO

TIGHT TRIO: Billy Puterbaugh, Jr. (16), takes the lead while Josh Spencer (66) and Jon Stanbrough (53) touch wheels at the beginning of the sprint feature at Gas City I-69 Speedway Friday night. Hunter Schuereberg won the race.

Paragon Speedway

Paragon, Ind.
July 28, 2007
Sprint Car
Feature No. 1
1. Dickie Gaines
2. Tony Reed
3. Danny Holtsclaw
Feature No. 2
1. Geoff Dodge
2. William Nedderman
3. Brian Ruble
Feature No. 3
1. Jon Scisroe
2. Russ Gamester
3. Shane Golobic
Street Stock
1. Danny Harris
2. Tony Anderson
3. Jeremy Potts
Bomber
1. Bobby Gardner
2. Gib Ham II
3. John Grenier
Pure Stock
1. Danny Ray Wampler
2. Dan Wampler
3. Jason Skip

Cedar Lake Speedway

New Richmond, Wis.
July 29, 2007
Late Model
1. Jody Jensen
2. Jason Miller
3. Dave Cain
Super Stock
1. Mike Weber
2. Tim Borgeson
3. Jim Gullikson
Midwest Modified
1. Greg Chelsey
2. Andy Jones
3. Dan Wheeler
Street Stock
1. Chris Vandekamp
2. Jason Vandekamp
3. Corey Rosen

Waynesfield Motorsports Park

Waynesfield, Ohio
July 28, 2007
Sprint Car
1. Corey Smith
2. Jon Stanbrough
3. Shane Cottle
Modified
1. Gary Richard
2. Bill Keeler
3. Steve Duty
Stock Car
1. Tony Anderson
2. Weasel Philpot
3. Jason Jimison

Jackson Speedway

Jackson, Minn.
July 28, 2007
Sprint Car
1. Russell Wiese
2. Jake Leighty
3. Gordy Vogelbaar
Limited Sprint Car
1. Steve Yarns
2. Jake Nicosen
3. Casey Friedrichsen

Stock Car

1. Trent Schroeder
2. Luke Saathoff
3. Al Thoms
Hobby Stock
1. Dustin Larson
2. Dan Thate
3. Chad Carlson

Charter Raceway Park

Beaver Dam, Wis.
July 28, 2007
Modified
1. Dave Schoenberger
2. Russ Reinwald
3. Tim Lemirande
Grand National
1. Roger Lee
2. Don Sorce, Jr.
3. Will Sorce
Stock Car
1. Jon Schultz
2. Roger Lee
3. Jerry Winkler
Legends
1. Eric Barth
2. Brad Weber
3. Phil Van Tatenhove
Dirt Devil
1. Aaron Stolp
2. Stephen Lemay
3. Shaun Diebert

I-94 Raceway

Sauk Centre, Minn.
July 28, 2007
Super Late Model
1. Zac Davids
2. Trevor Stewart

Street Stock

1. Jeff Ryan
2. Matt Hendrickson
3. Patrick Brehcha
Thundercar
1. Joe Karl
2. Andrew Henry
3. Jason Schroepfer
U-Car
Pro-4 Truck
1. Dean Peterson
2. Matt Peterson
3. Dustin Karl
4-Trucker
1. Josh Christy
2. C.J. Karl
3. Joe Albritton
Just-4-Fun
1. Travis Vanderby
2. Michael Lofquist
3. Dan Fitzpatrick

Calumet County Speedway

Chilton, Wis.
July 27, 2007
Sportsman
1. Jesse Cullen
2. Randy Brunette
3. Terry Van Roy
Street Stock
1. Joe Wittmann
2. Wade Belongia
3. Jon Mignon
Challenger
1. Kevin Lubach
2. Jeremiah Roehl
3. Jay Van Asten
4-Cylinder
1. Jenny Harris
2. Tim Simon
3. Mark Kuhfuss

Deer Creek Speedway

Spring Valley, Minn.
July 28, 2007
Modified
1. Brad Waits
2. Mike Sorensen
3. Bob Timm
Late Model
1. Mark Teske
2. Lance Matthees
3. Nick Herrick
Midwest Modified
1. Chris Adams
2. Bryan Hernandez
3. Brandon Davis

Auto City Speedway

Clio, Mich.
July 28, 2007
Legends
1. Scott Menlen
2. Chance Rice
3. Levi Rouster
Super Stock
1. Norm Wilcox
2. Jeff Owens
3. Shaun Whitney
Modified
1. Nick Clemons
2. Donny Matteson, Jr.
3. Ken O'Conner
Factory Stock
1. Lonnie Saumier
2. Chad Lamson
3. Jimmy Stratton
Hornet
1. Blake Childers
2. Jessica Hayward
3. Mark Wilcox

Miami County Speedway

Peru, Ind.
July 28, 2007
Outlaw Micro Sprint Car
Junior Sprint
1. Addison True
Open Class
1. Stephanie Mockler
Restrictor Class
1. Halen Shafer
2. Conner Donelson
3. Austin Thomas
Non-wing Class
1. Ryan Kline
Stock Class
1. Ben Taylor
2. Kris Knox
3. Richard Smith

Double-X Speedway

California, Mo.
July 29, 2007
Sprint Car
1. Jesse Giannetto
2. Jesse Hockett
3. Terry Hinc
Street Stock
1. Joe Miller
2. Greg Holdren
3. Ray Smith
Hobby Stock
1. Jeremy Stewart
2. Cody Frazon
3. Krissi Herbach

Dixie Motor Speedway

Birch Run, Mich.
July 27, 2007
Truck
1. Justin Claucherty
2. Patul Schaffer
3. Darren Lane
Modified
1. Chuck Silva
2. Donny Matteson, Jr.
3. Travis Eddy
Late Model
1. Marty England
2. Chad Bennett
3. Scott Watkins
Sportsman
1. Joe Cunningham
2. Kevin Harder
3. Kyle Hayden
Stock Car
1. Mike Walther
2. Ed Newman, Jr.
3. Jay Woolworth
Bomber
1. Lonnie Saumier
2. Anthony Jurek
3. Jeff Roethlisberger
Figure-8
1. Duane Damon
2. Bob Kern
3. Jordan Lechota

Anderson Speedway

Anderson, Ind.
July 28, 2007
Legends
1. Rodney Smith
2. Kyle Lapier
3. Billy Smith
Thundercar
1. Lonny Burton
2. Sam Folsom
3. Alice Riall
Front-Wheel-Drive Figure-8
1. Jeff Wright
2. Donnie Ellis, Jr.
3. Nick Warner
Front-Wheel-Drive Oval
1. Kevin Harmon

REGIONAL NOTES

On July 21, **Kenny Scholten** became the 400th driver to win an A-main at I-90 Speedway in Hartford, South Dakota. The track opened in its present configuration in 1988... **Greenville, S.C.'s M.E. "Whitey" Suttles**, 70, outlasted the now-defunct Super Renegade division at Anderson (S.C.) Speedway, so Suttles started his first race in two decades at Traveler's Rest (S.C.) Speedway on July 27. Suttles plans to run at several tracks in the region to continue a racing career that began in the 1950s... **River Cities (N.D.) Speedway** inducted three new members into its Hall of Fame on July 20. **Dennis Spieker, Bob Amundson and John Albrechtsen** were the new inductees... **Kevin Nuttleman** captured the 99th victory of his career on July 21 at La Crosse Fairgrounds Speeway in West Salem, Wis... **Lake Erie (Pa.) Speedway's** July 21 event set a track-record payout for the late-model class, exceeding \$50,000 for the first time. It was reportedly the largest purse for asphalt late models in the tri-state area over the past decade. The winner's share, taken home by **Brian Campbell**, was \$10,450... **Coleman Pressley**, son of veteran NASCAR driver **Robert Pressley**, took the lead with three laps remaining and went on to win the 75-lap late-model-stock feature on July 21 at Tri-County Motor Speedway in Hudson, N.C... **Hesston (Pa.) Speedway** held the inaugural Big Bob Memorial Race on July 21 in honor of frontstretch lineup man **Bob Deem**, who died last year of a heart attack... **Chuck Steuer** won for the first time since 2004 in NASCAR Modified action at Riverhead (N.Y.) Raceway July 21... **Tyler County (W. Va.) Speedway** hosted its third-annual Racer's Reunion on July 21, featuring a 10-lap pure-stock race for the retired drivers in attendance... **Dustin Rumley**, a 17-year-old rookie, earned his first-career victory in the 75-lap late-model stock-car race at Ace Speedway July 20 in Altamahaw, N.C. The second-generation driver led the final 19 laps after charging from eighth place... On July 21, **Eric Evans** captured his seventh victory this season in the thunder division at Mt. Lawn (Ind.) Speedway.

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Maier Holds On For 60

Thursday
By RANDY FISHER
 BELLEVILLE, Kan. — Brian Brown used a red flag to make adjustments and retake the lead to win in the O'Reilly NCRA Sprint Car Series feature Thursday night at the Belleville High Banks.

Brown led the first 12 laps, but J.D. Johnson took control on lap 13. The red flag came when Don Droud, Jr.'s engine blew and caught on fire on lap 15. Johnson adjusted his car and went to the top on the restart. He took the lead on lap 16 and paced the remainder of the 20-lap distance on the historic half-mile oval. Johnson finished second, with point-leader Garry Lee Maier, Mike Peters and Derek Drown following.

The finish:
 Brian Brown, J.D. Johnson, Garry Lee Maier, Mike Peters, Derek Drown, Marc Robe, Stu Snyder, A.J. Selenke, Jon Freeman, Tige Jensen, Dan Freeman, Terry Goodwin, Don Droud, Jr., Andy Shouse, Roger Sundquist, Paul Flynn.

Friday
 PARK CITY, Kan. — Garry Lee Maier started on the pole and held off a late race charge by Marc Robe to pick up his fourth series victory of the season and the 60th of his career as the O'Reilly NCRA Sprint Series presented by ICM/Ethanol made its second stop of the season at 81 Speedway.

A late-race caution for Scott Lehman on lap 22 would slow the pace one last time, but on the restart, there was no catching Maier as he set sail. Robe finished second.

Mid-Race Pass Boosts Boen
By RANDY FISHER
 HUTCHINSON, Kan. — Kelly Boen took the lead from Al Purkey halfway through the feature and went on to win in the O'Reilly NCRA Late Model Series feature presented by ICM/Ethanol Friday night at Hutchinson Raceway Park.

The event, which was co-sanctioned by the Topless Outlaw Racing Ass'n (TORA), drew 28 cars in the first head-to-head contest between the two sanctioning bodies in several years.

Al Purkey came home second, followed by Bryant Goldsmith, David Conkwright and Ryan McAninch.

The finish:
 Kelly Boen, Al Purkey, Bryant Goldsmith, David Conkwright, Ryan McAninch, Jimmy Seagraves, Mike Conkwright, Mike Wiarda, Kyle Berck, Ryan Rairden, Matt Collins, Gary Gorb, Brad Fortney, Brian Bolster, Mollee Collins, Justin Kinderknecht, Shaun Buckley, Justin Hoepker, Gerald Spurgeon, John Anderson, Earl Kinderknecht, Delbert Smith, Bo Egge, Greg Larsen.

Hearn Extends Record

By TOM SKIBINSKI
 DRUMMONDVILLE, Quebec — All-time Advance Auto Parts Super DIRTcar Series winner Brett Hearn added to the record book by dominating the 30th annual Hyundai 100 Monday night at Autodrome Drummond.

Hearn's tour-leading third victory of the season gave him his first point lead of the summer, one that Tim Fuller, who finished seventh, had held since the beginning of June.

Steve Paine slipped under Danny Johnson on the final lap to secure a second-place finish, while the race's only other leader, Frank Cozze, and Gary Tomkins rounded out the front five.

After a caution on lap 76, Hearn steadily pulled out an eight-car advantage with 10 to go, although the group behind him was far from settling its differences as the laps clicked by.

The finish:
 Brett Hearn, Steve Paine, Danny Johnson, Frank Cozze, Gary Tomkins, Billy Decker, Tim Fuller, Dale Planck, Jimmy Phelps, Mario Clair, Kayle Robidoux, Michel Dusseault, Billy Dunn, Andre Gauthier, Dany Bilodeau, Yan Bussiere, Alan Johnson, Patrick Picotin, Gino Clair, Sebastian Gougeon, Eric Landry, Frederic Gamache, Patrice Demers, Wallace Stacey, Gilles Bessette, Clement Therrien, David Hebert, Matt Sheppard.

Bruno Goes Airborne

By TOM SKIBINSKI
 PLATTSBURGH, N.Y. — The last time the DIRTcar Modifieds circled Airborne Speedway was in 1989 when the track was dirt. In a fitting performance, 1991 Miller Electric DIRTcar 358-Modified Rookie of the Year Mike Bruno captured the DIRT-sanctioned Big-Block Small-Block special July 24 on Airborne's four-tenths-mile asphalt surface.

Bruno led a sweep of the top-three spots by weekly Airborne small-block rivals, with track point-leader George Foley finishing second, ahead of Patrick Dupree in third.

Bruno collected the \$3,000 top prize after leading the entire 40-lap main event, which featured a mix of big- and small-block modifieds.

The finish:
 Mike Bruno, George Foley, Patrick Dupree, Wayne Jelley, Cameron Grady, Kenny Tremont, Frank Cozze, Matt Woodruff, Francis McNeil, Richard Chauvin, Greg Atkins, Leon Gonyo, Chuck Hossfeld, Pierre Berthiaume, Mike Reyell, Chris Cayea, Zack Baldwin, Andy Kane, Spencer Rushlaw, Aaron Bartermy, Jason Durgan, Danny Johnson, Ryan McLean, Martin Roy, J.P. Gobeille.

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JIM FEENEY PHOTO

LISTEN UP: Andrew Harpell directs a RoC Asphalt Modified Series driver's meeting at Oswego (N.Y.) Speedway.

TRADES: Harpell Continues Family Business Of Track Promotion

CONTINUED FROM PAGE 2

name of the hamlet at the foot of the hill, Five Mile Point.

After her husband's death, Anna Heath leased the track to outside promoters until Andrew's older brother, Dan, took it over in 1989. By that time, Interstate 81 ran along the back-straight and industrial development loomed on all sides. Dan Harpell persevered through tough times both in the sport.

Andrew arranged to purchase the track from his grandmother in 2003. It's now in its 57th-consecutive year of Saturday night operation, featuring the usual mix of classes for an Empire State weekly show — modifieds, sportsman car and pure stocks, plus IMCA modifieds and a new economy class called lightning cats.

"I can tell you the reason the track is there is because my grandmother wanted it to be there," Andrew declared. "She unfortunately passed away the winter before my first year back at the Point, four years ago. I wish she could have been there. She had many opportunities to sell the track. Her comment always was, 'Where will the boys race?' She said that every time someone made a serious offer for the track."

Mrs. Heath, past age 90, remained a frequent visitor to the track and a fixture at the annual banquet until her passing.

Meanwhile, Harpell earned his degree from Oswego State University in 1991 and nearly took a public relations position with the NBA's Orlando Magic before the opportunity was presented to become a track operator.

The owners of Tioga Speedway, the asphalt track on the other side of the Binghamton area, had taken over the operation from former leaseholder Dale Campfield (who retained the copyright on its more familiar name, Shangri-La), and found that race promotion wasn't as easy as it looked.

They needed a racing guy to deal with the racers, and Harpell accepted the challenge, even though it put him

in competition for Saturday night race fan dollars with his brother. He stayed there from 1993 to 2000.

"In my first year at Tioga, we ran the Southern Tier Fall Classic, a 100-lap modified race sponsored by Miller, and we had one different car than we had on a weekly basis," he related. "The old regime had the theory, 'If my rules are different, my cars won't leave; where my theory has always been 'If all our rules are the same and I do my job, my cars won't leave, and their guys will come in for specials.'"

From that theory and the similar ideas of another dirt tracker turned asphalt promoter, the late Alex Friesen of Lancaster Speedway, came the first New York State Modified Championship Series.

Two years, later Harpell and Friesen teamed up to buy the rights to the faltering Sunoco Race of Champions and moved it to Oswego Speedway.

The first Race of Champions at Oswego in September 1996 was hailed as a rebirth of a fading institution.

"We kept the race going continuously. There was a lot of speculation after Joe Gerber got out that the race wouldn't happen anymore," he said, adding, "Unfortunately, we lost a great ambassador for racing and I lost a good friend that winter when Alex was killed."

Friesen lost his life in a snowmobile accident in December 1996.

The New York State Modified Championship became the Sunoco Race of Champions Series, and when Harpell left Tioga in 2001, the series became his focus.

But it wasn't long before he assumed the reins at Five Mile Point. Harpell emphasizes he could never have pulled it off had his brother not stayed on part-time while launching a new career of his own in the business world.

"I tell people I make the mess and Dan fixes it," Harpell said. "He has a full-time job to support his three sons that live with him. He's got a big obligation to his family, but yet he finds time to grade the track every week. Without him, I wouldn't be able to do what I'm doing."

As the 2005 racing season approached, there were rumblings of discontent from among the dirt-track modified fraternity over the direction DIRT MotorSports was heading after

its purchase from founder Glenn Donnelly by an investment group. The last attempt to create another series for the big-block modifieds, the USNA circuit in 2000, had collapsed in mid-season, leaving scars that took years to heal, but Harpell had a different approach: not a rival series for touring pros, but an alternative for the weekly racer and the weekly track.

"It was another good friend in racing who got it started," Harpell explained. "Some of the vendors in the Northeast said they'd like to see another option. Cory Reed and I were talking, and we both said the same thing. Cory and I agreed the Race of Champions name was a natural."

In an ironic parallel to the birth of the RoC asphalt series, Harpell was the co-founder but soon became the sole driving force when Reed returned to the DIRT fold.

"We parted on very good terms, and we still have a good relationship today," Harpell stressed.

As for the series they created, the idea was a winner.

"The rest is history. The first race at Fonda, we had 63 teams show up only a month after announcing the series. From the beginning, the race has been phenomenal," Harpell declared.

So let's return to our multiple-choice question. Visionary? Certainly. When you start investing money in upgrading a 57-year-old family business and start asking others to invest their money in a major rule change, you have a vision.

Power broker? Not by design, perhaps, but when you run two series whose champions have included Alan Johnson (RoC dirt 2006) and Matt Hirschman (RoC asphalt 2005), you have street cred in the business of short-track racing.

A little bit crazy?
"If it wasn't for the passion, and the fact that every event is different, and at the end of the day when you have a great event, even if you get four hours sleep, it picks up and carries you," Harpell said. "If I didn't enjoy it I wouldn't be doing it. It's rewarding when you see the drivers and fans show up for an event and when you see a good race at the end of the day. That's my reward."

Option D, "all of the above," is probably the best answer.

Texas Raceway Sold

CORPUS CHRISTI, Texas — At a time when there has been a lot of bad news concerning short tracks, there was good news concerning one track this week.

San Antonio businesswoman Shelma Walton has purchased Corpus Christi Speedway, a quarter-mile asphalt oval located just west of the South Texas town.

INDUSTRY

Walton also owns and operates J & S Racing Promotions, a newly formed company that provides racing promotional and sponsorship services. It is headquartered in San Antonio.

The former owners of Corpus Christi Speedway, Donnie and Carol Yocum, hosted their farewell race July 28.

Although the Yocums are sentimental about selling the speedway, they feel good about their decision.

"We're very confident in our decision to sell the track to Shelma Walton," commented the Yocums. "With the experienced staff Shelma will bring to the track, the only way to go is up. Owning a race track can be

very demanding, and the love of racing means everything to an owner. We can see that Shelma loves racing, and we feel her determination will make the track a success."

Walton plans to hold all of the remaining 2007 races as originally scheduled.

"We've heard about Corpus Christi Speedway's popularity, especially with the drivers, and we know it's rich in racing history," said Walton. "It's my goal to keep racing alive in south Texas, and I feel that the purchase of Corpus Christi Speedway is definitely a step in the right direction."

"I can tell that the Yocums are emotional about the future of the track, and I plan to do all I can to continue their positive momentum. They've created a family oriented atmosphere at the track, and I think that's also very important to the future of racing in Texas."

Corpus Christi Speedway opened its gates in 1945, and the Yocums have owned the speedway for the past 16 years. It was the home track of former NASCAR champions Bobby and Terry Labonte.

Kaeding Dominates Chico

Saturday

By TROY HENNIG

CHICO, Calif. — The Kaeding family stole the show again Saturday night during the season finale of the Golden State Challenge King of California Series at Silver Dollar Speedway.

Tim Kaeding captured the 30-lap main event for his second victory in

as many nights, but it was his father, Brent Kaeding, who won his 13th

GSC

King of California Series championship. The pair also battled all 30 laps of the main event.

During a five-lap stretch near the end of the race, the two swapped the lead every lap. At the finish it was the Kaedings followed by a surging Brandon Wimmer in third.

"I wish we could do this every night," said Tim of racing with his father. "I don't know how my old man can do what he does night in and

night out, but it just shows why he is the best in California again.

"We don't give each other any room on the track, and I hope the fans enjoyed it as much as I did."

The finish:

Tim Kaeding, Brent Kaeding, Brandon Wimmer, Evan Suggs, Jason Statler, Peter Murphy, Trevor Green, Sean Becker, Jason Botsford, Brett Miller, Jon Maiwald, Mason Moore, Chris Masters, Zack Mason, Kyle Larson.

Friday

CHICO, Calif. — Tim Kaeding won for the fourth time in as many races, leading all 30 laps Friday night at Silver Dollar Speedway in the Golden State Challenge King of California Series.

Kaeding held off his father, Brent Kaeding, for the victory. Peter Murphy finished third, followed by Ronnie Day and Greg DeCaires.

The finish:

Tim Kaeding, Brent Kaeding, Peter Murphy, Ronnie Day, Greg DeCaires, Matt Shelton, Sean Becker, Jason Statler, Evan Suggs, Willie Croft, Jon Maiwald, Pat Harvey, Jr., Ken Fredenburg, Shain Matthews, Mark Workentine, Johnny Gray, Brandon Wimmer, Mike Henry, Mason Moore, Trevor Green, Robbie Whitchurch, Jeremy Phillips.

Winters Freezes Field In Arlington

Friday

ARLINGTON, Minn. — Scott Winters made the most of the lap-time advantage he held over his O'Reilly Bumper to Bumper IRA sprint car competitors and

decimated the field in the series's debut at Arlington

IRA

Raceway.

Winters strolled to the first IRA victory of his career over a 29-car field.

The finish:

Scott Winters, Steve Meyer, Donny Goeden, Scott Neitzel, Travis Whitney, Brian Kristan, Jerry Richert, Jr., Mike Reinke, Bill Balog, John Haeni, Scott Bierter, Kim Mock, Scott Uttech, Gary Dewall, Jesse Smith, Brett Geldner, Leigh Thomas, Russel Borland, Ryan Irwin, Billy Hafemann, Andy Hunt, John Sernett, Joe Symons, Tim Vandever.

Saturday

JIM FALLS, Wis. — Jerry Richert,

Jr. didn't waste any time trumping his best O'Reilly Bumper To Bumper IRA sprint cars finish of the year. On Friday night, he raced to a season-best seventh at the Arlington (Minn.) Raceway.

A day later, Richert strolled to victory lane in the IRA Sprint Cars tour's inaugural visit to Eagle Valley Speedway.

Bill Balog chased Richert throughout the race but settled for second. Scott Neitzel took third, and Steve Meyer charged from 16th on the starting grid to nip Donny Goeden at the line for fourth.

The finish:

Jerry Richert, Jr., Bill Balog, Scott Neitzel, Steve Meyer, Donny Goeden, Kim Mock, Scott Bierter, Travis Whitney, John Haeni, John Sernett, Joe Symons, Ryan Irwin, Dave Uttech, Scott Uttech, Lance Fassbender, Bill Wirth, Brian Kristan, Andy Hunt, Billy Hafemann, Russel Borland, Tim Vandever, Tony Hargrave, Mike Reinke.

ECONOMAKI: Busch Race At ORP Was Excellent

CONTINUED FROM PAGE 4

Compleats on ESPN last Saturday night as the best NASCAR race of the year. The persistence, track savvy and late-race competitive style displayed by midget-trained **Jason Leffler**, which produced the first Busch Series victory for Toyota, will be long remembered. In another TV opinion, it is surprising **Tony Stewart** and **Jeff Gordon** are the only active drivers on ESPN's roster of NASCAR's all-time top-20 drivers, headed, of course, by the late **Dale Earnhardt**. And ESPN needs to drum into its track-side reporters how to ask questions and not make statements in interviews and to never, never order subjects to "talk about" such and such, as that is a dead giveaway the announcer isn't hep enough to craft a relevant question. Lastly, are we ever glad the Allstate 400 at the Brickyard

is now history, which means we won't have to watch on TV — over and over again — drivers kissing bricks. Enough!

The awards banquet season is off to an early start in dairy land. The annual reunion of the Badger Midget Auto Racing Ass'n is slated this Sunday Aug. 5 at 1 p.m. at its home track, Angell Park Speedway in Sun Prairie, Wis., while the Champ Car Atlantic Championship awards dinner comes Aug. 12 at the ritzy American Club in Kohler, Wis.

Former eastern midget-car owner **Ken Brenn**, who won rave reviews for his classic race-car show last September in his hometown of Warren Township, N.J., has announced a repeat of the event for Sept. 9, 10 a.m. to 4 p.m., same location. Rain date is Sept. 16. Brenn feels last year's entry of 428 cars will be exceeded. Want to know more? Call Ken at 908-647-1609. See you there.

A Racing Legends Reunion has been scheduled as part of an Empire Super Sprints day

at the Little Valley, N.Y., Speedway on the Cattaraugus County Fairgrounds at 6 p.m. Sunday Aug. 26th. Race cars from yesteryear are sought for exhibition purposes. The night's racing program on the half-mile dirt track includes super stocks, E-mods and street stocks, along with the ESS gentry. Details from **Wayne Reed** at 716-257-9573.

Name change. The United Auto Group, chaired by **Roger Penske** and one of the three biggest auto dealership groups in this country, has become Penske Automotive Group, Inc. The stock in the renamed Co. is now traded on the New York Stock Exchange as PAG rather than UAG.

Canadian motorsports entrepreneur **Glenn Butt** says the success of his first Canadian Motorsports Expo warrants a renewal. Butt says the 2008 version at the Toronto Congress Centre is scheduled January 18-20. The show's official Web site is www.canadianmotorsportsexpo.com or by phone 905-721-1762.

FORUM: One Reader Got A Haircut From Bubby

CONTINUED FROM PAGE 4

the fans. There would be two races and twice as many stars. My proposal is to combine Champ Car and the IRL into a single promotional group, retaining the existing teams, with technical matters staying as they are — unique to each sanctioning body. Distill the best 20-25 events and hold doubleheader events at the same location. Both races would normally be held on the same day. They could alternate which group races first. If there are too many cars for pit spaces or other constraints, the races could be run as a two-day event.

Of course, some teams (you know who) would expand so as to race in both sanctioning bodies, and there would have to be special provisions for Indy.

The idea has some warts, but it makes more sense than the current irrational situation.

Dan Harvey
Kerrville, Texas

Serena Dalhamer
Cedar Rapids, Iowa

Faith Restored

If you're like me and spend your weeks in corporate purgatory watching climbers trample anyone and everyone on their way up, you, too, have probably lost faith in the human race. I suggest you take my lead and go to your local track to get it back.

During Little League Night at Knoxville Raceway, Ricky Logan blew a left-rear tire on his winged 410 sprinter and came into the pits under caution. Immediately, Jack Dover's crew (which unfortunately had a miserable night) was there, tearing off the damaged wheel and wrenching on a new one, getting Logan back on the track. See this, and you know there is still some basic human decency in the world.

HEDGER:

Former Driver Makes A Career With A Wrench

CONTINUED FROM PAGE 4

ly, day to day, week to week." Hart is now working with Roth Motorsports and driver Lasoski.

"Davey Whitworth has run this team for three or four years, and he's got me and Steve Tiner with him," Hart said. "Danny Lasoski has a lot of input, too. They hired me because they were struggling car wise and getting way behind. They needed another guy."

With other teams also going through mid-season "adjustments," we suggest that many problems may not be mechanical or talent driven, but conflicts of personality.

"Definitely!" said Hart. "It's a very close relationship here. You're either racing or in the truck 24/7, and in the last 10 days, none of us have been away from the others more

Go a few more times, and you'll see these seemingly "random" acts of kindness are not so random. On any given night, you will see competitors who battle fiercely on the track helping each other in the pits.

Why? It takes a certain caliber of people to get into this sport. Those aforementioned climbers will never understand why someone would spend a million dollars to win \$1,000. People with hearts and souls know that there is so much more to it than the limited prize money. For some, it's the win itself. For others, it's the family that you gain by being in the pits and working together. Most do it because of the fact that racing has become as necessary to them as oxygen, a state that only racers and hard-core fans truly understand.

So, this weekend, pull the knives out of your back and go to your local track to see the human race at its finest. And don't forget to join me in thanking these local heroes for reminding us that there is still good somewhere in this world.

Memories Bubby Forth

Your recent article about Bubby Jones and his sons was very good, and for me, brought back many memories of Bubby's racing days. Bubby, Larry Henry and I were in school together in Danville, Ill. Bubby became a barber at the best place in town to get a good flat-top haircut. The other barbers were the Cannon brothers, Larry and Steve, who were pretty good racers themselves. There was lots of good racing talk and good-natured kidding in the shop, which was good because you usually had a long wait for a haircut.

In October of 1968, I went in for a haircut and Bubby was still working. He gave me a haircut, and we began talking about his racing year and how things were going. Bubby was driving a really good car, which was owned by a guy from Urbana, Ill. Bubby was also doing the mechanic work on the car. He

was racing at seven different tracks each week. He was the track champion at four or five of those tracks — Fairbury, Urbana, Decatur, Springfield and St. Louis, I believe. He told me that he had just been invited to a big-paying (\$30,000-to-win) race in Pennsylvania, and they were paying him tow money. He felt this was maybe the time to consider doing this full-time. He was working days as a barber and racing every night but Monday. It was taking its toll on him and his family.

It was also good to see a recent picture of Bubby in the article. The last time I saw him was about 1990 at Knoxville. He was doing the Midwest tour with the CRA. This was about the end of his racing days. He could still hustle the car when he got on the wheel. He won the feature there because he has always liked the speed tracks. He loved Eldora, Knoxville and Terre Haute, because if you didn't like to go really fast, he did, and he was going to eat you alive.

He still had the desire because he decided to go to South Dakota that night, which they had not planned to do, but he had just won. It is amazing to me that in about 12 years he won enough features with the CRA to end up second on the all-time CRA win list.

It is really good to recall those good ole days, all the way back to high school.

Jeff Willett
Liberty Hill, Texas

More On Carters

I enjoyed the write-up on Pancho Carter. I agree with reader David Dunne that a little more could be said about Duane Carter, Sr. He was as big a name in his day as Pancho. Also, a point of interest is that Pancho also had some racing influence through marriage — his father-in-law, Carl Forberg, was a top driver and car owner at the time Duane, Sr. was racing. Keep up the good articles.

Jack Feeney
Oxford, Mich.

than four hours. Luckily, Steven and Davey are easy to get along with. Danny is a little more high stress, but Davey deals with him and the car owner."

Hart's wife, a native of Australia, worked with Rob on the cars before their family came along. Now she has to pick and choose her races.

"She was at the King's Royal, Lima, Knoxville and Lernerville, and she brings the kids when it's convenient. She helps the Saldanas in the T-shirt trailer, which gives her a good place to keep the kids in sight," Hart said. "Her dad's a racer, too. He's here for the Knoxville Nationals, and after that, my wife, my daughter and my son are going to Australia for a month."

Hart misses the family. And since he lives in the heart of USAC country, he could have the best of both worlds by working from home.

"I've done that, and it's not a bad deal. But once you've done this, it's like a drug. You can make more money and the adrenaline level is higher,

too. It's the big league," Hart said. "But there's money to be made with USAC because there's a bunch of affluent families with kids who need rides. I'll probably end up there, but right now, this is where I want to be."

When asked if he has any regrets over how his career has gone, Hart shakes his head, "No," but he soon reconsiders.

"I had a good time driving and went all over to race. My only regret is that I talked with two or three guys about driving for them but didn't, and they turned out to be really good car owners. That was my biggest mistake. Otherwise, I have no regrets.

"I will say that you never know when you'll win your last race. I think mine might have been at the Orange County Fairgrounds Speedway. At the time, it was just another race, and we just packed up and went home. Now I wish I'd enjoyed it more."

Three USMTS Mod Winners

Thursday

LOCUST GROVE, Ark. — Peyton Taylor captured

USMTS

Thursday's main event at Batesville Motor

Speedway to earn a sweep for the locals in USMTS Southern Series competition at the three-eighths-mile high-banked clay oval.

Taylor took the lead at the green flag in Thursday's feature and then proceeded to lead all 40 laps to pocket the \$3,000 top prize.

Jeremy Payne followed in second. Tommy Weder, Jr., Brandon Smith and Kevin Salter rounded out the top five. Sean Jones charged from 20th to finish sixth.

The finish:

Peyton Taylor, Jeremy Payne, Tommy Weder, Jr., Brandon Smith, Kevin Salter, Sean Jones, Jeff Taylor, Jared Landers, Michael Murphree, Jason Wilkey, Randy Timms,

Brandon Morton, Johnny Bone, Jr., Dena Wilson, Kelly Shryock, Steve Holzkamper, Jason Krohn, Jason Hughes, Troy Taylor, Zack VanderBeek, Larry Campbell, Michael Robertson, Willy Kraft, Terry Phillips.

Friday

MONTICELLO, Ark. — Greg Skaggs recorded his second USMTS Southern Series victory of the season Friday at Monticello Speedway.

Skaggs came from the third-starting spot, needing just two laps to take the lead for good in a dominating performance.

Jason Hughes was second, while Jason Krohn, Kelly Shryock and Randy Timms made up the top five.

The finish:

Greg Skaggs, Jason Hughes, Jason Krohn, Kelly Shryock, Randy Timms, Dustin Hyde, Jeff Taylor, Tommy Weder, Jr., Patrick Linn, Sean Jones, Bobby Malchus, Michael Murphree, Zack VanderBeek, Scott Green, Dena Wilson, Jamie Burford, Chase Allen, Michael Robertson, David Horner, Brandon Morton, Kyle Peasant, Steve Miller, Johnny Bone, Jr., John Whittington.

Saturday

CHATHAM, La. — Randy Timms nailed down his first USMTS Southern Series victory Saturday at the Fast Trax Speedway, pocketing the \$3,000 winner's share.

Timms snared the lead from Zack VanderBeek as they completed the 15th lap. He paced the final 26 laps of the feature on the quarter-mile oval. Timms held off a late charge from eight-time USMTS champion Kelly Shryock.

Jason Hughes came from 12th to finish third. Tommy Weder, Jr. was fourth, and Chris Henigan charged from 14th to round out the top five.

The finish:

Randy Timms, Kelly Shryock, Jason Hughes, Tommy Weder, Jr., Chris Henigan, Zack VanderBeek, Joel Couvillion, Shane Hebert, Rodney Sanders, Phil Dixon, Steve Holzkamper, Scott Green, Jamie Burford, Lee Pattons, Greg Skaggs, Nicholas Littlejohn, David Horner, Jody Davidson, John Whittington, Tim Clonch, Joey LaPrairie, Willy Kraft, Courtney Tanner, Bobby Malchus.

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NSSN THE FINAL LAP



AUTOSTOCK PHOTO

ON THE FENCE: Crew chief Greg Zipadelli climbs the fence Sunday at Indianapolis Motor Speedway to celebrate Tony Stewart's Allstate 400 victory.



JULIA JOHNSON PHOTO

SWEET REWARD: Jason Leffler kisses his wife, Allison, after scoring Toyota's first Busch Series victory Saturday night at O'Reilly Raceway Park in Clermont, Ind.



TNT PHOTO

MR. POPULARITY: Robert Doornbos is surrounded by photographers as he enjoys his victory in Sunday's Champ Car San Jose Grand Prix.



AUTOIMAGERY.COM PHOTO

LIGHTING THE NIGHT: Kenny Bernstein makes a qualifying run Friday night in Sonoma, Calif.



SCUDERIA TORO ROSSO PHOTO

RUNNING OF THE RED BULL: Scuderia Toro Rosso driver Vitantonio Liuzzi threw down a few laps in the STR2 to kick off Red Bull X-Fighters, a freestyle motocross competition, at the Las Ventas bullfighting arena in Madrid, Spain, on Friday.

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AIRING AUGUST 16 AT 5:30 P.M. ET ON

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Faccinto #32*



Tom Dyer #33



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in Las Vegas. Congratulations to
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