

JULY 4, 2007



DIRT TRACKIN': Shane Stewart (8), Chad Blonde (5) and Brad Haudenschild duke it out at Hilltop Speedway during Ohio Sprint Speed-

## Stewart Is King Of Ohio Sprints

 all stars PAGE 26
## Bloomquist Has All The Right Moves



снамP CAR РНото MINARDI POWER: Rookie Robert Doornbos celebrates his first Champ Car victory Sunday at Circuit Mont-Tremblant. Doornbos defeated three-time series champion Sebastien Bourdais by 2.889 seconds.


JULIA JOHNSON PHOTO MONEY TRAIL: Scott Bloomquist (No. 0) works his way under Steve Shaver Saturday night at Lernerville Speedway in Sarver, Pa.

## Big Moves, Big Money For Scott Bloomquist

Driver Credits Intuition In Capturing
Inaugural Firecracker 100

SARVER, Pa. - Does Scott Bloomquist have a sixth sense for making the right move on the race track?

## WOO LMS

It's a question that could be debated after the dirt-late-model legend captured Saturday night's inaugural Firecracker 100 at Lernerville Speedway.
After all, just when it appeared that

Shane Clanton was ready to complete a stirring late-race charge by executing an outside pass of Bloomquist for the lead, Bloomquist made a fortuitous switch to the top lane in turns three and four that propelled him to victory in the World of Outlaws Late Model Series event
Bloomquist, 43, asserted that it was merely a case of racer's intuition that prompted him to slide up to the cushion on lap 88.
"I had no idea anybody was near me," said Bloomquist, who pocketed \$30,463 (including lap money) for his

MONEY: CONTINUED ON PAGE 43

# Closing The Deal 

Hamlin Holds Off Gordon To Finally Capture Elusive CoT Victory

By AL Robinson NSSN Correspondent
LOUDON N.H. - Sunday's Lenox Industrial Tools 300 at New Hampshire Int'l Speedway was a landmark in the young career of winner Denny Hamlin.
"It's the first time I've won when I didn't have a really dominant car," the 26 -year-old Virginian declared.

## The second-year

 NEXTEL CUP NASCAR Nextel Cup Series comhis stature as a championship contender with his first victory of the season, made possible by a two-tire stop with 45 laps remaining that vaulted him from fifth to the lead.Point-leader Jeff Gordon took second from Martin Truex, Jr. with seven laps to go but was a full car length behind Hamlin at the checkered flag. Truex finished third, while Dale Earnhardt, Jr., who led the most laps, was fourth and Jimmie Johnson lifsth.
Jeff Green scored his best Nextel Cup finish of the season in sixth, as Jeff Burton, Kevin Harvick, Matt Kenseth and Ryan Newman completed

DEAL: CONTINUED ON PAGE 30


CLOSE CALL: Denny Hamlin beats Jeff Gordon to the finish line to record his third-career Nextel Cup victory Sunday in Loudon, N.H.


## ISSN RACOM LNe

The Week In Motorsports For July 4, 2007

INSIDE THIS ISSUE

## Ashley Ends Winless Streak By Beating Bernstein

NORWALK, Ohio - Funny Car racer Mike Ashley figured out the perfect way to get over his streak of two DNQs in a row by winNHRA ning the inaugural Summit PAGES 36-37 Racing Equipment NHRA Nationals Sunday at Summit Racing Equipment Motorsports Park.


FRANK SмITH PHOTO

## McMahan Collects Second '07 Score, \$10,000 Top Prize

NEW RICHMOND, Wis. - Paul McMahan spent more time on the track Sunday night in hot laps, time trials and the third
WoO Sprints PAGES 40-41
heat than he did in winning the World of Outlaws 30-lap feature at Cedar
Lake Speedway.

Industry Insiders $\quad 10$ Power Rankings 12 A Lesson In History 14 Through The Lens 15 This Week On TV $\quad 16$ Subscribe $\quad 21$ Racing Nation $\quad 44$ Marketplace $\quad 48$ The Final Lap 54


Champ car photo
NAVIGATION DEMONSTRATION: Robert Doornbos's victory tied the rookie with Sebastien Bourdais atop the Champ Car point standings. Bourdais finished second, 2.889 seconds behind Doornbos.

# Master Of Montreal 

## By John Oreovicz

NSSN CORRESPONDENT
MONT-TREMBLANT, Quebec Robert Doornbos mastered changing weather conditions to claim his first Champ Car World Series victory at the spectacular Circuit MontTremblant north of Montreal.
Doornbos's Team Minardi USA entry was at its best in the wettest part of the 62-lap
CHAMP CAR contest - in other words, the very end, as the 25 -yearold Dutchman beat three-time series champion Sebastien Bourdais by 2.889 seconds. Will Power was third, recovering well after stalling at the start from the outside of the front row.
However, Doornbos came in for heavy criticism after the race from Bourdais, who accused the rookie of using unfair blocking tactics.
"I fully think I deserve the victory," said Doornbos, who averaged 92.245 miles per hour in a race that alternated between dry and wet conditions. "I know the rules in the U.S. are different. In Europe, in F-1, we race hard, but it is still a sport. At the end of the day, you have to be selfish. You are fighting for your own position."

MONTREAL: CONTINUED ON PAGE 34


FIRST-TIMER: Rookie Robert Doornbos shows off a stylish trophy after his first Champ Car victory Sunday at Circuit Mont-Tremblant.

## Dario Dominates Richmond Round

## By Bruce Martin

 NSSN CorrespondentRICHMOND, Va. - People may begin calling Dario Franchitti "Dario the Dominator" after his decisive victory in Saturday night's IndyCar SunTrust Indy Challenge.
Franchitti, who was awarded the pole after Friday night's qualifications were rained out, made the most of that opportunity by leading a track-record 242 laps of the 250-lap race at Richmond
IRL Int'l Raceway.
The only issue at the end of the race was whether he had enough fuel, but when the yellow flag waved for debris with 12 laps to go, he had enough Ethanol left in the tank to make it the rest of the way on the three-quarter mile oval.
After a restart with seven laps to go was waved off, Franchitti had an excellent restart with six to go, and he made it the rest of the way to win his third race of the season, the second in a row.
"They said you are good on fuel so now go," Franchitti said.
Franchitti, winner of this year's Indianapolis 500, defeated Target Chip Ganassi Racing's Scott Dixon by

## DARIO: CONTINUED ON PAGE 32

## Hornish Heading To NASCAR's Top Series

## By Bruce Martin

 NSSN CorrespondentRICHMOND, Va. - The final decision hasn't been made, but it appears Sam Hornish, Jr. will leave the IndyCar Series to compete full-time in NASCAR Nextel Cup next season.

It's not a matter
IRL of if Hornish will leave for NASCAR but when the announcement will finally be made. And although Hornish believes he will always be an IndyCar driver at heart, he doesn't believe the series
needs him any more.
"The League hasn't said two words to me about it," Hornish said, referring to the Indy Racing League, which sanctions the IndyCar Series. "You feel like they don't need you sometimes.
"They've got their stars. That's another reason why you might want to do something else.
With much of the promotional effort for the IndyCar Series being focused on Danica Patrick and Marco Andretti, Hornish's role as the only

HORNISH: CONTINUED ON PAGE 32

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## EXCLUSIVE

## Vintage Racing Puts Old-Time Drivers, Classics Back On Track

ALTON, Va. - For 3.27 glorious, time-bending miles, Nick England is the young hot shoe he always wanted to be. He is behind the wheel of an elecONCE A RACER... tric-blue-and-silver Beach MK4 racer, PAGES 28-29 soaking up each curve and every straightaway of Virginia Int'I
Raceway during the historic road course's 50th anniversary affair in early June.

## WINNER'SLIST

|  |  |  |  |
| :--- | :--- | :--- | ---: |
| Series | Winner | Where | Page |
| Silver Crown | Brian Tyler | Richmond, Va. | 6 |
| USAC Sprints | Bobby East | Richmond, Va. | 6 |
| Busch East | Joey Logano | Loudon, N.H. | 10 |
| Hooters Pro Cup | Gary St. Amant | Salem, Ind. | 10 |
| Atlantic Series | Franck Perera | Mont-Tremblant, Quebec 14 |  |
| Craftsman Trucks Travis Kvapil | Memphis, Tenn. | 24 |  |
| Busch | Kevin Havvick | Loudon, N.H. | 42 |
| Formula One | Kimi Raikkonen | Magny-Cours, France | 38 |

THE FINISH
"I don't think I'm angry. I'm not sure what I am, a little surprised, shocked. Angry, I don't think that's the right word. It's definitely the best I've run."
Brad Keselowski,
NCTS Page 24

## PUBLIC FORUM

Let your voice be heard

## Cot Is No Answer

NASCAR is attempting to standardize the Covered Wagon of Tomorrow with draconian fines for any team that addresses a loophole in the rules NASCAR has not thought of. First, let's address the biggest loophole of all - these are not stock cars, so get rid of the "SC" in NASCAR. There is no car in any showroom of these models that has rear-wheel drive, a carburetor or a silly-looking aftermarket rear wing, not to mention the front cowcatcher.
And racing? If any of the participants start rubbing too much on a competitor or are "too aggressive" on the track, it's another fine and loss of points. 50 , let's take the " R " out of NASCAR. So, what do we have? I believe it's the National Ass'n of Altered Autos or NAAA, which is what fans should be saying to NASCAR.
Add the fact that NAAA has filed a $\$ 100-$ million lawsuit against a team's sponsor because NAAA doesn't get control of the sponsor's money, and that sponsor competes with a sponsor that pays NAAA directly. What do you have? A paranoid sanctioning body, lashing out in all directions drivers, sponsors, owners. I have suggestion: They need a spokesman who is known for bombast, building straw men to knock down and overreaction. I suggest Hugo Chavez, dictator of Venezuela.

Larry Di Cicco Evergreen, Colo.

## Open-Wheel Troubles

The other day, I saw a question on a Web site that asked: What can be done to get drivers to go from sprint-car racing to Indycar racing instead of NASCAR racing? I have been a race fan and going to races since 1963. Back then, Indy-car drivers came up from the sprints and midgets. Most of the Indy drivers also raced the sprint and midget schedule. Most of the fans could see an A.J. Foyt or Mario Andretti race a sprint or midget on dirt at a Saturday night race and the Indy cars the next day.

FORUM: CONTINUED ON PAGE 55


## Share Your Opinion

Letters intended for publication in National Speed Sport News
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# On Display In New York 

## American Le Mans Series Struts Its Stuff In The Big Apple

Jsing energy independence as its raison d'etre, the American Le Mans Series hosted a luncheon at busy Tavern on the Green Friday that called attention to its scope and size on the U.S. road-racing scene. The goal, we learned, was to - hopefully - find an ALMS series sponsor via one of the many ad agencies headquartered in Gotham. It was a well-planned and well-executed function; however, the speakers babbled on far too long. Among them were Tom Slunecka of Ethanol and Tom Harrison, chairman/CEO of Omnicom Group Diversified Agency Services, which is apparently looked upon as a key catalyst toward the ALMS's sponsor goal. It is interesting that in New York, the biggest city in the world, there is only one restaurant which can accommodate an automobile among its diners, so, over the

## EDITOR'S NOTEBOOK



## CHRIS ECONOMAKI

 years, the TOG has hosting automotive feeds. Displayed for guests entering the classy Central Park eatery were - side by side - six highly polished ALMS racing sports cars with their sweating fire-suited drivers standing alongside on this 90 -degree day. Wearing sincere smiles were Joey Hand (Panoz Esperante), Bob Leitzinger (Dyson), Ryan Briscoe (Penske Porsche), Marco Werner (Audi), Dayton Duncan (Acura) and Bobby Rahal's Porsche. This array drew admiring glances from many lunch-bound New Yorkers and ALMS devotees as well. Quizzing longtime team entrant Tom Milner about losing his long-standing BMW deal, he offered this one-word answer: "money." Aware of the popularity of short-track racing in this country, Milner casually advised that during the racing season there are more auto races on one weekend in the United States than in the rest of the entire world that weekend! And about money, it was a surprise to this reporter to learn factory-entered racing teams in ALMS races receive no prize money! Race purses are only for those classed as "privateers." In discussing costs of competing, team owner Rob Dyson allowed the $\$ 60,000$ he pays for engines is a fair price, as his powerplants run for 30 hours before needing attention. Another fiscal surprise was learning ALMS tracks receive no TV money, as all of it goes to the sanctioning body, which, we presume, allocates a portion to race purses. Available for pickup and new to us was the superbly executed full-color, 36-page "Sports Car Racing 101" ALMS booklet explaining all there is to be known about the series. Top ALMS and IMSA execs Scott Atherton and Tim Mayer were table-hopping

WINDING THEIR WAY: The Audio R10 of Rinaldo Capello Allan McNish leads the way during the Utah Grand Prix at Miller Motorsports Park.
during the event, but there was no sign of big boss Don Panoz. At my luncheon table was Lime Rock Park track owner Skip Barber, anxiously waiting for any speaker to plug his July 6-7 ALMS meet, and when I asked which sanctioning body, Grand Am or ALMS - each of which shows at his track annually delivers a bigger bottom line to his raceway, he quickly replied, "ALMS."

With General Motors enjoying favorable publicity for its Pontiac nameplate in both road racing and drag racing, plus the recent renewal of NHRA's "Official Car and Truck" status for Pontiac and GMC, one wonders if GM will wake up and start blowing its own horn about Pontiac's achievements on stateside raceways. USA Today is just not enough.

The TV ratings are now public for the competing June 24th side-by-side telecasts of the live Champ Car and Indy Racing League events. Neither race was memorable, but Nielsen tells us the IRL enjoyed twice as many households viewing its race as did Champ Car.

Is auto racing next? Experts say declining ticket sales and a drop in TV ratings are the reasons Maryland's Laurel Park

ECONOMAKI: CONTINUED ON PAGE 55

## Bob Daniels Was The Saving Grace For ORP

## FISHERS, IND.

He was a doer, a man who envisioned suc- AMERICAN SCENE cess and growth and expansion and then made it happen.
The end came quietly for Bob Daniels this past weekend, which seems ironic for a man whose life was surrounded by screaming racing machines and the hustle and bustle of major sporting events. After fighting health issues for the past year, Daniels died this past Saturday morning. He was 76 .
Bob was a longtime official with NHRA, but for those of us in central Indiana, he was best known as the retired General Manager of O'Reilly Raceway Park in Clermont. During his tenure ORP emerged as a top-flight facility, one of the cornerstones of Indiana shorttrack racing.
He was a tough taskmaster, and it wasn't always easy to tag along on some of Daniels's projects. But past that gruff exterior was a man who cared deeply for auto racing and those involved in it, a man with a passion that ran both strong and deep.
Perhaps Bob's greatest gift was his vision. He came to NHRA in 1959, one of six men charged with expanding drag racing


DAVE ARGABRIGHT
throughout the U.S. Bob assumed responsi bility for Division 3, which included the Great Lakes region.
He set about by overseeing the construction of a number of racing venues in his region, including a brand-new facility in Clermont named Indianapolis Raceway Park, later to be known as O'Reilly Raceway Park. ORP eventually became host of the U.S. Nationals, the cornerstone event on the NHRA schedule.
Like NHRA founder Wally Parks, Bob saw drag racing as much more than a bunch of roughneck racers following a weekend passion. He helped lead the sport into the modern era, with polish, organization and credibility. The era of the 1960s was key for the sport, and Daniels was a prominent player.
In 1979, NHRA purchased ORP, and Parks asked Daniels to assume the role of General Manager. It was a perfect match, as ORP thrived under Daniels's leadership, and at the same time Daniels greatly enjoyed his new role.
When Daniels took over, ORP had a spotty record as a signifi-

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CHRIS ECONOMAKI
Editor and
Publisher Emeritus
CORINNE ECONOMAKI
MIKE KERCHNER
Senior Editor
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Production Editor
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## Is It Crisis Time For NASCAR?

## CONCORD, N.C.

NASCAR is in the cri sis of its life. The sanctioning body is facing two major lawsuits, which interestingly do have some relationship to the other.
If NASCAR loses either of these lawsuits, it might of these lawsuits, it migh
be the ripple needed to bring down the mightiest stronghold in professional sports.
NASCAR is suing AT\&T for $\$ 100$ million in damages, contending its 10 -year, $\$ 750$-million contract with Nextel as the title sponsor of the Cup series allows Cingular to remain in the sport as the sponsor of the No. 31 Richard Childress Racing Chevrolet driven by Jeff Burton but prohibits the change in branding Recently, AT\&T acquired Cingular, and in May a court ruled that AT\&T could apply its logo on the car,
Now, NASCAR, in a move to make a statement about how vigilant it will be in protecting its partners, has countersued AT\&T. While that issue is transpiring, Kentucky Speedway is suing NASCAR for monopolizing the sport because NASCAR won't give that speedway a NASCAR Nextel Cup date.
In an uprising of its board of directors, Marathon Partners, which holds 500,000 shares of stock in the publicly traded Dover (Del.) Motorsports company, has said in a let ter that the company should be sold by means of competitive auction.
The letter read, "Industry giants, International Speedway Corp. (ISC) and Speedway Motorsports, Inc. (SMI), dominate the business. The marketing clout, sponsorship base, infrastructure and management resources of these entities exceed that of Dover Motorsports to such an extent as to put the company at a permanent competitive disadvantage.
"Furthermore, NASCAR, the sanctioning body responsible for creating the racing schedules, is controlled by the same family that controls International Speedway. It is very clear to us that the days of the independent operator are largely over. We believe it is inevitable that Dover Motorsports participates as a seller in
the consolidation of track ownership."
Dover Motorsports owns Dover Int'l Speedway, Nashville Superspeedway, Gateway Int'l Raceway and Memphis Motorsports Park. It has two Cup dates at Dover, but has been at Dover, but has been
unable to land Cup dates unable to lher tracks, which for the other tracks, which
currently host NASCAR Busch Series races. Kentucky has a Busch

## JACK FLOWERS

## ALMS Ponders Changes

## CHARLOTTE, N.C.

For some reason there or some reason there are people who just can't stand success.
ver the years many of those were found at the top levels of European sports-car racing. How else can one explain the fact that every time the folks at the Federation Internationale de
L'Automobile and their counterparts at Le Mans seem to have a rules formula that works, they scrap it for something new?
Now, as the current prototype formula on the Eastern shores of the Atlantic finally appears to be bearing fruit, officials of the
l'Automobile Club de l'Ouest which not only governs Le Mans but leases its technical regulations to Don Panoz's American Le Mans Series, want to do away with the open-topped Spyders and their enclosed counterparts in favor of coupes, which more broadly resemble what the major manufacturers produce. The ACO hierarchy has a short memory The ACO hierarchy has a short memory
In 1976, the FIA introduced its so-called "sil In 1976, the FIA introduced its so-called "silPorsche's 935 turbo, and which, more importantly, "bombed" in the marketplace, as the public stayed away in droves while turning off their television sets.
In the mid 1990s the silhouette formula enjoyed resurgence in modified form, as both Porsche with its 911 GT1 and Mercedes with its CLK entered the fray, only to be overcome by street-legal versions of all-out Group C based racing designs from Toyota and Nissan. And, while the racing was generally good, especially at Le Mans, it was largely ignored especially at Le Mans, it was largely ignore
by ticket buyers and TV watchers alike. by ticket buyers and TV watchers alike. What should the ALMS do if the proposed ACO "street-like" prototype formula goes into effect in 2010?
In earlier times the Americans have managed to cope and, in fact, prosper to a large degree through clever marketing. However, that may not be true this time.
While it is all well and good that the ACO may attract the interest of the Europeans, here in the United States the manufacturers already have an outlet to display their wares It is called NASCAR, and it does enjoy some It is called NASCAR, and it does enjoy some
moderate success. According to many experts

RAMBLING ROAD


BILL OURSLER
a good day is about
Cup generates?
The answer is simple: they won't. And that could leave ALMS officials with some decisions to make that they may not want to make. The Grand American camp, for all the criticism one can conjure up about the appearance and the performance of its Rolex Series entries, has chosen the path of independence. The vagaries of the Europeans simply don't figure in their equation. Right or wrong, the Grand Am has determined it will decide its Grand Am has determined it will decide its own future,
the ALMS
In recent times, the Panoz camp under Scot Atherton and Tim Mayer has shown a willing ness to do what it feels is necessary for the success of its championship, the most obvious decision being the one in which the LMP2 were allowed to compete against their LMP1 counterparts on more or less equal terms, thus effectively creating a single prototype division that has brought new interest to the series.
If the World Sports Car-based prototype scriptures are abandoned in 2010 in favor of regulations, that may well reduce the size of the ALMS's grids.
Right now the ALMS has pulled itself out of the hole it was in last year when the Audi diesel R10s were crushing their opposition in a continuing and boring fashion. Those who have said that the ALMS could ultimately be doomed by its adherence to a high-tech philos ophy have had to have a serious rethink.
The ACO and the FIA may want to explore the uncharted, and frequently unrewarding, waters of the future; however, one suspects that the ALMS is a bit more practical when it comes to deciding where it wants to go. At least let's hope so.

## Should NASCAR Team Owners Stand For Treatment From NASCAR?

VALLEY STREAM, N.Y.
n its next inspection, NASCAR should check its car owners for spines. There will be no suspen sions because officials won't find anything.
NASCAR continues its ridiculous reform school attitude towards its participants. Never before have so many suspensions been handed out for "cheating."
Cheating? Are you kidding? First of all, how can it be characterized as cheating if you can't put your car on the track unless it passes inspection? In every other racing venue worldwide, the race car is submitted at the "tech line." In all the other series, including your Saturday night track, one is told to fix the violation and

Post-race inspection is different. Anyone caught with violations after a race should be penalized.
This way, everyone gets a fair chance to race. This is what the fans pay to see. NASCAR makes a bigger deal out of its point race than anything, but then arranges it in its own best interest.
And people buy into it. The e-mails and comments I get find folks going ballistic over these "cheaters." Let's see, the Hendrick No. 24 and No. 48 had fenders that didn't look right. Dale Earnhardt, Jr.'s No. 8 had illegal brackets. Then there's that piece of duct tape on an Evernham car, and let's not forget the substance that was in Michael Waltrip's manifold at

RACING JOURNAL


GARY LONDON
Daytona.
Good grief, have these men shot! Smokey Yunick must be pinwheeling in his grave laughing over this. NASCAR loves being the bully. Since its races are so lousy, excitement must come from somewhere.

Years ago when they really were "stock" cars, NASCAR wasn't so strict, even though it was oblivious modifications that could be made. The current Cup cars are built for racing from the ground up.
Yet, all this goes on and the NASCAR owners take it. Nobody has the stones to open their mouths. Owners spend millions of dollars each year to race in NASCAR. The second-highest-paid member of each team is the crew chief. NASCAR keeps throwing these men out, and for stupid picayune reasons.
Just once I wish NASCAR car owners had the gumption to show their displeasure and park their rigs outside a speedway like Saturday night racers have done. No one in

NASCAR ever complains, despite being treated like second-class citizens.
NASCAR owns the series. It insists on dictating everything.
There are so many dopey rules, always inconsistent. So, is their race management. We aren't seeing racing anymore. I imagine starting next year, it will hold a dress rehearsal on Fridays before a race.
What NASCAR is doing is an insult to anyone who really loves racing. Until the ratings completely bottom out and there are more empty seats, they will continue this charade. Waiting for a legitimate race at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail to Racewri771@ AOL.com.


## Tyler Cruises To Crown Triumph

RICHMOND, Va. - Brian Tyler led the final 89 laps to win Saturday's Silver Crown 100 at Richmond Int'l Raceway in his Team Six-R C \& R/Chevy.
The victory was Tyler's 12 th in series competition and his first this SILVER CROWN season.
SILVER CROWN Only Jack Hewitt (23), Dave Steele (16) and Chuck Gurney (14) have more career triumphs in USAC Silver Crown action. Tyler started third and passed early leader A.J. Fike on lap 12. He was not seriously challenged the rest of the way and finished more than a second ahead of runner-up Jerry Coons, Jr.
"I made my move early," said Tyler, who earned $\$ 18,500$. "It's hard to pass out there, and I figured I'd get to the front quick and stay there."
Bobby East, who won the USAC
sprint-car race earlier in the day at RIR, finished third, followed by Fike and pole-winner Pablo Donoso.
Donoso qualified at 127.914 seconds on Friday but fell behind Fike at the start of Saturday's $100-\mathrm{lap}$ race. Only three yellow flags interrupted the race, which finished with an average speed of 99.447 miles per hour.
Wayne Reutimann, Jr., who finished seventh, took the point lead and has a 10-point advantage over Aaron Pierce and Fike.
The summary:





 41, 22.452; 16. Paul White, MuciMMatcaak9, 23.415 .
Feature ( 100 laps): Tyler, Coons, East, Fike, Donoso, Neely, Reutimann, Wease, Dodson, White, Kaeding, Jessup, Barber, Murgoitio, Pierce,
Jones.

## Only Rain Hampers East At Richmond

RICHMOND, Va. - Bobby East led all 30 laps to win Saturday morning's rain-delayed 30-lap rain-delayed 30-1ap
Lucas Oil USAC National Sprint Car Series race at
USAC SPRINTS
Richmond Int'l Raceway.
East won the pole during Friday qualifications in his Klatt Enterprises Ford Racing/The Car Lot Beast/Ford, posting a lap at 138.002 miles per hour.
In the race, he sped away from the field and held off a determined laterace bid by Mike Murgoitio to grab the victory. Murgoitio brought his Hoosier Tire/Weld Wheels Beast home second, ahead of Darren Hagen, Bryan Clauson and Billy

Wease.
Point-leader Levi Jones finished eighth and emerged with a five-point advantage over Hagen. The summary:
Qualifictions: 1. Bobbyy Est, Kalt 5, 9,9.565; 2. Daren Hagen, Kunz


 Cameron Dodson, Kunz 77, , $19.972 ; 9,9$ Billy Wease, Westem Speed 40,
$20.009 ;$


 Kevin Swindell, Kanne9, 20.561; ;18. Justin Barger, Barger 23, 20.564; 19. Donnie Addas, Adams 77, , $20.565 ; 20$. Damion Gadrner, Leffer 71


Contos 4x, no time: 25. Nick Green, Shoort 36, no timu.
 Gardner, Morgan, Adams, Nely, Hockett, Baumgartner, Short, Barger, Gregor.


MARK F fNoERBURK PHOTO
ON A ROLL: Mike Reinke drives to victory in the 25-lap Interstate Racing Ass'n feature at Kankakee (III.) Motor Speedway Friday night.


кеуN Horcherphoto
THREE'S A CROWD: Mike Hess (left) leads Davey Ray (center) and Brad Kuhn (43nz) during feature action Sunday at Angell Park Speedway. Ray went on to the feature victory, while Hess finished in third and Kuhn was fifth.

## Ray On Target With Move On Lundgreen

## By Bryan Gapinski

SUN PRAIRIE, Wis. - Former series champion Davey Ray captured the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway.

Nick Lundgreen quickly moved into the lead and paced the first 17 circuits before Ray made his winning move in the third turn.
Ray led the field the rest of the way to take the checkered flag ahead of Lundgreen, Mike Hess, Matt Smith and Brad Kuhn, who rounded out the
top five.
Kuhn leads Ray in the standings by 138 points.
The finish:
Davey Ray, Nick Lundgreen, Mike Hess, Matt Smith, Brad Kuhn, Chad
 Rob Keean, Robbie Ray, Chad Drener, Kurt Mayhew, Brian Ramsuad,
Kisis hoegsted, Brady Bacon, Doug Schenck, Budd Altig Broo Waters Kis hoegster, Brady Baron,
Damy Straton, Soot thaton.

## Retired NHRA Official Daniels Dies At 76

## By Dave Argabright

INDIANAPOLIS - Bob Daniels, a pioneering NHRA official and long-

## INDUSTRY

 time General Manager at Indianapolis's O'Reilly Raceway Park, died in Florida on June 30 following an extended illness. He was 76. Daniels began his career with NHRA in 1959 when series founder Wally Parks formed the first group of division directors. Daniels was named to operate Division 3, encompassing the Great Lakes and surrounding areas.During his stint in Division 3, Daniels was involved in the construction of many drag-racing facilities, including O'Reilly Raceway Park, which ultimately became the site of
the U.S. Nationals.
In 1979, NHRA purchased the facility and Daniels was asked by Parks to assume the reins. Although the track had struggled somewhat in recent years, under Daniels's leadership it blossomed.
During his tenure, the drag strip was updated and expanded to keep pace with the growing U.S. Nationals, which remains a mainstay on the NHRA schedule. Daniels also orchestrated a significant expansion of the use of the five-eighths-mile oval, as well as continued use of the road course.
In 1982, Daniels introduced the Kroger 200, which brought NASCAR's Busch Grand National Series to the oval at ORP. The event became a cornerstone event for the track and the
city of Indianapolis, and it eventually became more prominent with the advent of the Brickyard 400 in 1994. Although Daniels retired in 1992, he remained heavily involved with NHRA and played a prominent role in the development of the Wally Parks NHRA Museum in Pomona, Calif. He was also a founding member of the USS Salem Ass'n, a reunion organization for those who served aboard the U.S. Navy vessel.

Throughout his career, Daniels worked alongside his wife, Eileen, who survives him.
In lieu of flowers, the family has asked that donations be made in Bob Daniels's name to the Wally Parks NHRA Motorsports Museum and/or the USS Salem Ass'n, P.O. Box 493139, Leesburg, Fla., 34749 .

## Reinke, Goeden Dominate IRA Weekend

## Friday

KANKAKEE, Ill. - Mike Reinke picked up his first Bumper to Bumper IRA Outlaw Sprint

## IRA

 Series victory of the season on Friday by capturing the 25-lap headliner at Kankakee Motor Speedway.Reinke passed Kim Mock on lap eight to take the lead, followed closely by Travis Whitney. With Reinke on the high side and Whitney hugging the bottom, the duo ran side by side for four laps before the caution waved on lap 12.
With a right-rear tire going down, Whitney spun out on the restart, leaving Reinke all alone out front. Donny

Goeden took over second and closed to within three car lengths of Reinke in the closing rounds, but Reinke held on for the victory. Steve Meyer, Scotty Neitzel and Kurt Davis rounded out the top five.
The finish:
Mike Reinhe, Donyy Goeden, steve Meyer, Scotty Neitel, Kurt Davis, Kim Mock, A... Burns, Brian Kistan, Sort Biertre, Robbie Standridge, Billy Haffeman, Scot Young, Ryan I Iwin, Tim Vandevere, Soot Uttech, John Haeni, Trais Whitrey, Iommy Rockwell, Wayne Modjeski, Jeren
Standsdide
De

## Saturday

PLYMOUTH, Wis. - Donny Goeden continued his outstanding season by capturing his series-leading fifth Bumper to Bumper IRA Outlaw Sprint Series main event, winning the 30-lap feature at Sheboygan County

## Fair Park

Goeden ran down leader Scott Biertzer as the two encountered lapped traffic, with Goeden taking to the high side and pulling away from the field at a torrid pace.
Mike Reinke moved past Biertzer to take second place, looking for his second victory in as many days. Despite several late yellow flags, Goeden managed to power away to a safe margin, easily beating out Reinke for the victory. Bill Warren came home third, followed by Scotty Neitzel and Biertzer.

## The finish:

Donny boeden, Mike Reinke, Bill Waren, Scoty, Neitze, Scott Bierter,

 Utten, Tony Wondra, kim Mock, Tim Vandevere, Bill Wirth, Rick kesery,
Patrick kaynes Patrick hayynes.


Do more than just survive the workweek. Find a new job at the place with the most.

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WITH A CAUSE: Kasey Kahne races for his foundation during a URC event at Williams Grove Speedway on June 27.

## Williamson Scores No. 64

June 27
MECHANICSBURG, Pa. - Lucas Wolfe scored a convincing victory in the 25-lap sprintcar feature in the 358/URC Shootout to benefit the Kasey Kahne Foundation June 27 at Williams Grove Speedway.
Wolfe started fourth and took the lead from Kevin Welsh on the fifth lap of the historic half-mile oval. Fred Rahmer charged from sixth to second and was pressuring Wolfe when he dropped out with a mechanical problem on lap 17.
Trevor Lewis moved into second but couldn't stay with Wolfe, who opened a lead of more than a full straightaway. He earned $\$ 4,000$ for the victory. Lewis finished second, ahead of Welsh, Chad Layton, who started 15th, and Curt Michael, who charged from 19th
NASCAR drivers Kasey Kahne and Dave Blaney were involved in a firstlap melee, which sidelined them and four other cars for the remainder of the evening.
Wolfe out-qualified the 47 cars in competition with a lap of 18.228 sec-

## onds.

Jake Lettich won the 358-late-model feature.

## The finish:

Lucas Woofe, Trevort Lewis, Kevin Westh, Chad Layton, CurtMichael, Ed
 Justin Collett, Fred Rahmer, Dave Blaney, Greg Hodnentt, Blane Heimbach, Kasey Kahne, Dave C Calaman, Pat Cannon.

## Saturday

DELMAR, Del. - Kramer Williamson scored his first URC victory of 2007 and the 64th of his career Saturday night at Delaware Int'l Speedway in the 11th event of the Bar's Leaks URC Sprint Series.
This event also marked the fourth show of the Taylor \& Messick Delaware State Sprint Series, a minipoint series within the season-long URC point chase. Williamson led the entire 25 laps to pocket the $\$ 2,000$ firstplace prize money.
Starting from the pole, Williamson led Trevor Lewis and Curt Michael to the finish.
The finish:
Kramer Williamson, Trevor Lewis, Curt Michael, Randy West, Jami Bodo, Robbie Stillwaggon, Davey Sammons, Mark Bitner, Michael Carber, , Srook Weibley, Chirs Coyle, Ed Aikin, IJ. Grasso, Justin Collett,
Brian Seidel, Jimmy Martin, Mares Stellox, Dave Betts, Brian Brittingham, Adam Gordon, Justin Barger, Jason Clauss, Joey Biasi, Scott
Pursell.

## Teen Sensation Tops Gray

SENOIA, Ga. - Fifteen-year-old phenom Trey Robb grabbed the lead from defending O'Reilly USCS champion Terry Gray on the 41st lap of the 50-lap O'Reilly Auto Parts United Sprint Car Series Firecracker 50 winged sprint-car feature race at Senoia Raceway on Saturday night and then raced into victory lane. It was Robb's second O'Reilly USCS Asphalt Thunder victory of the sea-

Gray came home in the runner-up spot to maintain a slight four-point spot to maintain a slight four-point
advantage over Robb in the chase for advantage over Robb in the chase for
the 2007 O'Reilly USCS Asphalt Thunder title. Adam Jackson came home in the third position followed by a pair of Ohio traveling teammates, Doug Berryman and Ryan Myers. The finish:
Trey Robb, Terry Gray, Adam Jackson, Doug Berryman, Ryan Myers, Nick Defeo, Chad Levingston, Randy Helton, David Thorman, Dan Stater, Robert Smith, Iimmy Kisisinger, left Helton, Lee Moore.

## Hot Rice Holds Off Challenger

WINCHESTER, Va. - The first night of Winchester Speedway's Racing Overdose Weekend featuring the Virginia Sprint Series was cancelled because of rain.
But night two saw Bill Rice fire to the front in the 30-lap event, with Jerald Harris fighting for Rice's advantage for most of the event.
Harris was never able to complete the pass and finished in the runnerup spot, as French Grimes, Pete Kingrea and Tony Harris completed the top five.
The finish:
Bill Rice, Jerald Haris, French Grimes, Pete Kingrea, Tony Harris, Tom Humphries, Mike Marr, Billy Norffeet, Glenn Worrell, Donnie Rodeffer, Anthony Linkenhoker, Scott Vasbinder, Satch Worrey, Bruce

## Ely Charges From 17th For Triumph

By Mark Kielblock

WINCHESTER, Va. - Dave Ely came from deep in the field to register his third victory of the season at Winchester Speedway and show that

## ARDC

 he may have found the key to being a dominant winner in the competitve American Racing Drivers Club in the midget series's first visit to the oval. Ely started 17th and worked his way through the field during the first half of the race.Early leader A.J. Ernesto encountered lapped traffic, allowing Ely to close. Ernesto settled for second, followed by Andy Martin in third, Tracy Readinger in fourth and Eric Heydenreich in fifth.
The finish:
Dave Ely, A.J. Enesto, Andy Martin, Tracy Readinger, Eric Heydenreich,
 Poimeda, Dave Shirk, Bruee Buckwalter, Jr., Phil Mesiner, Bran
Kobylara, NickWWean, tephanaie Stevens, Iim lackonn, Bob Goemer, Zack Martini, Mark Lawshe, Brett Amdtt, PJ. Pavick, Chirs ZTinski, Greq Robinson.

## Shullick Slickest Of Supermods

SANDUSKY, Ohio - Dave Shullick, Jr. held off a field of 21 supermodifieds in Midwest Supermodified Ass'n action Saturday
at
Sandusky Speedway and earned his fourth victory in the past five MSA races.
Rounding out the top five were Moe Lilje, Randy Burch, Gene Gibson and Jon Henes.
The finish:
Dave Shullick, Jr., Moe Lilie, Randy Burch, Gene Gibson, Jon Henes, Pat





CATCH-22: Greg Hodnett's last-lap pass got him to victory lane Saturday night at Lincoln Speedway.

## Hodnett Takes 'A Flyer'

## Veteran Kauffman Victorious At Bedford

## Saturday

ABBOTTSTOWN, Pa. - Tennessee transplant Greg Hodnett used a good old-fashioned Pennsylvania "flyer" to get by invader Stevie Smith and PENNSYLVANIA claim the $\$ 10,000$ SPEEDWEEK top prize on opening night of Pennsylvania
Speedweek in the eighth annual Kevin Gobrecht Memorial at Lincoln Speedway Saturday night.
Hodnett performed the "slider" to perfection, edging under Smith while exiting turn four of lap 27. From there, he pulled away to a 2.11 -second lead and his fifth victory of the year in the Pigeon Hills.
Despite the fact that the only caution of the race came out for a spinning Mike Erdley in turn two of lap 11, the leaders never caught lapped traffic.
Brian Leppo caught Smith for sec ond on the final lap, with Smith set tling for third ahead of Lucas Wolfe in fourth and Doug Esh in fifth.
Completing the top 10 were Jeff Shepard, Niki Young, Josh Wells,

## Hebing's Last-Lap Slide Delivers Checkered Flag

VERNON, N.Y. - Chuck Hebing cel ebrated his second Empire Sprin Series victory of the season on Sunday night pulling off a thrilling last-lap pass to win the 25-lap feature at Utica-Rome Speedway.
Hebing started 14th in the $23-\mathrm{car}$ field and began working his way toward the front, finally moving into second behind Steve Poirier on lap 17 Poirier, who had led every lap to that point, got held up by lapped traffic

Alan Krimes and Mark Smith.
The finish:
Greg Hodnett, Brian Leppo, Stevie Smith, Lucas Wolfe, Doug Ebh, efff Shepard, , , iki Y Young, Josh Wels, Alan Kimes, Mark Smith, Chad Layton, Brian Monteith, T.J. Sututs, oory Has, Todd Shafter, keith kuuffran, Weaver, Ricick aldeftry, Fred Reuhner

## Sunday

BEDFORD, Pa. - Veteran racer Keith Kauffman took center stage as Pennsylvania Speedweek for sprint cars made its inaugural appearance at Bedford Speedway Sunday night.
Kauffman, who started on the pole, led throughout, holding off Stevie Smith during the closing laps to take the victory in round two of the eightnight series.
Greg Hodnett, who won the opener at Lincoln Speedway, finished third. Todd Shaffer and Lucas Wolfe completed the top five in the 30-lap event on the half-mile dirt oval.
Brian Leppo was the fast qualifier for the 24 -car field.
The finish:
Keith Kuuffrman, Stevie Smith, Greg Hodnett, Tood Shaffer, Lucas Worfe, Nike Wagner, T., Stutts, Lance Devese, Kevin Nouse, Chad Laytoon, Fred Rahmer, Alan Cole, Doug Esh, Cliff Brian, Niki Young, Bob Bennet, Jonathan Eirken, Joey Heshey, Cale Grubb, Mark Smith, Brian Leppo, Craig Keel, Mike Shetler.
just enough to allow Hebing to close the distance.
On the final lap, Hebing dove to the inside and slid past Poirier to lead the final two corners for the victory by three lengths over Poirier. Lance Yonge was third followed by Mike Stelter and Bubby Kerrick. The finish:
Chuuk Hebing, Steve Poirier, Lance Yonge, Mike Steter, Bubby Kerick, Jeff VanDusen, Jeff Cook, Alain Bergeron, Doug Norrie, Michael Parent, Jared Zimbardi, Cory Sparks, Dan Kasubbinski, Justin Barger, Russ Bennet, Jason Bamey, Matt Norrie, Tommy Wicham, Tim Kelly, Normand Beaudreaut, Jami Russell, Justin Haris, , esica Zemken.


## © INDUSTRY INSIDERS

Stories of people who make a living in motorsports

## Some Truth \& Some Fantasy From The Mind Of Kevin Olson

Editor's Note: The following column is part fantasy, part truth, part history, but most importantly - pure KO.

- always wanted to be a race-car driver. One of my fondest memories is riding my bike to Chris Economaki's house. Every weekend, we would journey to the Nutley Velodrome to watch the midgets run. We worked the grandstands selling peanuts and $50 / 50$ tickets, and when there were breaks in the action, we even helped push the cars onto the track. Throughout the night's events, we listened to track announcer Gary London, who later became a columnist for Chris in National Speed Sport News.
Following the races each week, I always had a lot of people asking me what happened that night at the race. So, one day I suggested to Chris that we start a little newspaper about auto racing. He thought it was a great idea. We had just com-


# By Kevin Olson <br> Guest Columnist 

 pleted our first edition when Chris was offered a ride in a midget. However, he had what he called "rectal pucker" and retired after one race. I got the ride. Chris, with a much higher IQ than me, decided to keep the paper going, and I con tinued racing midgets.Since those early days, auto racing has changed greatly and not necessarily for the better. I think the time has come when there is just too much technology involved with both the cars and the work in the pits. We should think about going back to the days when wheels were changed with a hammer, pit boards were used to communicate with the drivers, and drivers were handed a drink of water during the pit stop.
There was never a prettier sight or sound than 33 front-engined Watsonstyle Offy roadsters lining up three abreast for the Indianapolis 500. A.J. Foyt or Parnelli Jones working the wheel as they threw a cageless championship dirt car into a rough and rutty corner was another sight to behold. Unfortunately, nowadays the tracks are generally smooth and slick and the drivers are hidden by ugly side guards on cars that look just like all the other cars in the starting field.
Some may think I am senile or slightly opinionated, but I must say that I don't agree with any of the changes made in auto racing since 1968. As a guy who still tries to race midgets whenever I have a weekend off from the world's greatest job as a broadcaster with the Indianapolis Motor
Speedway Radio Network, I would offer
a few of my observations and solutions to these problems.
a few of my observations and solutions to these problems.
The drivers may be the biggest change I've seen. When I first started racing, drivers never sent Christmas cards because they might not be around by Christmas. Drivers had no PR people, had no money to buy rides, and often towed the car to the track and slept in that same vehicle. There were no luxury buses to run to after the race.
Drivers today have physical trainers and eat healthy, while Jimmy Bryan smoked big cigars and drank beer with the crew. A.J. Foyt covered his thick steaks in butter. I never saw either of these guys fall out of the seat during a race while driving cars without power steering. How would I improve racing today? I'd encourage the drivers to be themselves and not to be afraid to have a good time after the race. Ken Schrader and his car owner, Nick Gojmeric, and I took great pride in

## NEXT WEEK ...

Former sprint-car driver turned successful promoter Steve Beitler.


KEVIN OLSON
Known for his knowledgeable and sometimes off-the-wall opinions, Kevin Olson works on Indianapolis Motor Speedway Radio Network broadcasts of IRL races.
The Champ: Olson won the 1982 and 1987 USAC national midget championships. getting a good Ford killer eight-track player. It might not be as comfortable as a bus, but you will get better mileage and feel better about yourself in the morning.
No doubt about it, racing has changed. I remember when Roger Penske first came to the track in shorts and a wifebeater T-shirt while sporting a long ponytail. At that time, Mario Andretti was just a tad under six-feet tall.
Over the years, though, one thing has always remained the same, and that is Chris Economaki still won't give me that 10 -percent discount on this racing paper. seeing which guy would load his car up last after racing at Kokomo, Ind., every year, while emptying a cooler of beer and telling lies.
I suggest getting rid of those buses and getting a good Ford 150 van with an
$\qquad$
$\qquad$


[^0]Tims stamene, who staterece axht fin ished third. Landon Cassill, a Hendrick Motorsports development driver making his second Busch East start, was fourth, and Brian Hoar fin-


SNIFFING THE LEAD: Gary St. Amant (7) battles Clay Rogers for the lead during Saturday's Hooters Pro Cup Lucas Oil 200 at Salem (Ind.) Speedway.

# St. Amant Holds On 

SALEM, Ind. - Gary St. Amant held off Matt Carter, Benny Gordon and Shane Wallace down the stretch to win the Lucas Oil 200 presented by Kmart at Saturday Salem Speedway. St. Amant, driver of the No. 7 JEGS.com/Speedco Chevrolet, avoided a track-clogging incident on lap 139 and took the lead.

## HOOTERS $\underset{\text { slipped }}{\text { Clay }} \underset{\text { past }}{\text { R }}$ St.

 Amant briefly on lap 174. But on lap 175, Rogers's car came out from underneath him and slid into the inside wall along the frontstretch.After taking the lead back, St. Amant was able to fend off challenges from Carter in the waning stages to pick up his second Pro Cup triumph and his first since 2004.
"I don't think we were on anybody's radar, but I knew we had a good car after qualifying," said St. Amant, who started 16th. "To bring a new car here,
not put a scratch on it and win the race, it don't get any better than that." St. Amant was one of the few leaders that didn't have problems.
Brandon Ward was leading before being caught up in a melee on lap 139. A.J. Frank, who led much of the first 100 laps, was also involved in the wreck. Gordon, who led early in the event, made a late-race pit stop and tracked down Carter and St. Amant in the final laps, but Gordon spun while trying to wrestle second from Carter, hit the water barrels at the end of pit road and finished 10th.
With Gordon's misfortune, St. Amant extended his point lead and sits atop the Northern Division standings with just three races remaining in the regular season.
Carter, driver of the No. 26 Travis Carter Motorsports Ford, finished second.
Wallace, driver of the No. 38 Sears Auto Center Ford, rebounded from a
mid-race spin to finish third.
Rookie Ben Stancill, driver of the No. 9 Stancill Farms Ford, came home a season-best fourth and picked up an extra $\$ 1,000$ for being the Miller Lite Rookie of the Race.
Danny Jackson, driver of the No. 05 Redbank Transport Chevrolet, completed the top five.

## The finish:

Showing divier, car, laps completed and money won: 1. Gary 5 st,
Amant, Cherrolet 200 , 50,000 . Amant, Chevrolet, 200, $\$ 10,400 ; 2$. Matt Carter, Ford, 200, $\$ 7,000 ; 3$. Shane Wallace, Ford, 200, $\$ 5,000 ;$ 4. Ben Stancill, Ford, 200, $\$ 5,000 ; 5$. Danny Jackson, Chevrolet, 200, $\$ 3,000 ;$ 6. Sam Fullone, Chevolete, 200,
$\$ 3,100 ; 7$. Jody Lavender, Ford, 200, $\$ 2,850 ; 8$. Jeff Fultz, Ford, 200, $\$ 3,100 ; 7$. Jody Lavender, Ford, 200, $\$ 2,850 ; 8$. Jeff Fultz, Ford, 200,
$\$ 2,400 ; 9$. Jim Crabtree, Jr., Chevrolet, 200, $\$ 2,300 ; 10$. Benny Gordon $\$ 2,400 ; 9$. Iim Crabtree, Jr., hevrolet, $220, \$ 2,300 ;$ 10. Benny Gordon,
Ford, $199, \$ 4,450$; 11 Derek Kale, Chevolote, $196, \$ 2,400$; 12 . Ryan Duff,
 Chrevrolet, $90, \$ 2,000 ; 13$. Ronnie Souders, Pontiac, 190, $\$ 2,400 ; 114$.
A.J. Frank, Chevolet, 183, $\$ 1,800 ; 15$. Jack Bailey, Chevolete, 183 ,
$\$ 2,400 ; 16$. Brandon Ward Ford 176, $\$ 2,500 ; 17$, $\$ 2,400 ; 116$. Brandon Ward, Ford, 176, 22,$500 ;$; 17, Joe Harisison, Jr., Chevrolet, 175; $\$ 1,800 ; 18$. Clay Rogers, Ford, $\$ 174, \$ 1,600 ;$ 19. Tim Bainey, IJ., Ford, 159, \$1,800; 20. Michael Kidd, Pontiac, 156, $\$ 1,600$;
21. Brian Silas, Ford, 151, $\$ 1,400 ; 22$. Jef Agneww Ford, 144, $\$ 1,400 \cdot 23$ 21. Brian Silas, Ford, $151, \$ 11,400 ; 22$. Jef Agnew, Ford, 144, $\$ 1,400 ; 23$.
Ray Love, Jr., Chevolet, 127, \$1,400; 24. J.D. Leonard, Chevolet, 125, Ray Love, Jr., hevrolete, 127, \$1,400; 24. J.D. Leonard, Chevrolet, 125,
$\$ 1,400 ; 22$. Johnny Rumley, Ford, 102, $\$ 1,100 ; 26$. Neil Gacom, Chevolet, $100, \$ 1,200 ; 27$. Allen Purkhiser, Ford, $61, \$ 1,200 ; 28$. Rick Markle, Pontiac, $, 60, \$ 1,200 ; 29$. Danny Abold, Chevrolet, $30, \$ 1,200 ; 30$
Brian Scott, Ford, $27, \$ 1200$ Brian Soott, Ford, 27, $\$ 1,200 ; 31$. Tim Kerr, Chevrolet, 26, $\$ 1,200 ; 32$.
Mike Hampton, Ford, $23, \$ 120033,33$ Mike Garvey, Ford $21, \$ 1,200 ; 34$ Mike Hampton, Ford, 23, $\$ 1,200 ; 33$. Mike Gavvey, Ford, $21, \$ 1,200 ; 34$.
Sean Sauer, Chevrolet, 13, $\$ 1,200 ; 35$. Tara Gess, Ford, $3, \$ 1,200$.

## Logano Logs No. 3

LOUDON, N.H. - Brad Leighton has won nine times at New Hampshire Int'l Speedway.
The only thing that came between him and No. 10 Friday was rookie phenom Joey Logano.
Logano, the 17-year-old Joe Gibbs Logano, the 17-year-old Joe Gibbs Leighton on a green-white-checkered finish for his fourth Grand National Division victory in

## BUSCH EAST

eight starts this season.
His third Busch East triumph of the season gives him a 100 -point lead over defending series champion and Mike Olsen.
Logano won the pole Thursday and led four times in Friday's race for 61 laps. He took the lead on lap 110 and quickly put more than a half second between him and Leighton. A pair of cautions - the last on lap 121 erased that advantage and forced the race into overtime. On the final restart, NASCAR officials ruled Leighton jumped the start and blackflagged him. Rather than risk the disqualification, Leighton relinquished the spot to Logano and settled for second.

解


## Joey Logano

ished fifth.
The finish:
Chevowing diviver, ar, laps completed and money won:1.1.joey Logano, Tim Schendel, Dodge, 126, $\$ 8,300 ; 4$. Landon Casill, Chevrolet, 126, $\$ 6,800 ; 5$. Brian Hoar, Dodge, 126, '5,900; 6 . Matt Kobyluck, Chevrolet,
 Dodge, $126, \$ 4,500 ; 9$. Peyton Sellers, Chevrolet, $122, \$ 4,000 ; 10$. Jamie
Hayes, Chevrolet, 126, $\$ 3,600 ; 11$. Mike 0lsen, Chevrolet, 126 $\$ 3,800$ Hayes, Chevrolet, 126, $\$ 3,600 ; 11$. Mike Olsen, Chevrolet, 126, $\$ 3,800 ;$
12. Josh Wise, Dodge, 126, $\$ 3,100 ; 13$. Michelle Theriault, Chevrolet, 126, $\$ 3,000 ; 114$. Jeff Anton, Chevrolet, 126, $\$ 2,900 ; 15$. Jeffre Earnhardt, Chevrolet, 126, $\$ 3,800$; 16. Joe Masessa, Chevrolet, 126, $\$ 22,673 ; 17$. Michael Gallo, Ford, 126, $\$ 2,650 ; 18$. John Salemi, Chevrolet, 126, $\$ 2,625 ; 19$. Scott Boulley, Chevrolot, $126, \$ 2,600 ; 20$. John Freeman,
 22. Dion Ciccarelli, Chevrolet, 126, $\$ 2,525 ; 23$. Jesus Hermandez,
Chevrolet, 126, $\$ 2,500 ; 24$ Sean Caise, Chevrolet, 126, $\$ 2475 ; 25$, hevrolet, $1226, \$ 2,500 ; 24$. Sean Caisse, (hevrolet, 126, $\$ 2,475 ;$; 22,
Patrick Dupree, Dodge, 125, $\$ 2,450 ; 26$. Mike Johnson, Ford, 123, Patrick Dupree, Dodge, $125, \$ 2,450 ;$ 26. Mike Johnson, Fors, 123 ,
$\$ 2,425 ;$ 27. Max Dumarey, Chevrolet, 121, $\$ 2,400 ; 28$. Marc Davis, Chevrolet, 120, $\$ 2,400 ; 299$ Kelly Moore, Chevrolet, 120, $\$ 2,400 ; 30$. Todd Peck, Chevrolet, $118, \$ 2,400 ; 31$. Garrett Liberty, Chevrolet, $1110,52,400$; 32. Chase Austin, Dodge, 104, $\$ 22,400$; 33. German Quiroga, Dodge, 103,
$\$ 2,400 ; 34$, lonathan , mith $\$ 2,400 ; 34$. Jonathan Smith, Chevrolet, $94, \$ 2,400 ; 35$. Ryan Seaman
Chevrolet, $68, \$ 2,400 ; 36$. Tim Mcreadie, Chevrolet, $68, \$ 2,400 ; 37$. Jeremy Clark, Chevololet, 66 , $\$ 0 ; 38$. Eric Holmes, Chevrolet 56,$50 ; 39$. Jeremy Clark, Chevrolet, 66,$50 ; 38$. Eric Holmes, hevroletet, 56,$50 ; 39$,
Glemn Sullivan, Chevrotet, $51, \$ 0 ; 40$. Bryon Chew, Chevrolet, $31, \$ 0 ; 41$. Eddie MacDonald, Chevrolet, 28 8, $\$ 0 ; 42$. A.J. Lane, Ford, 24, $\$ 0 ; 43$. Rogelio Lopez, Chevrolet, 15, \$0.

## Dragon Gets Emotional ACT Victory

NORTH WOODSTOCK, N.H -Stock-car driver Brent Dragon took a hard-fought and emotional victory in the American-Canadian Tour White Mountain 150 at White Mountain Motorsports Park Saturday night.

## ACT

Dragon, who dedicated his victory to fallen
team member Mark Arsenault, battled a host of drivers during the entire distance before nailing down the eighth ACT victory of his career.
Ryan Vanasse led the first 94 laps before giving the lead up to Randy Potter. Dragon, however, slipped past Potter on lap 100 and led the remainder of the distance.
Joel Polewarczyk, Jr. came on strong to finish second, with JeanPaul Cyr third. Potter and Scott Dragon rounded out the top five.
The finish:
Brent Dragon, Joey Polewarczyk, Jr, Jean-Paul Cyr, Randy Potter, Scott Dragon, Scott Payea, Quinny Welch, Ryan Vanasse, Kip Stockwell, Eric Williams, A.J. Begin, Stacy Cahoon, Ron Henry, Kendell Legendre, Mike Lavoi, Eric Chase, Dean Weber, Pete Potvin
III, Brian Hoar, Dan Colby, Tyler Cahoon, Todd Aldrich Donald III, Brian Hoar, Dan Colby, Tyler Cahoon, Todd Aldrich, Donald
Theetge, Roger Brown II, Joey Laquerre, Claude Leclerc, Marc Curtis, Jr., Brockton Davis, Jeff Labrecque, Jr, Ryan Nolin.

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... A.J. Foyt turned back time.

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

## Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series Franchitti sits atop a list of red-hot drivers, but none have been hotter than the Scotsman. Starting with his Indianapolis 500 victory in May, Franchitti has recorded three victories.
With a victory Saturday night in the SunTrust Indy Challenge, in which he led an IndyCar record 242 of 250 laps, Franchitti extended his point lead to 65 points over Scott Dixon.


## REST OF THE BEST

## 2. Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup Series Without suspended crew chief Steve Letarte, Gordon responded with a second-place finish at New Hampshire.

## 3. Lewis Hamilton

No. 2 Mclaren Mercedes, Formula One A bobble in qualifying cost Hamilton the French Grand Prix pole, but the rookie sensation recorded yet another podium finish.

## 4. Donny Schatz

No. 15 J\& S Sprint Car, World of Outlaws Schatz recorded his eighth victory of the season, completing a busy week with three top-10 finishes in four races.

## 5. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car World Series Bourdais rebounded from a DNF in Cleveland with a second-place finish at Mont-Tremblant.

## 6. Joey Saldana

No. 9 JEI Sprint Car, World of Outlaws
Saldana's four top-10 finishes in as many races included a victory, his eighth of the season, at River Cities Speedway.

## 7. Alex Lloyd

No. 7 Lucas Oil Dallara, Indy Pro Series
Before an off week for the Indy Pro Series, Lloyd recorded his record sixth victory this season and the record eighth of his career.

## 8. Carl Edwards

No. 99 and No. 60 Fords, Nextel Cup and Busch Series
Edwards's dominance in the Busch Series continued with a secondplace finish. A nightmarish pit stop relegated him to 13th in Cup.

## 9. Mike Skinner

No. 5 Toyota Tundra, Craftsman Truck Series
Another week, another top-five finish for Skinner, who has a NCTS point championship in his sights.

## 10. Greg Anderson

KB Racing Pontiac GTO, NHRA POWERade Series Anderson redlit in the quarters against 16-seeded Erica Enders. Still, the veteran has won six of 11 Pro Stock events this season.

## Honorable Mention

## Last Week

Hamilton fell from the top spot but remains in
third behind Gordon, while Franchitti moved from third behind Gordon, while Franchitti moved from third to first. Anderson fell from fifth to 10 th, while Bourdais, Saldana and Skinner moved up.

# ALMS Porsches Are Going Green 

LMP2 Spyders Will Debut Ethanol Fuel At Lime Rock

ATLANTA - Porsche will introduce an Ethanol-mixed fuel in its Le Mans Prototype 2 (LMP2) RS Spyders for the July 7 American Le Mans Northeast Grand Prix at Connecticut's Lime Rock Park.
The four Porsche prototypes, entered by Penske Motorsports and Dyson Racing, will use the same E10 Ethanol fuel mixture as the GT2 Porsche 911 GT3 RSR race cars also entered in the two-hour-and45 -minute contest. The Porsche Cayenne S and Turbo that serve as the official rapid-response vehides of the American Le Mans Series also run on an Ethanolmixed fuel.
"We applaud the American Le Mans Series for their pioneering commitment to raising ecological awareness among automotive enthusiasts," said Peter Schwarzenbauer, president and CEO of Porsche Cars North America. "This initiative falls in line with the practices we have already established with our standard production models."

## Earnhardt Biopic To Be Shown Nationwide

NASHVILLE, Tenn. - The documentary film, "Dale" will be shown at select theaters across the country on July 19.
The Earnhardt-authorized bio-documentary features never-before-seen footage and interviews not seen in prior screenings. The film is narrated by Paul Newman.
Tickets are available now online at www.fathomevents.com.

## Daytona Venue For Fans Changes Name

DAYTONA BEACH, Fla. - Daytona USA officially became the Daytona 500 Experience on July 1.
The name change was accompanied by a new logo for the 11 -year-old company, which offers fans a hands-on racing experience through simulators, a pit-stop challenge and other activities. The changes also include a new Web site address, which can be found at www.Daytona500Experience.com.

## Camping World Makes

Indy, KHI Commitments
WATKINS GLEN, N.Y.- Camping World has upped its profile in the world of auto racing, agreeing to a pair of sponsorship deals in two separate racing series this past week.
The outdoors retailer signed a four-year contract as the title sponsor of the IndyCar Series Grand Prix at Watkins Glen, as well as a sponsorship extension with Kevin Harvick, Inc.
The IndyCar agreement runs through 2010 and includes naming rights to the Camping World Watkins Glen Grand Prix, which is to be run this Sunday at $3: 30$ p.m. and televised on ABC.

Camping World's extention with KHI runs through the 2008 season of the


GREEN MACHINE: Team Penske's No. 6 Porsche RS Spyder, driven in ALMS competition by Sascha Maassen and Ryan Briscoe, will be running on Ethanol fuel this weekend.

NASCAR Craftsman Truck Series, where it will be the primary sponsor of KHI's No. 33 driven by two-time series champion Ron Hornaday, Jr.

## Formula BMW Europe Slated For 2008

LEIPZIG, Germany - Formula BMW Germany and Formula BMW UK Championship will merge for the 2008 season and form Formula BMW Europe. The new championship will mainly be staged on the undercard of the Formula One World Championship.

Formula BMW Europe will comprise a maximum of eight race weekends, with most of the events expected to be held during European Grands Prix. Plans are also in the works for the series to participate in two other high-profile events.

## Kalitta Patriarch Dies Of Cancer

YPSILANTI, Mich. - Doug Kalitta, Sr., the father of NHRA POWERade Drag Racing Series Top Fuel driver Doug Kalitta and brother of drag-racing legend Conrad "Connie" Kalitta, lost his battle

## NUTS AND BOLTS

0Chicago Bears head coach Lovie Smith has been named grand marshal for the USG Sheetrock 400 NASCAR Nextel Cup Series race at Chicagoland Speedway on July 15 ... The Greater Cincinnati Ford Dealers, Ford Racing and Kentucky Speedway announced this past week a three-year extension of entitlement partnerships associated with the NASCAR Craftsman Truck Series (NCTS) "Built Ford Tough 225 presented by the Greater Cincinnati Ford Dealers" event at the Sparta, Ky., venue. The deal now runs through 2010... During the 2007-2008 off season, Brewerton and Fulton speedways will allow 358 -Modifieds to run under the looser 2004 DIRT MotorSports rules, including no rev limiter and a weight of 2,400 pounds. Dutch Quality Stone returned as the primary sponsor for the Jason Keller-piloted No. 11 CJM Racing Chevrolet this past weekend at New Hampshire Int'l Speedway. Racing Against Cancer partnered with the fledgling team as an associate sponsor to help raise funds for the American Cancer Society... The O'Reilly POWRi Midget Series will pay tribute to the late Dana Godfrey, wife of chassis builder John Godfrey, on July 20 at Macon (III.) Speedway. Tony Stewart will serve as emcee of the event. . . Burbank, Calif.'s AutobooksAerobooks, which is purported to be the largest and oldest auto- and aerorelated bookstore in the world, has been purchased by the husband-and-wife team of Chuck Forward and Tina Van Curen... Jim Beam Distilling Co. has joined the Lucas Oil Late Model Dirt Series as a sponsor for 2007...A Ahoto on page 31 of the June 27 issue of National Speed Sport News was incorrectly credited. The photo in the June 27 issue of of Denny Hamlin leading Greg Biffle at Infineon Raceway was taken by longtime NSSN photographer Jerry Jones...In late May, NSSN Editor Chris Economaki was honored with the annual Arthur E. McHugh Award by the National Fan Club of America...Television and movie actor Kevin James will serve as grand marshal for the 49th annual Pepsi 400 Nextel Cup Series race at Daytona Int'I Speedway on July 7 ... Fred Kreckman has been hired as general counsel for Andretti Green Racing. Michelle Gates was hired as Kreckman's assistant.
with cancer on June 26. He was 67.
Kalitta, Sr. passed away at his home in Mt. Clemens, Mich. He was buried July 3. A "Senior" tribute decal was to be displayed on all of the Team Kalitta race cars this past weekend in Norwalk, Ohio.
In lieu of flowers, the family asks for memorial donations in the name of Doug Kalitta, Sr. to be made to the American Cancer Society or St. John Health Foundation, Attn: St. John Hospice Care Program, P.O. Box 673271, Detroit, Mich. 48267-3271.

## ARCA Hires Kibler As Safety Inspector

TOLEDO, Ohio - Tery Kibler has been named safety inspector for the ARCA Lincoln Welders Truck Series.
Kibler, who also serves as the safety director for Eldora Speedway, will be responsible for safety inspections of the trucks, driver safety equipment, reviews of driver physicals and the investigation of safety-related incidents, among other duties.
The creation of the position is part of the Hardcore Motorsports ARCA Safety Initiative for ARCA-sanctioned events.

## USMTS Makes Schedule Changes

WEBSTER CITY, Iowa - The O'Reilly Auto Parts U.S. Modified Touring Series has modified its schedule for late July and early August.
On July 17, the USMTS will be at Eagle Raceway in Eagle, Neb., for a $\$ 2,000$-towin Western Region event. On July 31, USMTS travels to Cresco (lowa) Speedway for a race that will serve as the final point race for the series's Northeast Region. The final event for the Central Region will now be Aug. 4 at Pepsi Scotland County Speedway in Memphis, Mo.
USMTS has also added an Aug. 7 date for Humboldt (Kan.) Speedway as well as an Aug. 9 event at Thunderhill Speedway in Mayetta, Kan.

## Adams Hits Sugar Creek, Sowell Inherits A Victory

## Friday

BLUE RIDGE, Ga. - Kenny Adams became the first repeat winner for the American Sprint Car Series Rebel Region by charging to

## ASCS REBEL

 victory Friday night at SugarCreek Raceway. Adams outgun Adams outgunned polesitter
Matt Linder at the green flag and led all 25 laps for his fourth-overall ASCS triumph of the year.
Series point-leader T.J. Winegardner finished second, with Randy Helton third.
The finish:
Kenyy Adams, T.J. Winegardner, Randy Helton, Byn Gohn, Matt Kurtz, Chis sili, Brian Thomas, Darry Smith, Watt inder, Chis Cesmond.

## Saturday

ARKADELPHIA, Ala.

## When Lee Sowell battled past

 Brad Bowden for the third position on the 10th round of Saturday night's 25-lap American Sprint Car Series Rebel Region feature at River Valley Speedway, little did he know that would eventually prove to be the race-winning pass.But when apparent race-winner T.J. Winegardner failed to report to the scales and racelong nemesis Kenny Adams suffered a fuel line problem, Sowell found himself heir apparent to his first ASCS triumph.
Brad Bowden was credited with second, and Bryce Vowan wound up third.
The finish:
Lee Sowell, Brad Bowden, Byye Vowan, Matt Linder, Daryl Smitht, Brian Thomas, Josh G Gimes, Bryn Gonn, Kenny Adams, Buster Dickerson, Wade Oliver, Tyler Godvin, T.J. Winegardner.

## Whittington Edges Dupuy

## By Lonnie Wheatley

 LOXLEY, Ala. - Lane Whittington outlasted current series point-leader Michael Dupuy to capture his first American Sprint Car Series Coastal Region fea$\begin{array}{cc}\text { ASCS COASTAL } & \begin{array}{l}\text { Region fea- } \\ \text { ture victory } \\ \text { of the sea- }\end{array} \\ \text { - }\end{array}$ ASCS COASTAL $\begin{aligned} & \text { Region fea- } \\ & \text { ture victory } \\ & \text { of the sea- }\end{aligned}$ son in Saturday night's 25-lap feature at Deep SouthSpeedway. While David Kountz and Terry Vidrine led the field to the green flag, it was secondrow starters Whittington and Dupuy who quickly raced to the front and began battling for the point.
While Whittington officially
led most of the laps, the pair swapped the lead a dozen times along the way. But Whittington crossed the stripe as the checkered flag waved with little more than a two-foot lead aboard the Tim's Engines No. 9 J\&J, with Dupuy settling for runner-up honors.
Michael Herrington raced from 11th to earn Hard Charger honors with a close third-place finish, with Vidrine and Todd Fayard completing the top five.
The finish:
Lane Whittington, Michael Dupuy, Michael Herininton, Terry Viditine, Todd Fayard, David Kountz,
Brandon Bermman, Lincoln Gatevood, Robert Casadaz Brandon Berryman, LLncoln Gatewood, Robert Casada,
Shane Morgan, Timy Thasht, Chris Sweene, Hunter Phillips, casey Hines, Rusty Sanford, Larry Todd, Darrel
Bond Bond.

## Daggett Wears Crown

HARTFORD, Mich. - Dustin Daggett continued his domination of Engine Pro ASCS Sprints on Dirt competition Friday night by winning the annual King of Michigan SOD Summer

Nationals at Hartford
Speedway

## ASCS SOD

 Park.Daggett won his heat, drew the pole and led every lap en route to his fourth King of Michigan crown in the Mott Motorsports-owned car.
"The car was really hooked up on a rail tonight," said Daggett.
Tim Norman came home second, with Tim Allison, Gary Fast and Brett Mann rounding out the top five.
The finish:
Dustin Daggett, Tim Norman, Tim Allison, Gayy Fast, Brett Mann, Kyle Patrick, Ben Rutan, Nick Muluein, Joe Bares, Bill Johnson, Steve Inwin, Ryan Rull, Andy
Teunesen, Jim Lingar, Dain Naida, Mark Gabill Aron Shafer, Jake stebner, Sam Davis, Jim Mcararon, Nate Bostum.


SHER-THING: Jeremy Sherman shines in ASCS Canyon Region action at Manzanita Speedway in Phoenix Saturday.

## Sherman In Command

## Finds Victory Lane For 8th Time This Year

## By Lonnie Wheatley

 PHOENIX - There was no lack of drama in Saturday night's 30 -lap American Sprint Car Series Canyon Region feature atop ASCS CANYON $\begin{aligned} & \text { Manzanita } \\ & \text { Speedway's }\end{aligned}$ Speedway'sthird-mile clay oval, as Jeremy Sherman charged from the eighth row to capture his eighth series victory of the year.
Piloting Fred Bryan's Wesmar-powered F\&E Development No. 77 Maxim, Sherman worked his way through the field and then
emerged from some dicey final laps with Charles Davis, Jr. to secure the triumph.
Sherman took command in the final rounds, with Davis settling for second. Jeff Henry captured the show position, with Mike Martin and Josh Pelkey rounding out the top five.

## The finish:

Jeremy Sherman, Charles Davis, Jr., Jeff Henry, Mike Martin, Josh Pelkey, R.J. Johnson, Bob Ream, Jr., Michael Colegrove, Bernie Smith, Chris Bonneau, Andrew Reinbold, Mike Leslie, Justin Fisher, Seainn Hendricsen, Manby Taylor, Daniel Williams, Bruce St. James, Art Joshua Williams, Shon Deskins, Jeremy Eagles, Jody Wirth.

## Zimbardi Again, Barney Back On Track With Win

## Friday

RANSOMVILLE, N.Y. - For the second race in a row, Jared Zimbardi held off Chuck Hebing to
ASCS PATRIOT post an A S C S
Patriot sprint-car victory Friday night at Ransomville Speedway.
Zimbardi led all 20 laps to earn his second-career victory.
Hebing, the series point leader, finished second, ahead of Ray Preston, John Schuyler and Blake Breen.
The finish:
Jared Zimbardi, Chuck Hebing, Ray Preston, John Schuyler, Blake Breen, kyle Moffit, Scot Kreutrer, Keith Dempster, Brad Knab, Rob Piett, Glenn Styeres Don Dempster, Brad Knab, Rob Piett, Glemn Styres, Don
Adamcyk, Bobby Breen, Gary Toutman, Stan Zanchin,



## Saturday

CANANDAIGUA, N.Y. Jason Barney came into Canandaigua Speedway look ing to race for the first time in more than a month, and he left with $\$ 1,500$ and his first ASCS Patriot victory.
Barney took the third leg of the A-Verdi King of Central New York Series on Saturday as he outdueled Chuck Hebing, who suffered engine problems 14 laps into the 25 -lap feature. Jared Zimbardi came home second, ahead of Jessica Zemken, Bobby Breen and Doug Norrie.
The finish:
Jason Bamey, Jared Zimbardi, Jessicic Zemken, Bobby Breen, Duus Norrie, Blake Breen, Soot kreutter, Ray Preston, Brad Knab, Nick Frato, Don Adamcyk, Chuck
Hebing, Matt Norie, Dave Wickham, Gary Troutman Hebing, Natt Norrie, Dave Nicham, Gary Troutman,
Daniel Lampron, Jereny Bamard, Deerk Jonathan, Billy


## Back In Brown: Region Gets 1st Repeat Victor

MCCOOL JUNCTION, Neb. - long leader Jason Danley in After opening the season with five different winners in as many events, the American Sprint Car Series Midwest Region had its first repeat winner Friday night as Brian Brown triumphed at Junction Motor Speedway. Brown, who won the season opener at I-80 Speedway on April 14, chased down race-
lapped traffic and made a move
into the lead on the 24th lap to snare his eighth-career ASCS Midwest Region victory. Danley finished second, ahead of Jake Peters, Ryan Roberts and Chuck Swenson. The finish:
Brian Brown Jason Danley, Iake Petes, Ryan Roberts, Chuck Swerson, Skip Jackson, Ryan Anderson, Mike Chadd, Jack Dover, Don Droud, fl, Natatie Sather, Rikkldeus, Gene Ackland, Seth Brahmer, Trish Dover, Jamie Turpin, Mark Shmmidt, Trevor Grossenbacher, Toby Chapman, Mike Boston.


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Patent No. $6,388,813 \& 6,536,045 \& 6,847,492 \& 6,870,688 \& 7,184,217$. Other U.S. and foreign patents pending.


CHaMP CAR PHOTO
SCENIC DRIVE: Franck Perera makes his way around Circuit Mont-Tremblant en route to his first Champ Car Atlantic triumph.

## French Rookie Secures 1st Champ Car Atlantic Victory

MONT-TREMBLANT, Quebec French rookie Franck Perera, driving the No. 11 CJ Motorsport machine, kept his streak of top-five finishes in the Cooper Tires presents the Champ Car Atlantic Championship powered by Mazda alive by taking his first series victory Sunday at Circuit Mont-Tremblant.
After starting from the pole, Perera made it look easy in leading every lap on his way to a 20.486 -second victory over point-leader Raphael Matos. Perera became the third driver in the past four Atlantic events to earn his first triumph in the series.
The performance enabled the Condor Motorsports driver to move into third place in the overall standings and also take over the lead in rookie-of-the-year points. With seven of 12 races completed, Perera remains the only driver in the series to have finished inside the top five in every event.
"It's a lot of emotion for me," the
winner revealed. "It's a long time that I needed that, and after my season last year. I want to thank CJ for giving me a chance to race in America and to continue my dream of racing [. . .]. I also want to thank my family. For the first time in a long time, they're here."
Despite running out of fuel coming off the final turn on the last lap Matos picked up his fifth top-two result of the season. James Hinchcliffe, Matos's Sierra Sierra Enterprises teammate, completed the podium. Matos now leads Hinchcliffe by 33 points, 201-168, with Perera just two points behind Hinchcliffe in third.
The race was slowed by full-course caution only once when Tom Sutherland slid off course and into the turn-14 gravel trap.
The finish:
Franck Perera, Raphael Matos, James Hinchcliffe, Jonathan Bomarito, Robert Wickens, Giacomo Ricci, Simona De Silvestro, Kevin Lacroix, J.R. Sofiob, David Garza, Adrian Carrio, Adrien Herberts, Mike Forest, Car Sofio, David Garza, Adrian Carrio, Adrien Herberts, Mike Forest, Carl Tom Sutherland.

## Rowe Triumphs After Busch DQ

EPPING, N.H. - Short-track veteran Mike Rowe finished second to NASCAR Nextel Cup star Kyle Busch on the track, but a post-race inspection landed Rowe in victory lane at the inaugural PASS North AllStar Challenge Saturday night at AllStar Speedway.
Busch took the lead from Rowe on lap 179 and raced to the checkered flag, but the inspection revealed an unapproved tire change by Busch's

No. 51 team, and the victory was awarded to Rowe.
A two-lap penalty assessed by race officials bumped Busch, who had swapped the lead with Rowe 11 times on the track, to 16 th. Ben Rowe overcame an early spin to finish second, and Travis Benjamin finished third. The finish:
Mike Rowe, Ben Rowe, Travis Beniamin, Trevor Sanbom, Richie Dearborn, Derek Ramstrom, Alan Tardiff, Bill Penfold, Sam Sessions Cassius Clark, Soott Chubbuck, Adam Bates, Gary Smith, Wayne Helliwell Jr., Johnny Clark, Kyle Busch, Dave Dion, Afic Blanchette, D.J. Shaw, Rich Martin, Mark Patten, ,eremie Whorff, Curisis Serry, Stephen Bery, Jimmy Chambers, Joey Proceillo, Mike Parks, , imimy Renfrew.

## Kennington Races Past Thomson

BARRIE, Ontario - D.J. Kennington gutted out a grueling 300 laps Sunday on the third-mile tri-oval at Barrie Speedway to win the NASCAR
NASCAR CTS Canadian Tire Series race that featured 13 lead changes among six drivers.
Kennington battled eventual thirdplace finisher Don Thomson, Jr. for more than 80 laps for the lead. The two were either door to door or nose to tail, while exchanging the lead six times over the span.
Thomson surrendered the second spot late in the race to polesitter Mark Dilley, who trailed Kennington to the finish line by 1.126 seconds. It was Dilley's third top-10 finish of the year. Finishing fourth was Kerry Micks followed by Andrew Ranger in fifth. Both Micks and Ranger overcame poor qualifying performances to notch top-five finishes after starting the race in 17th and 16th, respectively. Ron Beauchamp, Jr., John Gaunt, Joey McColm, Jim Lapcevich and Derek Lynch rounded out the top 10. "That was some of the most fun racing I have ever done in my life," said Kennington of his long battle with Thomson. "(Thomson) is such a great racer. It was an awesome time."

## The finish:






 13. Brad Grahm, Dodge, 299, S1,230; 14. Peter Gibbons, hevorote, 299,




## Hearn Hits N.Y. Paydirt

By Ron Hedger<br>NSSN Correspondent

MALTA, N.Y. - Brett Hearn notched his first 75-lap Race of Champions Tour victory when the RoC traveled to Albany-Saratoga Speedway Friday night.
ROC Hearn, whose progress from the sixth row was delayed by bumper-to-bumper combat with invader Danny Johnson, needed 57 laps to run down polesitter Jack Johnson. Once on top, Hearn raced out to a full-straight advantage and led Jack Johnson, A.J. Romano, Brian Weaver and Mark Johnson to the stripe.
Heat-winner Ronnie Johnson, relegated to the tail after missing the mandatory weigh-in, was sixth ahead of Matt DeLorenzo, Jimmy Davis, Ted Lamb and Bobby Varin.
The finish:
Rerett Heam, Jack Johnson, A.J. Romano, Brian Weaver, Marc Johnson,

 Perronte, Pat Ward, Dan Humes, Don Mattison, Ed Pieniaizer, II, Don

## © A LESSON IN HISTORY

A look back at the formative years of racing

herkedwaros collection photo
AN EARLY RACER: A young George Connor poses in his car in the 1930s near Oakland, Calif.

## George Connor Had A Long, Successful Racing Career

Among the more or less forgotten drivers of the past is George Connor. He raced from the 1930s to the 1950s, and his career includes racing at tracks like Legion Ascot and Indy, the dirt of the Championship Trail and even the road races at Roosevelt Field on Long Island in New York.
Connor was born in Rialto, Calif., in 1906 and first appears in racing records at Legion Ascot Speedway in about 1932. Legion Ascot was not the ideal place for a new driver, so he may have done some racing at tracks such as Colton, which was near his Southern California home. Connor performed all right in the Class B races at Ascot, and, by 1934, he was good enough to have earned a shot at Indy. He missed the show in 1934, but in 1935 began a string of 14 -consecutive $(1935-1952)$ starts at Indy
In 1936, Connor experienced his worst crash when he wound up hitting the grandstand at Roby Speedway near Chicago. Several spectators were injured, and Connor wound up spending some time in the hospital.
In 1936 and 1937, Connor was at Roosevelt Field among the frustrated Americans who attempted to compete with the Europeans on the road

From 1934 to
1953, Connor
competed in 63
champ-car
races and
earned a total
of $\$ 61,403$ in
prize money. course. Connor was among the "best in class" in qualifying both years but had trouble in the long races.
It appears that Connor mostly avoided the sprint cars after Legion Ascot closed in early 1936, and there is no record of him ever driving a midget. Strange, but given the casualty rate in these cars, perhaps wise. Champ-car racing was nearly as dangerous, but at least the payoffs were better.
From 1934 to 1953, Connor competed in 63 champ-car races and earned a total of $\$ 61,403$ in prize money. He raced at places such as Langhorne, Milwaukee, Detroit, Goshen (N.Y.), Atlanta, Arlington (Texas) and Springfield, Ohio. He racked up a total of 33 top-10 finishes. At Indy, his best finish came in 1949 when he drove a Blue Crown Special to a third-place finish. His prize money that day was $\$ 11,675$.
Victories were tough to come by in champ-car racing, and Connor had only one triumph to his credit. Sadly, this was kind of a hollow victory, coming on the day in 1946 at Atlanta on which both George Robson and George Barringer were killed. Atlanta was exceptionally dusty that day, and this contributed to the fatal crash, which happened late in the race and led to a somewhat confused finish. Connor was scored as the winner of the 100 -miler for a payoff of $\$ 2,964$.
Connor retired from racing after failing to qualify for the 1953 Indy race in a Kurtis-Chrysler V-8. He then worked as a technical representative for the Ford Motor Company's Aircraft Engine Division. He kept active in racing by serving as an official at Indy and at Bonneville. When he retired from Ford, Connor and his wife moved to an avocado ranch in Southern California.
Connor died in 2001 at the age of 94 . He was the last surviving driver to have competed at Indy prior to World War II.
(Thanks to Glen Blasdel of Alamogordo, N.M., for help with this story.)
Comments on "A Lesson in History" are welcome at 30 Country Lane, Sagle, Idaho 83860. E-mail to radbruch@sandpoint.net.


## 10ロ HERRS RACE PRDVEN PRDTECTIDN."



Your guide to upcoming events

## ONTHE AIR

A quick look at what's on television this weekend:

## Thursday

- "NASCAR Now," 12 a.m., ESPN2 - USAR Hooters Pro Cup Greased Lightning 200 (taped), 3 p.m., Speed
■ "Motorsport Hour," 4:30 p.m.,
Versus
- NASCAR Nextel Cup practice, 4:30
p.m., Speed
"NASCAR Now," 5 p.m., ESPN2
- NASCAR Busch Series practice, 5:30
p.m., ESPN2

NASCAR Nextel Cup practice, 6:30
p.m., Speed

Grand Am Rolex Brumos Porsche
250, 8 p.m., Speed

- "Ultimate NASCAR," 9 p.m., ESPN

Friday

- "Setup," 12 a.m., Speed
- "NASCAR Now," $12: 30$ a.m., ESPN2
- F-1 practice, 9 a.m., Speed - Classic Drag Racing: 2003 NHRA

Spring Nationals, 11 a.m., ESPN Classic

- "NASCAR Live," 12 p.m., Speed
- NASCAR Busch Series qualifying,
p.m., ESPN2
- USAR Hooters Pro Cup Greased

Lightning 200 (taped), 1 p.m., Speed

- NASCAR Nextel Cup qualifying, 4
p.m., Speed

Champ Car Atlantic Series, 6 p.m., ESPN2
■"NASCAR Now," 6:30 p.m., ESPN2

- "Trackside," 6:30 p.m., Speed
- "NASCAR Busch Series Countdown," 7:30 p.m., ESPN2
- NASCAR Busch Series Winn-Dixie 250, 8 p.m., ESPN2


## Saturday

■ "Formula One Debrief," 12 a.m.,
Speed

- F-1 practice, 3:30 a.m., Speed
- "Inside Grand Prix," 7 a.m., Speed
- F-1 qualifying, 7:30 a.m., Speed
"NASCAR Now," 10 a.m., ESPN2


## TUNE IN TO .

The IndyCar Series as it heads to the road course at Watkins Glen for the Indy Grand Prix Sunday at $3: 30$ p.m. on ABC.

- NHRA Sportsman Series from Norwalk, Ohio, 12 p.m., ESPN2 IHRA from Tulsa, Okla. (taped), 2:30 p.m., Speed NHRA qualifying from Bristol, Tenn. (taped), 4 p.m., ESPN2
-"NASCAR Performance," 4 p.m.,
Speed
"NASCAR RaceDay," 5 p.m., Speed
- "NASCAR Live," 6:30 p.m., TNT
- Ferrari Challenge, $7: 30$ p.m., Speed
- "Countdown to Green," 7:30 p.m., TNT
- NASCAR Nextel Cup Pepsi 400, 8 p.m., TNT


## Sunday

- "NASCAR Now," 12 a.m., ESPN2 - "NHRA Race Day," 11 a.m., ESPN2 - World of Outlaws (taped), 11:30 a.m., ESPN2
- Nextel Prelude To The Dream (taped), 12 p.m., Speed American Le Mans Series from Lime Rock Park, 1 p.m., CBS
- F-1 British Grand Prix, 1 p.m., Fox - Champ Car Grand Prix of Toronto, p.m., ESPN

Watkins Glen Indy Grand Prix, $3: 30$ p.m., ABC

GP2 Championship, 3:30 p.m., Speed
■ "Speed Report," 7 p.m., Speed "NASCAR Victory Lane," 8 p.m., Speed

- "Wind Tunnel With Dave Despain," 9 p.m., Speed
NHRA Thunder Valley Nationals (taped), $9: 30$ p.m., ESPN2
- All times Eastern


## MOTORSPORTS CALENDAR

July 4 USAC Regional, Kenyon and Midwest Series Mount Lawn Speedway, New Castle, Ind., Midget Cars July 4 USAC Indiana Ford Focus Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars July 4 USAC-CRA Sprint Car Series Perris Auto Speedway, Perris, Calif., Sprint Cars July 4 NASCAR Busch West Series Imindale Speedway, Irwindale, Calif., Stock Cars July 4 ASCS National Series Double X Speedway, California, Mo., Sprint Cars July 4 ASCS Coastal Region Swinging Bridge Raceway, Byram, Miss, Sprint Cars July 4 ASCS Canyon Region Manzanita Speedway, Phoenix, Ariz., Sprint Cars July 5 Grand Am Rolex Series

Daytona Int'I Speedway, Daytona Beach, Fla., Sports Cars
July 5 NorthEastern Midget Ass'n
thompson Int'I Speedway, Thompson, Conn., Midget Cars July 6 NASCAR Busch Series

Daytona Int'I Speedway, Daytona Beach, Fla., Stock Cars
July 6 World of Outlaws
Route 66 Raceway, Joliet, III., Sprint Cars
July 6 USAC National Midget and Sprint Car Series Toledo Speedway, Toledo, Ohio, Midget and Sprint Cars July 6 USAC Northeast Ford Focus Midget Series Spencer Speedway, Williamson, N.Y., Midget Cars July 6 DIRT Modifieds

Ransomville Speedway, Ransomville, N.Y., Modifieds
July 6 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N..., Modifieds
July 6 ASCS Patriot Region
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
July 6 ASCS Coastal Region
Southern Speedway, Hattiesburg, Miss,, Sprint Cars
July 6 Lucas Oil Late Model Dirt Series
Tazewell Speedway, Tazewell, Tenn., Late Models
July 6 United Sprint Car Series
Greenville-Pickens Sppedway, Greenville, S.C., Sprint Cars
July 6-7 World of Outlaws Late Model Series
Pike County Speedway, Magnolia, Miss. Late Models
July 7 NASCAR Nextel Cup Series
Daytona Int'I Speedway, Daytona Beach, Fla., Stock Cars July 7 World of Outlaws
1.55 Raceway, Pevely, Mo. Sprint Cars

July 7 USAC Northeast Ford Focus Midget Series
Oswego Speedway, Oswego, N.Y., Midget Cars
July 7 USAC National Midget and Sprint Car Series
Mansfield Motorsports Speedway, Mansfield, Ohio, Midget and Sprint Cars July 7 USAC California Ford Focus Series

Madera Speedway, Madera, Calif., Midget and Sprint Cars
July 7 USAC Western Midget, Western Sprint Car Series Madera Speedway, Madera, Calif, Midget and Sprint Cars

July 7 American Le Mans Series
Lime Rock Park, Lakeville, Conn., Sports Cars July 7 Hooters Pro Cup Series

Berlin Raceway, Berlin, Mich. Stock Cars July 7 ASCS National Series

Lakeside Speedway, Kansas City, Kan., Sprint Cars
July 7 ASCS Coastal Region
Whynot Motorsports Park, Meridian, Miss., Sprint Cars
July 7 ASCS Sprints On Dirt Region
Owendale Speedway, Owendale, Mich., Sprint Cars
July 7 ASCS Canyon Region
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
July 7 ASCS Northern Plains Region
North Central Speedway, Brainerd, Minn., Sprint Cars


REPEAT PERFORMANCE: Tony Stewart climbs onto the flag stand to salute the fans after taking the 2006 Pepsi 400 at Daytona Int'I Speedway.

## MARK IT DOWN!

## July 7, NASCAR Nextel Cup Pepsi 400

Daytona Int'I Speedway, Daytona Beach, Fla., Stock Cars
NASCAR returns to the beach this weekend to run under the lights in the Pepsi 400 . In February, Kevin Harvick edged Mark Martin by .020 second in the Daytona 500. Tony Stewart, who took his third Budweiser Shootout earlier this season, will look to go three in a row after capturing the Pepsi 400 and
climbing the fence in 2005 and 2006

July 7 ASCS Rocky Mountain Region
1-76 Speedway, Fort Morgan, Colo., Sprint Cars
July 7 Badger Midget Auto Racing Ass'n
Langlade County Speedway, Antigo, Wis., Midget Cars
July 7 Lucas Oil Late Model Dirt Series
Volunteer Speedway, Bulls Gap, Tenn., Late Models
July 7 International SuperModified Ass'n
Jennerstown Speedway, Jennerstown, Pa., Modified
July 7 Golden State Challenge
Antioch Speedway, Antioch, Calif., Sprint Cars
July 7 Empire Super Sprints
Woodhul Raceway, Woodhull, N.Y., Sprint Cars
July 7 Interstate Racing Ass'n
Wilmot Speedway, Wilmot, Wis., Sprint Cars
July 7 United Sprint Car Series
Watermelon Capital Speedway, Cordele, Ga., Sprint Cars
July 7 Bay Cities Racing Ass'n
Lakeport Speedway, Lakeport, Calif., Midget Cars
July 7-8 IRL Indy Pro Series
Watkins Glen Intil, Watkins Glen, N.Y., Indy Cars
July 7-8 American-Canadian Tour
July 8 IRL IndyCar Series
Watkins Glen Int'I, Watkins Glen, N.Y., Indy Cars
July 8 Champ Car World Series
Canadian National Exhibition Place, Toronto, Ontario, Indy Cars
July 8 Champ Car Atlantic Series
Canadian National Exhibition Place, Toronto, Ontario, Indy Cars

July 8 DIRT Modifieds
Cornwall Motor Speedway, Cormwall, Ontario, Modifieds July 8 NASCAR Whelen Modified Tour

Twin State Speedway, Claremont, N.H., Modifieds July 8 Badger Midget Auto Racing Ass'n

Angell Park Speedway, Sun Prairie, Wis., Midget Cars July 8 IHRA Nitro Jam Drag Racing Series

Castrol Raceway, Edmonton, Alberta, Dragsters
July 8 Speed World Challenge Series
Exhibition Place, Toronto, Ontario, Sports Cars
July 8 Formula One Series
Silverstone Circuit, Silverstone, England, Formula Cars
July 9 DIRT Modifieds
Autodrome Drummond, Drummondville, Quebec, Modifieds July 9 DIRT Modifieds

Brockvill Ontario Speedway, Brockville, Ontario, Modifieds July 10 International SuperModified Ass'n

Stafford Motor Speedway, Stafford Springs, Conn., Modifieds

## July 10 NorthEastern Midget Ass'n

Stafford Motor Speedway, Stafford Springs, Conn., Midget Cars July 11 World of Outlaws

Limaland Motorsports Park, Lima, Ohio, Sprint Cars
July 11 USAC Indiana Ford Focus Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
July 11 USAC Kenyon and Regional Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
July 11 USAC National Sprint Car Series
Iwin Cities Raceway Park, North Vernon, Ind., Sprint Cars



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## IIIUNASCAR

 PERFORMANCE
## Indy 500 Champ Takes DoY Honors

SARASOTA, Fla. - On the track and in the voting, Dario Franchitti easily outdistanced his rivals to win the second quarter Driver of the Year 2007.

The Scotland native led the IndyCar standings as of the date of the
INDUSTRY ballot, and in the second quarter has won two events - including the Indianapolis 500 posted two second-place finishes and finished no worse than fourth.
"I'm very honored to have received the Driver of the Year ward this quarter," Franchitti said after learning of the award. "I am particularly hon-


NORTHFORK PHOTO
TOP THREE: Jeff Jefferson (left), race winner Gary Lewis (center) and runner-up Brandon Riehl pose after Saturday's ARCA West Late Model Challenge Series event.

## Lewis Can't Lose At Montana Raceway

KALISPELL, Mont. - Pointleader Gary Lewis triumphed in Saturday's ARCA West Late Model

## ARCA WEST Challenge

 Series event at Montana Raceway Park. Lewis used the advantage of a front-row start and paced the entire 125-lap distance.
## Brandon Riehl settled for

 runner-up honors over Jeff Jefferson, Erick Hargraves and Kevin Richards.The finish:
Gary Lewis, Brandon Riehl, Jeff Jefferson, Erick Hargraves, Kevin Richards, Shelby Thompson, Mark Owens, Mike Obrist, Wes Rhodes, Tim Elliott, Agni Howell, Billy Salmonson, Todd Walters, Jared Vorse, Jim Warn, Ryan Fischer, Garrett Evans, Brent Harris, Joe McNeil, Bodie Morton, Dave Garber, Bryon Harvey, Alex Lessor, Mical Sampson.

## Moran The Man In Memorial

ORRVILLE, Ohio - It was all the 'Million Dollar Man' in the dirt-late-model portion of the 12th annual Pete Jacobs Memorial June 25 at<br>Federated Auto Parts Wayne<br>County Speedway.

Donnie Moran held off all challengers to lead all 25 laps of the three-eighths-mile oval, banking the $\$ 2,000$ top prize.
Ryan Markham finished second, with Dave Hornikel, Doug Drown, Scott Peltz and Keith Berner following.


Tim Steele

## Tim Steele To Hang Up His Helmet

COOPERSVILLE, Mich. One of the most successful drivers in ARCA RE/MAX Series history, Tim Steele, has decided to hang up his helmet. "It took me nine and a half years to get there," said Steele. "But the last time I was in a car, it just didn't feel natural anymore. It seems like I've struggled
ARCA RE/MAX with this decision for-
always told myself that if I ever got scared, it was time to get out, or that if I ever felt like I had lost my God-given ability, it was time to get out."
Steele, 39, will continue in the sport as a car owner and mechanic and is currently fielding a late model for up-and-coming driver Johnny VanDoorn.
After a very successful career in the ARCA RE/MAX Series that produced championships in ' 93 , ' 96 and ' 97 , and more superspeedway victories than any other driver in series history, Steele was on the verge of signing a contract to race fulltime in the NASCAR Nextel Cup Series when a Nov. 5, 1997, crash while testing at Atlanta Motor Speedway derailed his career. He suffered a closed head injury and by all accounts was never the same. But for a long time, Steele was unable to accept it
"I just wasn't willing to accept that; it was like admitting defeat," he said. "Racing was my life; it's how I earned my living, and the only job I ever had since I was 20. I didn't know anything else, so it was so hard to walk away from my life. I had worked so hard to get where I had gotten. I just couldn't give up on it now."
From 1993 through 2006, Steele, driving his father Harold Steele's HS Die entries, won 41 ARCA RE/MAX Series races in 146 attempts. Steele is still the all-time superspeedway winner with 24 victories, including nine at Pocono Raceway. He also won 31 poles.

## Moyer Takes Two; Erb, Jeep One <br> Billy Moyer, who has won the <br> one-mile DuQuoin (Ill.) State

## June 25

PEORIA, Ill. - Dennis Erb, Jr. was flawless in marching to a flag-to-flag victory in the June 25 UMP DIRTcar Racing Summernationals feature at Peoria Speedway. In a race that ran nonstop after a caution flag on the first lap, Erb grabbed

## DIRT MODS

Summernationals title a record six times, won on the grueling tour for the first time in nearly three years, capturing the June 26 feature at Poplar Bluff Speedway
Moyer, 49, started from the outside pole and led all 40 laps, beating polesitter Rodney Melvin to the checkered flag.
It was Moyer's record 61st UMP Summernationals triumph but first since June 28, 2004 at Lawrenceburg (Ind.) Speedway.
The finish:
Billy Mover, Rodney Meviri, Mike Mararar, Dennis Eb, Jr. Jeep VanWormer, Wes steidinger, Randy Kore, steve Rushin, Ed Kirchoff, Kevin Cole, Jeff Taylor, Don OMeal Todd hall, Steve Shepparad, Jr, tery Philips, billy Moyer Bryan Collins, Terry Casey

## Thursday

PADUCAH, Ky. - Billy Moyer flashed his vintage UMP Summernationals form again Thursday night, holding off a relentless Jeep VanWormer to win the 40-lap feature at Paducah Int'l Raceway. It was the Batesville, Ark., star's second-consecutive Summernationals triumph and pumped his victory total to 62 .
The six-time Summernationals champion registered back-to-back victories for the first time since 2001, when he won June 30 at I-55 Raceway in Pevely, Mo., and July 1 at the

Fairgrounds.
The finish:
Billy Moyer, Seep VanWormer, Randy Korte, Don ON Neal,

 Randy Sellars, Kevin Cole, A.J. Dieme, Michael Steele Rodney Mevin, Mike Marte.

## Saturday

CLARKSVILLE, Tenn. Jeep VanWormer is making up for a slow start on the 2007 UMP Summernationals series. The 32 year old from Pinconning, Mich., continued his surge as the tour reached its halfway point, winning Saturday night's 40-lap A main at Clarksville Speedway.
Coming off a strong secondplace finish in the June 28 event at Paducah, VanWormer took advantage of a pole starting spot to lead from flag to flag at the quarter-mile oval. He repelled periodic challenges from Wes Steidinger to pocket $\$ 10,000$ for his first victory of the 2007 Summernationals.
Steidinger settled for second, with Jeff Taylor, Jack Sullivan and Dennis Erb, Jr. following. The finish:
Jeep VanWormer, Wes Steidinger, Jeff Taylor, Jack Sulivivan, Dennis Erb, Jr., Rodney Melvin, Billy Moyer, Randy Korte, Don O'Neal, Garrett Durrett, Mike Marlar, Eddie Kirchoff, Gil Smith, Kevin Weaver, Billy James, Chuck Proctor, Wendell Wallace, Mike Chandler, Rusty Griffaw, Jarryd Holshouser, Tony Albright.

■ The Wednesday and
Friday races were rained out.

## June 26

POPLAR BLUFF, Mo. - The King of the UMP DIRTcar Racing Summernationals is back in the series spotlight


LOCAL HERO: Matt Kenseth (17) battles Jeremy LePak for position during the June 26 AllStar Challenge late-model event at Madison Int'I Speedway.

## Kenseth Goes Home, Wins In Wisconsin

## By Dan Margetta

OREGON, Wis. - NASCAR Nextel Cup star Matt Kenseth drove to victory June 26 at Madison

## ALL-STAR

CHALLENGE

Pathfinder Chassis," Kenseth said, alluding to his potent ride that led 78 of 100 laps. "From the first lap on the race track, I knew we had a great car. It turned so great in the middle. It was just fun to drive."
Starting from the inside of the second row, Kenseth followed early leader Steve Carlson for the opening 21 laps before seizing an opportunity to take command with an outside move exiting turn two on lap 22. Once out front, Kenseth
was never seriously chal lenged, easing out to a substan tial lead following restarts through six caution periods before driving to a 12 -carlength victory over Mark Eswein and Nathan Haseleu. The finish:
Mart Kenseth, Mark Eswein, Nathan Haseleu, Eddie Hoffman Jaoch humphrey, Jeremy Lepak, Tony Stewart, Dave Feier, chad Wood, Bobby Wilberg, Steve Cartson, frank Kreyer, Todd Kluever, Dexter Bean, Trent Syyder,
Brian Johnson, J., Andrew Morisey, Steve Ruberk, Dade Prunty, Matt hoocourex, Gregg uluffol, Steve Stuluz, Derek Thom, "Kelly Bires Denis Prunty, Tommy Peacoo, Justin Phillpot, Matt Raudabaugh, John Baumeister, Soott
Olleman, Kyle Kinder, Jonathan Eilen, Jon Wood, Andy Monday, Byyant Goodsmidit, Nick Hlammer.


LUCKY 13: Charlie Menard (13) dives to the inside of Michael Annett during Sunday's ASA Late Model Series event in Hagersville, Ontario.

## Menard Flexes Muscle In Canada

HAGERSVILLE, Ontario Charlie Menard steered his Menards Home Improvment Ford Fusion

ASA LM into victory lane, as the ASA Late Model Series traveled into Canada for the first time for the running of the inaugural Canada 200 Sunday at Cayuga Speedway Park
Menard took the lead from 21
year-old Michael Annett on lap 126 and scored a dominating victory. It was Menard's first triumph since Oct. 7, 2005, at his home track - LaCrosse (Wis.) Fairgrounds Speedway. Eddie Hoffman and Annett had a spirited battle for second place for more than 40 laps, as they diced in and out of lapped traffic all the while battling each other. Finally, on lap 162, Hoffman got by Annett and set
his sights on Menard, but Menard had established an insurmountable 10 -second lead by that point.
Hoffman held on for second, followed by Annett, Travis Dassow and Keeton Hanks to the line.
The finish:
Chardie Menard, Eddie Hoffrman, Michael Annett Trawis Dassow, Keeton Hanks, Bob Vamey, Pete Vandemwst Mithee Simko, Kis Stump, Derek Thom, Butch Miller, Peter Cozzolino, Greg Stewart, Sean Murphy, Alec Call, Jesse Smith Colt James, Rob Macoomenell, Chisis Purry, David


# Memory Serves 1959 A Bit Short 

Since a recent BALLSTON SPA, N.Y ince a recent effort describing owner/mechanic Cliff Wright's remarkable racing odyssey, more interesting information has come to light.
It seems that Wright's memory was off when he related the details of the '59 Lebanon Valley Speedway season. But unlike so many oldtimers, instead of exaggerating his success, he shorted himself.
Historians Brian Bedell and Ed Biittig have reconstructed the season using Howie Westervelt's wife's scrapbook, and Westervelt did not win 12 of 17 as Wright recalled. He won 17 of 21 , with Doug Garrison winning three features and Stretch Van Steenburg one.
Westervelt's amazing season record was 17 victories, three seconds and a third.
We dug further and found that Connecticut racer and still-active owner Bob Devine, now 80 , originally built the car used by the Wright/Zautner/Westervelt team. "It was a '37 Ford with a four-inch bore and a three-and-three-eighthsinch stroke flathead, running on alcohol when I sold it to him," recalls Devine. "It was an unusual car because I cut the frame in half


## RON HEDGER

over the rear axle, put the rear section on top of the front and rewelded it, which lowered the car considerably. That moved the rear axle ahead, so I cut a chunk out of the cowl and moved the body ahead to restore the proportion and make it look stock.
"I won a dozen or so races with it before I sold it, running on asphalt at Rhinebeck and Menands, N.Y., just outside Albany, for promoter Ed Ryan. I ended up selling it to get money to buy a Grand American car to run with the United club under promoter Harvey Tattersall, where I won two series championships."
Devine loves to recall those days in the "new car" division, when his team bought a new ' 55 Chevy from a dealer, put a single-hoop rollbar in
the car and went racing. "We had another '55 with some miles on it, so we swapped engines, figuring the older one was broken in already. I put it on the pole at the old Eastern Exposition Grounds in Springfield, Mass., the first time out.
The only thing we changed was installing a Chevy truck rear, because they offered all kinds of gear ratios, and we ran the car through 1956 and ' 57 . Then we bought a new ' 57 Chevy and ran that for two years.'
Devine went on to explain that rac ing purses paid for the two cars, with the team's profit coming from an unusual move.
"We'd taken the seats and interior out of the first car and stored them away," relates Devine with a twinkle in his eye. "After we'd raced it for two years, we put the interior back in and sold it as a used road car." The team found the scheme worked so well that they continued it, running a new ' 61 Chevy through the ' 61 and ' 62 seasons, when they won the final race on the Springfield half mile to claim the point title in the season's last event.
"We ran about 15 United shows for Harvey every year, but on off weeks,
we'd sneak off and run with NASCAR or ARCA or whoever had a race," recalls Devine. "Some weeks we'd drive to Southside, Va., for Friday nights, then hit Manassas on Saturday and maybe Williams Grove on Sunday on our way home. By then we had a little fifth-wheel trailer that owner Walt Schutt built and we could go like hell." Schutt eventually took up driving himself but perished in a crash at Lebanon Valley many years ago. Ironically, the cars of that era were much safer than those Devine raced. "They were a bit shaky, especially on the Langhorne mile," says Devine. "But that's why I raced, for the excitement. I started in 1948 with a forged birth certificate that I used to run at the ARDC midget driving school at Cherry Park, Conn. I'd been flying but quit that for racing because it was too tame." All these years later, Devine is still in the pits every Saturday night, ministering to the big-block engine he supplies for DIRT driver Guy Sheldon's modified. He obviously enjoys their trips to victory lane, but one can't help but feel he'd still like to be the guy in the middle of the photo, holding the checkered flag.

## NASCAR Water Cooler Talk Turns To Court

TCOALTOWNSHIP, PA. igation filed by NASCAR igation filed by
against AT\&T
Mobility/Cingular Wireless in United States District Court recent ly has those in the business end of motorsports scurrying to catch up on the latest news.
And now with the rumored name change from NASCAR Nextel Cup to NASCAR Sprint Cup Series in 2008, it's taken primetime "water cooler chatter" away from, should I say the "late" Tony Soprano? NASCAR's countersuit charges AT\&T with breach of contract, fraud, misrepresentation and conspiracy to aid and abet wrongful interference with Nextel's exclusive sponsorship agreement with
NASCAR's Cup division.
Telecommunication companies and wireless concerns are similar to the banking industry, where letters informing consumers that "your bank has been purchased by Bank X and will now be called Bank Y, and your new credit card is in the mail" have become commonplace.
Yet, as normal as these takeovers are, if you happen to be NASCAR, Sprint Nextel, Richard Childress Racing or AT\&T Mobility/Cingular, it's far from commonplace.
NASCAR, in protecting its $\$ 700-$ million, 10 -year, non-compete series sponsor contract agreement with Nextel, must litigate based on "saving face" aspects alone. Only Alltel and Cingular are grandfathered into the series thanks to being "Cup

RACING BRIEFCASE


GREG ZYLA
active" when Nextel signed its initial agreement beginning with the 2004 season.
Additionally, Alltel became a takeover company when TGP Capital, L.P., a private equity investment firm that focuses on management buyouts, turnarounds and leveraged recapitalizations, agreed to partner with Goldman Sachs and purchase Alltel Wireless earlier this year.
Here's what some people may or may not know that could play big in the litigation. Cingular announced in February of 2004 that it would purchase AT\&T Wireless Services, Inc., for $\$ 41$ billion. Eventually, this story comes full circle to the formation of the "new" AT\&T Mobility. This is where it all gets tricky, as according to our sources and some readily available corporate information, the "new" AT\&T is the one and the same "old" Southwestern Bell Communications, which happened to be the majority owner of Cingular Wireless LLC, and the original firm that signed the contract with RCR before the grandfa-
ther clause took effect in 2002. Then on Jan. 14, 2007, AT\&T announced the changeover of the Cingular brand to AT\&T in television advertising and customer communications by creating the "Cingular is now The New AT\&T" logo.
Which leads us to the present-day drama. In the AT\&T garage, you'll hear words like "renaming," "logo restructure" and "grandfathering" unsuccessfully trying to blend with NASCAR's "breached agreements," "tortuous interference" and "scheme of ambush marketing" sentences.
To complicate matters, AT\&T Mobility and RCR recently inked a 10 -year renewal to be the primary sponsor on the No. 31 RCR Jeff Burton-driven Chevrolet.
I am concerned for every race team out there that faces a similar plight. I'm also concerned for NASCAR, which is trying to protect one of its three major Cup sponsors (the other two being tires and fuel). In Childress's defense, it's not his doing that SBC, AT\&T, Cingular Wireless and now AT\&T Mobility have been doing the name branding topsy-turvey all these years. Today, the new AT\&T Mobility is the biggest wireless supplier in the U.S., with some estimated 65 million users.
In NASCAR's defense, it writes the rulebook and specifies in its contract that Nextel receives exclusivity. Again, no one should blame NASCAR for trying to protect its
biggest investor.
Thus, the bottom line is the cold fact that a ruling in NASCAR's favor will harm one of its premier race teams. This happens while Sprint Nextel contemplates changing its 2008 Cup series "logo and name branding change" for the exact takeover/merger/name rebrand reasoning AT\&T brings to the table.
An AT\&T favorable ruling also raises the chance of Sprint Nextel presenting its No. 1 nemesis, AT\&T, the "big money" Nextel or Sprint Cup championship in what would surely be a cold, dreary December in Manhattan, regardless of outside temperature, and hasten Sprint Nextel's exodus from the series for obvious reasons.
This litigation brings to the forefront the cold, hard fact that big business, however nasty or offensive, indeed has the power through litigation where "company A" (NASCAR), through no fault of its own, could possibly stop a 10 -year, big-money deal for "company B" (RCR) when the law defines exclusivity and grandfathering. In ending, we all know AT\&T's grandfathering and NASCAR's exclusivity are incompatible, and never the two shall meet. The court will decide for company A or company B, and, similar to "The Soprano's" final episode, I'm not sure there is a comfortable ending to this episode, either.
This is where my screen goes blank, too.

## Rievley Finds Enough At End

ANGOLA, Ind. - Brian Rievley saved the best for the

CRA ning second for much of the race and battling braking problems, as he passed Jack Landis in turn four on lap 117 to win Saturday night's Hargus Mullins Memorial 125 CRA Super Series event at Angola Motor Speedway.
The finish:
Brian Rievely, Jack Landis, Jeff Lane, John Van Doom,
 Mooi, Terry Fisher, Itr, Robert Maynor, Andeew Conkiin, Bret Miles, Ir, Donald Kar, J., S., Sean Matthis, Billy Hutson, AJ. Ganino, Keny Tweedy, Brian Muick, Rick Tumer, Nick
Baran.

## Baran.

## Crockett Recovers

ELMA, Wash. - A spinout at the initial start of Saturday's Northwest
NSCS
Sprint Car Series feature at Grays Harbor Raceway put Roger Crockett at the rear of the 20 -car field, but it couldn't keep him there.
Crockett charged from the back of the pack, riding the cushion and passing Seth Bergman for second on lap 25. Shane Forte led the first 29 laps of the 30-lap feature but was unable to hold off Crockett at the line. Crockett edged Forte by .011 second
The finish:
Roger Crockett, Shane Forte Seth Bergman, Robbie Hantell, Nick Engberg, Derek Ingalls, Tayler Malsam,
 Funk, Glemn Borden, JI, IJ. IJ. Hicke, dyme Barnes.

## Perkins, Flynn <br> Tops In Debuts

## Sunday

MINNEAPOLIS, Kan. - Tim Perkins collected the top prize Sunday dur-
URSS $\quad$ ing it the $_{\text {Unit }}$ Rebel Sprint
Series's debut at Minneapolis Raceway Park.
The finish:
Thim Perkins, Doug Roth, Jeff Radcliffe, Cody Salem, Justin
 Corey Luters, ken Luters, Joss fife.

## Saturday

MAYETTA, Kan. - Paul Flynn triumphed in the United Rebel Sprint Series's first appearance at Thunderhill Speedway on Saturday, as he worked his way from fifthstarting position through the field of 305 sprint cars to claim top honors.
The finish
Paul flyn, Lary Raddifife, Justin schwien, Smokey Fairmank, corey Lutters, Truvis Decere, Michael folev, Randy
Bantam, Jef Raddifife, Lutters, Cody kiesweter, Kelly Kniesere, Greg Thyfaut, Cody slam, Josh Fairibank.




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THE BIG 3-0: Tim Kaeding celebrates GSC victory No. 30 at California's Thunderbowl Raceway.

## Kaeding Corrals 30th GSC Victory

TULARE, Calif. - Tim Kaeding put together a flag-toflag performance Saturday night at Thunderbowl Raceway and picked up his second triumph of the season, which also marked the 30th time that Kaeding has visited victory lane in Golden State Challenge competition.
The 28 -year-old charger had to fend off a late-race restart move from Jonathan Allard.

But Kaeding was able to take advantage when Allard left the door open in turn three.
Allard settled for runner-up honors, while Kaeding's father, Brent, ended the night in third.
Brandon Wimmer and Ricci Faria finished fourth and fifth, respectively.
The finish:
Tim Kaeding, Jonathan Allard, Brent Kaeding, Brandon Wimmer, Rici Faria, Sean Becker, Jason Stater, Willie Croft, Jason Botsorod, Garett shii, Charie Louden, Criig Stidham, Mark Workentine, Ric Mccormick, Trevor Grien, Ronnie Day, Brett Miler, Dan Simpson, Jon Maiwald, Ken
Tredenburg, Kyye larson, Danny Faria, Jr, Evan Suggs. Fredenburg, klye Lasson, Danny Faria, Jr, Evan Suggs.

## Attention Late Model

 Fans \& Racersfirst time ever
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Friday
July 27

plus..... UMP MODIFIEDS
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ADVANCE AUTO PARTS STOCK CARS

## Good Weekend Gives Boen Point Lead

Friday
NORTH PLATTE, Neb. Delbert Smith outran Kelly Boen to notch his second National Championship Racing Ass'n victory of the season on Friday night at Lincoln County Raceway on opening night of the late-model Speed Week co-sanctioned by the NCRA

## NCRA LM $\begin{aligned} & \text { and the } \\ & \text { Colorado }\end{aligned}$

 Late ModelAss'n.
Smith started on the front row outside of Boen, who jumped out to sizable lead at the start of the 30-lap feature. Boen looked to be on his way to an easy victory before tangling with a lapped car, allowing Smith to assume the top spot. Boen recovered to finish second but was never able to regain the lead, settling for a run-ner-up finish as Smith sailed to his 12th-career NCRA victory.

The finish:
Delbert Smith, Kelly Been, John Anderson, Cor Zeitner,
Jim Begman, Al Purkey, Kyle Berk, Mike stadel, , Yyan Rairden, Joe Kosiski, Mike Wiarda, Jobn Kuchar, wike Colins, Chad Humston, Iis Clifiton, Rixk lieser, Ron Suston, Sout Daly, Brian Kenkel, Scott Conifit, Soot Rhoodes, Bil

## Saturday

MCCOOL JUNCTION, Neb - Two-time defending series champion Kelly Boen took the checkered flag Saturday night at Junction Motor Speedway and moved into the point lead for the first time this season in the O'Reilly NCRA Late Model Series presented by ICM/Ethanol.
Boen's 22nd-career NCRA feature triumph moved him in front of 2001 series champion Delbert Smith for the point lead. Smith finished eighth and held on to second place in the standings. John Anderson finished second, with two-time series champion Al Purkey third.
The finish

Kelly been,John Anderson, AlPurkey, Dean Moore, Toor Shute, Kyle Berch, Mike Wiarda, Delbert Smith, Jery Wamer, Chad Humston, Jim Beaman, Joe Kosiski, soct Oady, Mike Conkwight, Corey Zeitreer, David Conkwighh Robbie Anderson, Greg Larsen, Ben Schaller, Bo Egge
Jimmy Segraves, Jacob Muray.

## Sunday

BELLEVILLE, Kan. - John Anderson took the lead from the outside of the first row and never looked back, leading all 20 laps to win his first feature of the season in the O'Reilly NCRA Late Model Series presented by ICM/Ethanol Sunday night.
Kelly Boen ran second for the first half of the race until two time champion Al Purkey passed him on lap nine. Boen tried a couple of times late in the race to get by Purkey but couldn't.

## The finish:

John Anderson, Al Purkey, Kelly Boen, Ted Martin, Jacol Murray, Mike Wiarda, Bo Egge, Dave Conkwright, Dean Moore, John Kuchar, Jimmy Segraves, Corey Zeitner, Ryan Rairden, Dan Topliff, Jim Beaman, Bill Koons, Mike
Conkwright, Todd Shute Steve Foster Jerry Warner, Craig Preble, Greg Larsen, Kyle Berck.

## Flanery Notches Second Victory In A Row

JUNCTION CITY, Ky. - Shon Flanery picked up his secondstraight NARA Battle of the

BOB Bluegrass
BOB Modified Series victory at
the third Annual Summer Shootout.
It was also Flanery's seventh series victory of the season. Flanery nosed ahead of Joey Kramer at the start and led the rest of the way.
Kramer, Benji Lee, Josh

Lucas and Dennis Roberson completed the top five.
The finish:
Shon Flaner, Leev: Kamer, Benii Lee losh Lucas, Dennis Roberson, John Tyler, Kelly Warren, Randy Turpin, Troy Teegarden, Kevin Mayabb, Clint Shuts, Walt Mayab Rocky Wison, Dennis Barton, Keith Denny, Robbie Gullion, Kevin Copher, Don Adams, Jarred Reams, Russ Gabbert, Clarence Belcher.

Francis Fends Off Drake
PORTSMOUTH, Ohio Steve Francis picked up his first Lucas Oil Late Model Dirt Series victory of the season, winning the "Pepsi 75" Sunday night at Portsmouth Raceway

LUCAS LM Francis led all 75 laps of the main event for his fourth series victory and a $\$ 10,000$ payday, but it wasn't easy.
Francis fought off at least a dozen challenges from Billy Drake over the course of the race, but held him off at every encounter. Drake ended up set tling for the runner-up position, followed by Jackie Boggs, Clint Smith and Rod Conley. The finish:
Steve Francis, Billy Orake, Jackie Boggs, Clint Smith, Rod


 Steve Shaver, Jimmy Owens, Jimmy Mars, Brian Shirley.

## Allen Picks Up No. 10

BELLEVILLE, Kan. - John Allen led flag-to-flag to win his second feature of the season in the O'Reilly NCRA Modified Series presented by ICM/Ethanol Sunday at Belleville NCRA MODS pion, Allen was never serious ly challenged in winning the 10th feature of his NCRA career.
Marc Hurd charged from eighth on the grid to finish second, while four-time defending series champion Brian Franz was third, adding to his season point lead. Greg Burt finished fourth, and Cody Gearhart was fifth after starting 18th.

## The finish:

John Allen, Marc Hurd, Brian Franz, Gree Burt, Cody Gearhart, Brian Casey, John Schwab, Jon Thompson, Troy Gemmill, Mike Javis, Jason Roe, Kurt Johnston, Brian Powers, Brian McGowen, Justin Bell, Casey McClaskey, Brandon Gemmill, Jason Teague, Brandon Blochlinger, Tim Echevaria, Travis Goverm, Jason Friesen, eff Herbers, Don

## Plemons Is

 Victorious InReturn To I-25
PUEBLO, Colo. - After a 14 year absence, the Rocky Mountain Midget Racing Ass'n returned to the newly paved I-25 Speedway Saturday night, with
RMMRA $\quad \stackrel{T}{\text { T }}$ o d d winning his first RMMRA feature.
Rounding out the top five in the 20-lap event were Kyle Ray, Butch Middleton, Billy Mentgen and Chris Sheil.
The finish:
Todd Plemons, Kyle Ray, Butch Middleton, Billy Mentgen, Chris Sheil, Kyle Rayburn, Julee Jamison, Mike

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January 26-27
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Winternationals • Volusia Speedway Park • DeLeon Springs, FL
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March 8-11 NASCAR/NEXTEL Cup Series • Las Vegas Motor Speedway • Las Vegas, NV
April 19-21 Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
April 28
May 25
May 25 Eckerd Outlaw Showdown • The Dirt Track @ Lowe’s Motor Speedway •Concord, NC
May 25 USAC Silver Crown • Indiana State Fairgrounds• Indianapolis, IN
May 25-27
May 26
June 1
Toyota Night Before the 500 - O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
Sue Thiel Memorial Classic - Dodge County Fairgrounds Speedway • Beaver Dam, WI
June 9
June 29
June 30 13th Annual Late Model Dream - Eldora Speedway - New Weston, OH USAC National Sprint Car Series - Richmond International Raceway • Richmond, VA SunTrust Indy Challenge - Richmond International Raceway • Richmond, VA The Great Race - Concord, NC
June 30
July 10
July 11
July 13
Old Spice Summer Sizzler - Eldora Speedway - New Weston, OH
Brad Doty Classic • Limaland Motorsports Park - Lima, OH
Knight Before the Kings Royal - Eldora Speedway • New Weston, OH
Kings Royal - Eldora Speedway • New Weston, OH
July 26-28
Kroger Speedfest - O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
August 6-7 Front Row /Ultimate Challenge • Southern lowa Speedway • Oskaloosa, IA
August 8-11 Knoxville Nationals • Knoxville Raceway • Knoxville, IA
Aug. 17-18 Ron Shuman Classic • Lakeside Speedway - Kansas City, KS
August $24 \quad$ Food City 250 - Bristol Motor Speedway • Bristol, TN
August 25 Sharpie 500 - Bristol Motor Speedway • Bristol, TN
Sept. 7-8
World 100 - Eldora Speedway • New Weston, OH
October 10
October 11-13
Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC NASCAR NEXTEL Cup • Lowe's Motor Speedway • Concord, NC
Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
November 1-3
November 8 Copper World Classic • Phoenix International Raceway • Avondale, AZ
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Race 12 of 25: 0'Reilly 200, Saturday, June 30 Memphis Motorsports Park, Memphis, Tenn.

## FINAL RESULTS



Travis Kvapil

| Fin. | St. | No. | Driver | Car | Laps | Money | Status |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 10 | 6 | Travis Kıapil | K \& F Filters Ford | 200 | \$54,025 | Running |
| 2 | 13 | 60 | Jack Sprague | Con-way Freight Toyota | 200 | 35,950 | Running |
| 3 | 2 | 33 | Ron Hormaday, Jr. | Camping World Chevrolet | 200 | 24,425 | Running |
| 4 | 3 | 5 | Mike Skinner | Toyota Tundra Toyota | 200 | 22,100 | Running |
| 5 | 8 | 1 | Aaron fike | RFNS/Red Horse Racing Toyo | 200 | 16,250 | Running |
| 6 | 12 | 36 | Ryan Mathews | The Lilly Company Toyota | 200 | 12,750 | Running |
| 7 | 24 | 23 | Johnny Benson | 360 OTC Toyota | 200 | 12,650 | Running |
| 8 | 9 | 30 | Todd Bodine | Lumber Liquidators Toyota | 200 | 13,525 | Running |
| 9 | 7 | 99 | Erik Darnell | Northern Tool + Equipment Ford | 200 | 12,925 | Running |
| 10 | 20 | 88 | Matt Crafton | Menards/Sylvania Chevrolet | 200 | 13,850 | Running |
| 11 | 16 | 07 | Tim Sauter | Lester Buildings Chevrolet | 200 | 12,225 | Running |
| 12 | 5 | 15 | Bill Lester | Christian Debt Chevrolet | 200 | 12,000 | Running |
| 13 | 14 | 10 | David Starr | International Maxx Force Ford | 200 | 11,950 | Running |
| 14 | 23 | 47 | Kraig Kinser | Ginn Resorts Chevrolet | 200 | 9,650 | Running |
| 15 | 15 | 50 | Peter Shepherd | Norther Tool + Equipment Ford | 200 | 14,175 | Running |
| 16 | 1 | 9 | Brad Keselowski | Team ASE Toyota | 200 | 15,750 | Running |
| 17 | 18 | 51 | Aric Almirola | FedEx Express Chevrolet | 200 | 9,450 | Running |
| 18 | 29 | 18 | Ken Schrader | Fastenal Dodge | 199 | 11,600 | Running |
| 19 | 11 | 75 | Dennis Setzer | Spears Manufacturing Chevrolet | 199 | 11,550 | Running |
| 20 | 26 | 16 | Chris Fontaine | Xpress Motorsports Chevolet | 199 | 11,975 | Running |
| 21 | 21 | 4 | Kevin Hamlin | Open Joist/Dodge Dodge | 199 | 10,250 | Running |
| 22 | 6 | 77 | Brendan Gaughan | South Point Hotel Chevrolet | 199 | 10,225 | Running |
| 23 | 4 | 13 | Willie Allen | Thorsport Chevrolet | 199 | 9,200 | Running |
| 24 | 30 | 40 | Stay Compton | Curtis Key Plumbing Chevrolet | 199 | 9,175 | Running |
| 25 | 32 | 8 | Blake Bjorklund | Haas CNC Machine Tools Chevrolet | 198 | 9,100 | Running |
| 26 | 25 | 08 | Chad McCumbee | GPSStore.com Chevrolet | 197 | 9,075 | Running |
| 27 | 19 | 21 | Keven Wood | Ravenswood Ford | 197 | 9,050 | Running |
| 28 | 17 | 14 | Rick Crawford | Power Stroke Disel by Int'I Ford | 196 | 9,025 | Running |
| 29 | 22 | 59 | Terry Cook | Harris Trukking Toyota | 194 | 9,000 | Running |
| 30 | 27 | 09 | Joey Clanton | Zaxby's Ford | 189 | 8,975 | Running |
| 31 | 31 | 7 | Jason Whit | Hooters Energy Drink Chevrolet | 183 | 8,950 | Oil Leak |
| 32 | 28 | 53 | Bradley Reithmeyer | Blackwater USA Dodge | 117 | 8,900 | Engine |
| 33 | 35 | 00 | Ken Butler III | Aaron's Lucky Dog Toyota | 111 | 8,875 | Accident |
| 34 | 36 | 86 | Dana White | 888-Karport.com Chevrolet | 25 | 8,850 | Ignition |
| 35 | 34 | 06 | Bobby Dotter | GPSStore.com Chevrolet | 3 | 8,815 Transmission |  |
| 36 | 33 | 0 | Wayne Edwards | Green Light Racing Chevrolet | 2 | 8,800 | Brakes |

## RACE STATISTICS

Race time: 1 hour, 38 minutes, 2 seconds
Average speed 91.106 mimele per hour
Vicory margin 2.220 seconds
Caution flags: Four for 24 laps
Lead changes: 10 among four drivers Average speed: 91.806 miles per hour Victory margin: 2.322 seconds
Caution flags: Four for 24 laps

TALK OF TIME TRIALS
Brad Keselowski, subbing for Ted Musgrave in Bill Davis Racing's No. 9 Toyota, captured his first pole in his third start. Ron Hornaday, Jr., pointleader Mike Skinner, Willie Allen and Bill Lester completed the top-five qualifiers for Saturday night's race.


## STANDINGS



Mike Skinner

Lap leaders: Brad Keselowski 1-19; Ron Hornaday, Ir. 20-60; Mike Skinner 61-72; Keselowski 73; Skinerer 74-148-170; Kvapil 171; Keselowski 172-190; Kuapil 191200.

## FIRST

Top 10

| 1. Mike Skinner | 2,043 | 6. Johnny Benson | 1,600 |
| :---: | :---: | :---: | :---: |
| 2. Ron Hormaday, Jr. | 1,940 | 7.Jack Sprague | 1,505 |
| 3. Todd Bodine | 1,815 | 8. Aaron Fike | 1,487 |
| 4. Travis Kıapil | 1,780 | 9. Matt Crafton | 1,456 |
| 5. Rick Crawford | 1,658 | 10. Ted Musgrave | 1,431 |

# Brad Spins, Travis Wins 

Kvapil Does What He Has To Do; Skinner Still Out Front In Points

MEMPHIS, Tenn. - Travis Kvapil nudged Brad Keselowski into a spin to take the lead with nine laps remaining and went on to win the O'Reilly 200 NASCAR Craftsman Truck Series race Saturday at Memphis Motorsports Park.
Kvapil's Roush Fenway Racing Ford ran a couple of truck lengths behind Keselowski's Germain Racing Toyota in a 40 -lap chase on the .75 -mile track. In turn four on the 191st lap of the three-quarter-mile track, Kvapil's truck hit Keselowski's left rear and sent him into a 180-degree spin.
It ruined a storybook race for Keselowski, who was subbing for the suspended Ted Musgrave. Keselowski finished 16th.
Kvapil won by 2.320 seconds over runner-up Jack Sprague, who passed Ron Hornaday for second with three laps remaining. It was Kvapil's second victory of the season and the seventh in his truck career.
Point-leader Mike Skinner was fourth and rookie Aaron Fike fifth, both driving Toyotas.
"I definitely didn't intend to spin him (Keselowski) around," Kvapil said. "His truck was having trouble getting through the corner. I had to go. I had to make something happen. It's part of racing in the NASCAR Craftsman Truck Series. It's definitely not the way I do business."
Keselowski started from pole and led the opening 19 laps. He was third for a restart on lap 120 and passed Skinner for second five laps later.
Keselowski closed on Kvapil and took the lead on the inside in turn four on lap 148. Keselowski opened up a 1.1-second lead in four laps, but the Ford driver began gaining and was within a few truck lengths for the next 40 laps.
"It was a great race," Kvapil said.
Keselowski had to run his tires hard to get into the lead.
"I was trying to save something, but I wasn't catching up," Keselowski said. "I used everything up getting to him. I used up the rear tires, and that led to getting run over. I don't think I'm angry. I'm not sure what I am, a little surprised, shocked. Angry, I don't think that's the right word. It's


WINNING WAYS: Travis Kvapil hoists the trophy and celebrates his victory Saturday night at Memphis Motorsports Park.
definitely the best I've run.'
Keselowski's best finish in 42 starts was seventh at Daytona in 2005.
Sprague started his night from 13th on the grid.
"It started horrible," Sprague said.
"It got better after the first stop and came to life after the second. I wish we'd have had 25 more laps. I'd have had something for Travis."
Skinner leads Hornaday by 103 points with 12 of 25 races completed.

## Ickler Eases Past Duncan's Ailing Chevy

ROSEBURG, Ore. - Brian Ickler avoided the bad luck that has plagued him all season, recording his first NASCAR Grand

## NASCAR WEST

 National Division, West Series victory Saturday night in the BI-MART Firecracker 150 at Douglas County Speedway.Ickler became the third-different driver to pilot the No. 16 NAPA Auto Parts Chevrolet to victory lane at Roseburg, giving Bill McAnally Racing wins in four of six West Series races at the fairgrounds facility.

Ickler, who started fourth, picked his way forward to the runner-up spot and then inherited the lead when Mike David's car faltered on a restart just 15 laps from the finish.
Ickler pulled away to win by 2.417 seconds, netting $\$ 6,750$. The victory which came in just his 19th West Series race, secured him a spot in the 2007 NASCAR Toyota All-Star Showdown. Under the new format introduced this year, only Grand National race winners and champions of the NASCAR developmental series will be locked into the Showdown

Johnny Borneman charged from 15th on the grid to finish second in the Twisted X Boots/Red Line Oil Ford. He was followed by two series rookies Jason Bowles in third and Alex Haase in fourth
The finish:
Showing driver, car, laps completed, money won: 1. Brian Ickler, Chevrolet, 150, $\$ 6,750 ;$ 2. Johnny Bormeman, Ford, 150, $\$ 5,250 ; 3$. Jason Bowles, Ford, $150, \$ 3,650 ; 4$. Alex Haase, Chevolet, $150, \$ 3,450 ; 5$. Jim
Inglebright, Chevolet, $150, \$ 2,850 ; 6$. Eric Hardin, Chevrolet, 150, Inglebright, Chevolet, 150, , $\$ 2,850 ; 6$. Eric Hardin, Chevrolet, 150,
$\$ 2,150,7$. Moses 5 mith, Chevrolet, $150, \$ 2,000 ; 8$. Ryan Foster, $\$ 2,150$, . Moses smith, Chevrolet, $150, \$ 2,000 ; 8$. Ryan Foster,
Chevrolet, $150, \$ 2,312 ; 9$. Eric Richardson, Chevrolet, $150, \$ 2,312 ; 10$. Daryl Harr, Chevrolet, 150, $\$ 1,750$; 11. Jose Luis Ramirez, , orrd, 150, $\$ 1,675$; 12. Brett Thompson, Chevrolet, $150, \$ 2,100 ; 13$. Kyle Cattanach, Toyota, 149, $\$ 1,325 ; 14$. Mike Duncan, Chevolet, 149, $\$ 2,050$; 15 . Mike David, Ford, 148, $\$ 4,000$; 16. Mike Gallegos, Ford, 145, $\$ 1,950 ; 17$, Stan
Silva, Ir., Chevolete, 127, $\$ 1,400 ; 18$. Justin Lofton, Ford, 125, $\$ 1,350$.


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# One Victory Leads Stewart To Title 

## Monday

ORRVILLE, Ohio - Rising from the ashes, the Federated Auto Parts Wayne County Speedway came back to life June 25, with Shane Stewart winning the Pete Jacobs Memorial during University of Northwest Ohio Speedweek for the All Star Circuit of Champions.
With the track reopening from a devastating April fire, a capacity crowd and 50 sprint cars were on hand for the 12thannual event.
Stewart drove the No. 8h owned by Junior Holbrook and Larry Wood to a convincing $\$ 5,000$ triumph on the second night of the 25th annual Ohio Speedweek.
"I'm glad we started up front...it was hard to pass out there tonight," said Stewart. "Larry and Junior decided to run a little harder tire, and that made the difference. I was just trying to keep the car as straight as I could and not burn off the tires."
Stewart took the lead from the pole and held off Byron Reed early and Dale Blaney late. Blaney, who won the Speedweek opener at Attica Raceway Park, came home second, with Danny Smith, Dean Jacobs and Lance Dewease, who started 15th, rounding out the top five.
The summary:
Fast time: Dustin Daggett, 15.547 seconds (50 cars).
Fiist theat: Gus Wasso, Bradon Martin Bob $c h i$ Paul Weaver, Brian Ellenberger, Marit keegan, Brock Mayes, Gregg Dalman, Toy Kingan, Bran Grove, Dustin Daggett, Aaron Shaffer, Jason Dolick.
Second Heat: Greg Wiston, Jesse Hockett, Danny Smith,
Dade Blaney Dale Blaney, Dean Jacobs, John IWy, Ryan Gurbaugh, Criqg
Mintz, Cadeb Gifftith, Cody Jacobs, Paul Kish, Uuffy Smith, Lee Stark.
Thid Heat: Lee Jacobs, Phil Gressman, Brian Paulus, Chad Blonde, Byron Reed, Keith Baxee, Ben Gregg, Buce White, Bill Rose, Aaron Middaugh, Bill Autit, Troy Little.
 Kenny Jacobs, Shane Stevart, Kelly Kinser, Ed Neumeister,
Danny Mumaw Tim Hunter Aron Higoins.
David Doherty Brad Haudensshild. Dash. K. Jcobs, Da. Smith, Blaney, Reed, Stewatt, Ellenberyer C Main: Mintr, Grove, Haudenschild, Dolick, Kingan, Dalman, Doherty, Kish, C. .Jacobs, Middaugh, Ault, Hunter,
Starar Stark.
$B$
Ma
Ma
B Main: Daggett, Keegan, Grubaugh, Mayes, Gregg,
Baxter, Kinser, Higgins, Rose, Mumaw, Du Smith, Griffth, White, Mintz, Ivy, Haudenschild, Dolick, Shaffer, Neumeister, Grove.
Feature:Stewart, Blaney, Da. Smith, D. Jacobs, Dewease,
Chaney, Wasson, Wison Mas Pas. Chaney, Wasson, Wison, May, Paulus, Keegan, Daggett, L.
Jacobs, Martin, Hockett, Mayes, Weaver, Elenberger, Jacobs, Martin, Hockett, Mayes, Weaver, Ellenberger,
Grubaugh, Andrews, K. Jacobs, Reed Blonde Gressman

## Tuesday

WAYNESFIELD, Ohio - Paul May was a happy and somewhat unpopular winner on the third night of Ohio Sprint Speedweek June 26 at Waynesfield Motor Sports Park.
May pocketed $\$ 5,000$ for winning a crash-marred 50 -lap feature in the series's first visit to the quarter-mile dirt track.
May led throughout, but had to survive a late challenge from Byron Reed that saw him booed in victory lane.
On the final restart, Reed charged under May heading into the first turn, but May shut the door, sending Reed


ON THE BOTTOM: Dale Blaney (2) and Kenny Jacobs battle through traffic for the lead during the O'Reilly All Star Circuit of Champions feature Friday at Limaland Motorsports Park in Lima, Ohio.
spinning. Reed recovered to finish ninth, but nonetheless May was showered by boos in victory lane.
Shane Stewart finished second, with Dean Jacobs, Mike Brecht and Rob Chaney rounding out the top five.
The summary:
Fast time: Dean A.acobs, 10.557 seconds 41 ( ass). First Heat: Brock Mayes, John Ivy, Ben Gregg, Paul May
Dean Jacobs, Kenny Jacobs, Oory Seling, Scott Curren, Bil Dean Jacobs, Kenny Jacobs,
Rose, Caleb Griffith.
Second Heat: Lance Dewease, Phil Gressman, Mark Keegan, Rob Chaney, Mike Brecht, Bruce White, Gregg Dalman, Chis Andrews, Chuck Wison, Ryan Grubaugh. Third Heat: Shane Stewart, Gus Wasson, Brian
Ellenberger, Craiq Mintz, Brian Paulus, Mike Miller, Davi Ellenberger, Craig Mintz, Brian Paulus, Mike Miller
Doherty, Greg Wison, Mike Linder, Chad Blonde.
Fourth Heat: Brandon Martin, Dale Blaney, Daggett, Byron Reed, Neil Shepherd, Aaron Higgins, Keith Baxter, Ed Neumeister, Kelly Kinser, Danny Smith. B Main: Blonde, K. Jacobss, Andrews, Linder, Rose, Smith, Miller, G. Wilson, White, Doherty, Grubaugh, Curren, Dalman, Grifith, C. Wilson, Higgins, Neumeister, Kinser, Baxter, Seeling.
Feature:May, Stewart, Paulus, D. Jacobss, Brecht, Chaney, Smith, Gressman, Reed, K. Jacobs, Martin, Blaney, Gregg, Mintz, Blonde, Linder, Daggett, Wasson.

## Wednesday

MILLERSBURG, Ohio Thunderstorms between heats and the feature delayed the June 27 Ohio Sprint Speedweek event for two hours, but in the end, Chad Blonde was the king of the hill. The first O'Reilly All Star Circuit of Champions event at the three-eighths-mile dirt track saw Blonde lead throughout en route to the $\$ 5,000$ top prize.
Blonde kept his No. 5b ahead of hometown boy Kenny Jacobs, who was seeking his 98th-career All Star triumph.
Jacobs finished second, while Brandon Martin came home
third. Brian Paulus and Lee Jacobs rounded out the top five.

## The summary:

Fast time: Chad Blonde, 12.155 seconds ( 40 cars). First Heat: Bill Rose, Danny Smith, Brock Mayes, Chad
Blonde, Brandon Martin, Lance Deweese, John Lyy, Troy Blonde, Brandon Martin, Lance Dev
Little, Chris Andrews, Aaron Higgins.
Second Heat: Paul May, Lee Jacobs, Brian Paulus, Rob Chaney, Gregg Dalman, Ben Gregg, David Doherty, Greg Wison, Ed Neumeister, Cody Jacobs.
Third Heat: Shane Stewart, Mark Keegan, Dean Jacobs, Caleb Grifitith, Kenny Jacobs, Jason Dolick, Byron Reed, Brad Haudenschild, Bruce White, Bill Ault,
Fourth Heat: Danny Mumaw, Craig Mintz, Brian Ellenberger, Ryan Grubaugh, Aaron Middaugh,
Gressman, Dustin Daggett, Dale Blaney, Bran Grove, B Main: Dewease, Wilson, Blaney, Reed, Dolick, Dag Andrews, Gregg, White, Doherty, Haudenschild, Jacobss. Feature: Blonde, K. Jacobs, Martin, Paulus, L. Jacobs Smith, D. Jacobs, Stewart, Dewease, Chaney, Mayes, May, Ellenberger, Grubuagh, Griffith, Mumaw, Mintz, Blan

## Thursday

## By Brian Liskai

FREMONT, Ohio - Good things come to those who wait. Dale Blaney is the epitome of that adage. The Fowler, Ohio, driver grabbed the lead on a lap-15 restart and claimed his second victory of the University of Northwest Ohio Sprint Speedweek Thursday night at Fremont Speedway. The triumph before a packed house kept Blaney in contention for the $\$ 50,000$ Speedweek bonus paid to a driver who can win four of eight races. However, Blaney would have to sweep the final two races of the series. Thursday's victory was his 57th in All Star Circuit of Champions competition and his third of the year at the three-eighths-mile oval.
"Brandon (Martin) was good
early. I knew it was 40 laps, and I just had to be patient and not press too hard and let the race come to me," Blaney explained. "We've won three of the four times we've been to Fremont this year. This track just suits my driving style." Martin led from the start, but Blaney took second on lap nine and quickly ran Martin down. After taking the lead, Blaney kept control through a rash of yellow flags and a late-race fuel stop.
Byron Reed came on at the end to win a thrilling battle for second, with Mike Linder, Martin and Phil Gressman filling the top five
The summary:
Fast time: Rob Chaney, 12.496 seconds (45 cars). First Heat: Lee Jacobs, Chris Andrews, Rob Chaney, Brian Ivy, Cory Seeling, David Harison, Chuck Wilson, Bruce Luy, Cory
White.
Second

Second Heat: Greg Wilson, Mike Linder, Brandon Martin, Byron Reed, Chad Blonde, Jamie Miller, Danny Smith, Third Heat: Shane Stewart Brock Mayes, Brian Paulus, Phil Gressman, Kenny Jacobss, Greg Dalman, Brian Smith, Todd Heller, Craig Mintz, Bryan Scott, Mark Keegan. Fourth Heat: Dean Jacobs, Paul May, Bill Rose, Dale Blaney, Dustin Daggett, Troy Vaccaro, Bruce Robenalt, Ben Rutan, Ben Gregg, Scott Euler, Paul Weaver.
Dash: Paulus, Daggett, Blaney, Martin, Ellenberger,

## C Mainey.

oobenalt, Little, Scott, White.
B Main: Keegol, White.
B Main: Keegan, Harrison, Clark, Smith, Ivy, Mintz, Deaber, Rutan, Vaccaro, Miller Ne, Sumeitster Wilson, Gregg, Feature: Blaney, Reed, Linder, Mratin, Gear, Euler. Feature: Blaney, Reed, Linder, Martin, Gressman,
Chaney, Stewart, K. Jacobs, Paulus, Mayes, May, Smith, L. lanneys, , Etewart, K. J. Jacobs, Paulus, Mayes, May, Smith, L, Keegan, Wilson, Blonde, Clark, Rose, Wasson.

## Friday

LIMA, Ohio - Dale Blaney moved one step closer to picking up a $\$ 50,000$ payday Friday night at Limaland Motorsports

Park.
Blaney won his second-consecutive Ohio Sprint Speedweek feature and third in six races, setting him up for the bonus offered to any driver able to win four of seven race during the 25th annual speed week
With 52 cars on hand for the All Star Circuit of Champions event, Blaney shared the fron row with Kenny Jacobs. Jacobs took the lead on the quarter-mile oval, with Blaney close behind
With the capacity crowd on its feet, Blaney used a mid-race restart to charge past Jacobs and into the lead
Blaney worked lapped traffic to perfection the remainder of the 40-lap event, while Jacobs battled Byron Reed for second Reed claimed the spot, with Jacobs, Shane Stewart and Phil Gressman rounding out the top five.

## The summary:

Fast time: Danny Smith, 11.099 seconds (52 cars). First Heat: Mark Keegan, Shane Stewart, Danny Smith Phil Gressman, Kenny Jacobs, ${ }^{\text {R Mike Linder, Luke Hall, Bruce }}$ David Miller.
Second Heat: Dale Blaney, Brian Paulus, Greg Wilson, Brandon Martin, Byron Reed, Mike Dussel, Ben Gregg, Mike Dunlap, Jared Horstman, Ryan Grubaugh, Scott Curren, Brent Gehr, Craig Mintz:
Third Heat: Cory Seeling, Mike Brecht, Brian Ellenberger Rob Chaney, Dean Jacobs, Jamie Miller, Bill Rose, Troy
Little, Andy Shammo, Gregg Dalman, Kent Wolters, Mark Hery, Brandy Bower.
Fourth Heat: Paul May, Brock Mayes, Chris Andrews, Jimmy Stinson, Gus Wasson, Ron Blair, Rick Boughan, Bruc White, Jeff Williams, Bob Gehr, Jr., Ed Neumeister, Chad Blonde, Scott Carter.
Dash: K. Jacobs, Blaney, Smith, Chaney, Ellenberger

## Stinson CMa

CMain: Dunlap, Dalman, M. Miller, Williams, Boughan
Horstman, Leiber, Hery, Wolters, Curren, Bo. Gehr, D. Miller, Br. Gehr, Bower, Stark, Carter.
B Main: Blonde, Gregg, J. Miller, Linder, Little, Dussel,

Gose, Whagh, Dunlap, Neumeister, Stark, Hall, M. Miller,
Williams. Williams.
Feature: Blaney, Reed, K. Jacobs, Stewart, Gressman,
Wilson, D. Jacobs, Smith, Andrews, Blonde, Stinson, Wison, D. Jacobs, Smith, Andrews, Blonde, Stinson,
Martin, Linder, Paulus, Chaney, Mayes, J. Miller, May Martin, Linder, Saulus, Chaney, Mayes, J. Miller, May,
Gregg, Gregg, Ellenberger, Keegan, Brecht, Wasson, Geeling.

## Saturday

## By Jim Morrison

ROSSBURG, Ohio - When fast-qualifier Kenny Jacobs slipped around Ed Lynch, Jr. during Saturday night's All Star Circuit of Champions feature, Lynch thought his chance to win his first race at Eldora Speedway was over.
But, a broken driveshaft forced Jacobs to the pits, clearing the way for Lynch to win easily over Brock Mayes and Shane Stewart.
"This is a dream come true," said Lynch. "Earl Baltes always said, 'You're going to get it, son. I'm telling you, you are going to get it.' I am glad that he is still around to know that I got it."
Lynch snatched the lead when the race started, but Jacobs dropped Mayes to third and began his pursuit of the leader. Several slide jobs later, Jacobs finally pulled in front and then to a comfortable margin until the driveline came apart on the 20th lap. From that point on, Lynch never again faced a serious challenge.
Lynch expected lapped traffic to make the race interesting late in the contest, but Jacobs showed him a groove that was quick.
"I drove back by him, and then he drove away from me," said Lynch. "And then he broke. I guess it was just my turn."
Stewart, who started 21st, claimed the Ohio Sprint Speedweek crown. Stewart attributed his championship to consistency during the week and avoiding mishaps
"We kept it on all four wheels all week and didn't tear much up," said Stewart.
Dale Blaney entered the feature with a chance to collect a $\$ 50,000$ bonus in addition to the $\$ 10,000$ first-place money if he could win for the fourth time in seven races, but finished seventh.
The summary
Fast time: Kenny Jacobs, 13.439 seconds ( 39 cars). First Heat: Kenny Jacobss, Troy Little, Danny Smith, Paul May, Brock Mayes, Caleb Grifith, Robert Ballou, Bruce
White Ed Neumeister. White, Ed Neumeister.
Second Heat: Shane Stewart, Dean Jacoobs, Chad Blonde,
Grea Wisoson Greg Wilson, Dustin Daggett, Neil Shepherd, Bill Rose, Ron Blair, Gus Wasson.
Third Heat: Ed Lynch, J., Phil Gressman, Jimmy Stinson, Nick Nabor, Mike Dussell, Chris Andrews, Kevin Huntley, Keith Baxter.
Fourth Heat: Brian Paulus, Dale Blaney, Brian Ellenberger, Rob Chaney, Luke Hall, Ben Gregg, Mike Miller, Lee Stark, Greg Dalman.
Dash: Shane Stewart, Paul May, Brock Mayes, Rob Chaney, Greg Wison, Brian Paulus.
B Main: Shepherd, Martin, Grifith,
B Main: Shepherd, Martin, Griffith, Rose, Huntley, Miller,
Andrews, Ballou, Baxter, Andrews, Ballou, Baxter, Blair, Dalman, Miller, White, Stark, Wasson.
Feature: Lynch, Mayes, Stewart, Stinson, Gressman, Blonde, Blaney, Paulus, Smith, D. Jacobs, Chaney, Martin,
Rose, May, Wilson, Ellenberger, Griffith, Hall, Little, Daggett, Shepherd, K. Jacobs, Dussell, Nabor.

## Technology Does Trickle Down To Weekend Racer

T
BROWNSBURG, IND. he word technology is used frequently in motor sports. After all, it's the driving force that makes this sport so intriguing. Unlike stick-and-ball sports, auto rac ing changes every day.
Technology affects rules decisions, the cost of racing, speed, winning and losing. Our sport revolves around technology.
When comparing the three most visible types of racing in America, we look at NASCAR, IRL IndyCar and Formula One. The technology of each series can be related to the respective budgets. An average Indy-car team budget is $\$ 8$ million, NASCAR is $\$ 20$ million and F-1 can be as high as $\$ 700$ million.
I refer to the 5-and-15 rule when making comparisons among these three series. F-1 is the top racing entity in the world. It has the highest TV revenue and by far the largest budgets. It is the leader in technology.
Five years behind F-1 is Indy car racing and 15 years behind Indy-car racing is NASCAR. This comparison pertains strictly to the method of operating and technology, not popularity. The gap between IndyCar and NASCAR has closed dramatically in recent years as many of the engineers from IndyCar are now employed in NASCAR.
Let's look at some of the comparisons.

## Formula One

Technologywise, F-1 is rivaled only by NASA. It's the epitome of racing technology. F-1 led the way in scale-model wind-tunnel testing, data acquisition, active suspen sion, high-RPM engine technology, full-scale rolling-road wind tunnels, real-time telemetry, ground effects, sequential paddle shift without lift, etc. We take notes from F-1 and bring technology to our side of the pond.
For instance, pressurized cooling systems, like the ones built by C\&R, were used in F-1 20 years ago and are now standard in NASCAR.
F-1 races around the world. The teams are huge and bring as many as 100 crew members to a race. The garage area at an F-1 race could be described as James Bond meets "Star Wars." The utilization of high-tech equipment reminds one of Mission Control at NASA.

## IRL IndyCar

The majority of IndyCar teams have very clean, efficient operations. Although the technology progression has


CHRIS PAULSEN
stopped due to the spec nature of the series, the method of operation is still high tech. There are talented engineers, many whom came from F-1. The cars use high-tech components, engines and data acquisition. Technology advancements, in terms of development to make the car faster, have slowed considerably. The focus has changed to safety. I feel Indy-car racing leads the world in safety. Soft walls, crash-recording devices, state-of-the-art safety teams, mobile hospitals and cars designed around safety are all ideas that were generated from Indy.

## NASCAR

Technology in NASCAR is an interesting subject. Because the rules hold this racing to components that are very antiquated compared to IndyCar or F-1, many don't think there is a lot of technology involved. NASCAR stock cars have steel-fabricated bodies, carburetors, steel Fordstyle rear-end housings, fourspeed H-pattern transmissions, mechanical gauges, iron blocks, steel wheels and truck-arm rear suspension. One would assume this isn't high-tech racing, but there is a tremendous amount of technology used every day to make these iron sleds run 200 miles per hour.
The teams spend many hours in the wind tunnel, both scale model and full scale. Most every team has a dynamic pull-down chassis test rig, a chassis dyno, a shock dyno, a Pi system (data acquisition), and a team of engineers.
NASCAR teams test on seven-post rigs, which is a vehicle dynamics rig used to test chassis suspension systems for better handling. Teams use computational fluid dynamics to develop cylinder head shapes, air intakes, ductwork and even body shapes.
CFD is widely used in F-1. Data acquisition can only be used for testing.
The fact is - all of this technology finds its way to the Saturday night racer eventually. Like the pocket calculator, extremely expensive when new, but very affordable once it hits the general market.


HOSS BOSS: Geoff Kaiser (71k) battles Sam Davis (43) dur ing HOSS action Saturday at Plymouth (Ind.) Speedway.

## Kaiser Rolls Past Koehler

PLYMOUTH, Ind. - Geoff his way past Davis and then Kaiser bested Ron Koehler to made his move around top Saturday's Hoosier Outlaw Koehler going down the back Sprint Series 40-lap feature Sprint Series 40-lap feature at

Plymouth
HOSS Speedway.
Starting in row, Kaiser motored his way into the top three by lap 10 , closing in on the second-place machine of pole-sitter Sam Davis.
As the race approached the halfway mark, Kaiser made stretch as the pair encountered lapped traffic.
Not to be counted out, but soon had his hands full holding off Jerry Caryer for econd, allowing Kaiser to pull away and claim his first victory of the season. Koehler held for second over Caryer fourth

## Gharst In The Machine

## Late Pass Of Phillips Leads To Victory Lane

By Jake Croxton DONNELLSON, Iowa Kaley Gharst slid past Rager Phillips with 10 laps remaining in the Olson Bros. Custom Shop/ Budweiser 25 June 27 at Lee County Speedway and went on to claim his second Ideal Ready Mix Sprint Invaders A-main victory of 2007.

Phillips led Ryan Jamison
and Brian Hetrick around the three-eighths-mile track before Gharst began picking off cars and gaining on the leaders. Jamison held on for second, equaling his best run of 2007 . Nick Eastin, Matt Sutton and Josh Schneiderman rounded out the top five.

## The finish:

Kelly Gharst, Ryan Jamison, Nick Eastin, Matt Sutton, Josh Schneiderman, Chris Urish, Matt Rogerson, Bobby Mincer, Lance Gullo, Jordan Goldesbery, Justin Newberry, Bart Andrews, Korey Weyant, Jimmy Davies, Travis Porter,

## Aguilar Gains TBARA Triumph

## 812-824-7401 track

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BLOMWHETON SPEEDUAY
 FRIIAY - JIIY 13TH :unaino in wiecris UMRA TO MIDGETS
HOOSIER OUNDOOR
ADVERIIING NIGHT


保

INVERNESS, Fla. - Joey Aguilar picked up the victory in Saturday
TBARA night's Area Racing Ass'n sprint-car feature at Citrus County Speedway.
Aguilar held off Troy

DeCaire for the victory, with David Steele, Gary Gimmler and Dude Teate completing the top five.
The finish:
Joey Aguilar Troy Decaire, David Steele, Gary Gimmler, Dude Feate, Mi.ckey Kempens, Michael Smith, Brian
Gingras, Larry J. Braii, Jr, Keith Butter, Shane Butle, D.J. Hoelzle, Kipp Beard, Stan Butler, David Shotsberger, Ben
Fritz Tommy Nichols, olonnyy Gilbertson Trai Decaire, Bill Fritt, Tommy Nichols, Johnny Gilbertson, Traci Decaire,
Pettiohn, Steven Bradley, Steve Heisler, Bryan Eckley.

## ELDORA SPEEDWAY

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Apursion



Gates Open - 3:30 Racing - 7:30
** Friday - July 13 **
KNIGHT BEFORE THE KINGS ROYAL World of Outlaw Sprints NRA Sprint Invaders 7:30 PM
** Saturday - July 14 ** 24th annual KINGS ROYAL by Crown Royal
\$50,000 to win!


World of Outlaw Sprints NRA Sprint Invaders 7:30 PM rain date: July 15,2007

Sizzler \& Kings Royal tickets online: www.eldoraspeedway.com


Race 17 of 36: Lenox Industrial Tools 300, Sunday, July 1 New Hampshire Int'I Speedway, Loudon, N.H.

## FINAL RESULTS



Denny Hamlin
Jeff Gordon
Martin Truex, Jr.

| Fin. | St. | No. | Driver | Car | Laps | Money | Status |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 11 | 11 | Denny Hamlin | Fedex Ground Chevrolet | 300 | \$235,775 | Running |
| 2 | 8 | 24 | Jeff Gordon | DuPont Chevrolet | 300 | 203,986 | Running |
| 3 | 9 | 1 | Martin Truex, Jr. | Bass Pro Shops Chevrolet | 300 | 159,645 | Running |
| 4 | 6 | 8 | Dale Earnhardt, Jr. | Budweiser Chevrolet | 300 | 167,058 | Running |
| 5 | 10 | 48 | Jimmie Johnson | Lowe's Chevrolet | 300 | 164,236 | Running |
| 6 | 15 | 66 | Jeff Green | Has CNC Machine Tools Chevrolet | 300 | 126,458 | Running |
| 7 | 26 | 31 | Jeff Burton | Lenox Industrial Tools Chevrolet | 300 | 126,041 | Running |
| 8 | 7 | 29 | Kevin Harick | Shell/Pennzoil Chevolet | 300 | 130,436 | Running |
| 9 | 30 | 17 | Matt Kenseth | Carhart//DeWalt Ford | 300 | 130,741 | Running |
| 10 | 12 | 12 | Ryan Newman | alltel Dodge | 300 | 116,725 | Running |
| 11 | 18 | 5 | Kyle Bush | Kellogg'//arquest Chevrolet | 300 | 99,750 | Running |
| 12 | 14 | 20 | Tony Stewart | The Home Depot Chevrolet | 300 | 126,136 | Running |
| 13 | 22 | 99 | Carl Edwards | Lumber Liquidators/Red Sox Ford | 300 | 90,350 | Running |
| 14 | 4 | 70 | Johnny Sauter | Has CNC Machine Tools Chevrolet | 300 | 80,500 | Running |
| 15 | 32 | 6 | David Ragan | AAA Ford | 300 | 117,325 | Running |
| 16 | 38 | 26 | Jamie McMurray | Irwin Industrial Tools Ford | 300 | 91,200 | Running |
| 17 | 16 | 7 | Robby Gordon | Menards/MAPEE Ford | 300 | 77,325 | Running |
| 18 | 31 | 43 | Bobby Labonte | Cheerios/Betty Crocker Dodge | 300 | 114,461 | Running |
| 19 | 5 | 42 | Juan Pablo Montoya | Texaco/Havoline Dodge | 300 | 111,200 | Running |
| 20 | 39 | 96 | Tony Raines | DLP HDTV Chevrolet | 300 | 87,525 | Running |
| 21 | 2 | 2 | Kurt Bush | Miller Lite Dodge | 300 | 112,633 | Running |
| 22 | 19 | 18 | J.J. Yeley | Interstate Batteries Chevrolet | 300 | 103,583 | Running |
| 23 | 21 | 25 | Casey Mears | National Guard/GMAC Chevrolet | 300 | 91,025 | Running |
| 24 | 41 | 14 | Sterling Marlin | Ginn Resorts Chevrolet | 300 | 91,333 | Running |
| 25 | 28 | 9 | Kasey Kahne | Dodge Dealers/UAW Dodge | 300 | 118,866 | Running |
| 26 | 3 | 41 | Reed Sorenson | Target Dodge | 300 | 98,833 | Running |
| 27 | 24 | 40 | David Stremme | Coors Light Dodge | 300 | 74,350 | Running |
| 28 | 27 | 38 | David Gilliliand | M\&M's Ford | 299 | 101,264 | Running |
| 29 | 1 | 22 | Dave Blaney | Caterpillar Toyota | 299 | 106,433 | Running |
| 30 | 42 | 88 | Ricky Rudd | Snickers Ford | 299 | 104,558 | Running |
| 31 | 34 | 16 | Greg Biffle | Aflac Ford | 298 | 88,625 | Running |
| 32 | 13 | 01 | Regan Smith | U.S. Army Chevrolet | 298 | 87,647 | Running |
| 33 | 23 | 19 | ElliottSadler | Dodge Dealer/UAW Dodge | 297 | 89,195 | Running |
| 34 | 36 | 21 | Bill Elliott | Little Debbie Snack Cakes Ford | 297 | 88,914 | Running |
| 35 | 37 | 37 | Kevin Lepage | MyAutoLoan.com Dodge | 294 | 69,500 | Running |
| 36 | 43 | 49 | Chad Chaffin | Paralyzed Veterans Dodge | 293 | 69,275 | Running |
| 37 | 20 | 07 | Clint Bowyer | Camping World Chevrolet | 293 | 77,075 | Running |
| 38 | 17 | 00 | David Reutimann | Burger King Toyota | 293 | 68,875 | Running |
| 39 | 35 | 15 | Paul Menard | Menards/Sylvania Chevrolet | 286 | 68,750 | Running |
| 40 | 29 | 36 | Jeremy Mayfield | 360 OTC Toyota | 259 | 68,600 | Running |
| 41 | 33 | 13 | Joe Nemechek | Ginn Resorts Chevrolet | 197 | 68,430 | Accident |
| 42 | 40 | 45 | John Andretti | Wells Fargo Dodge | 109 | 68,305 | Engine |
| 43 | 25 | 4 | Ward Burton | State Water Heaters Chevrolet | 4 | 68,461 | Engine |

## RACE STATISTICS


#### Abstract

Avaerage spee 2 hours, 55 minutes, 59 seconds Average speed: 10.2215 miles per Vitcory margin: 0.008 second Caution flags: Six for 31 laps Lead changes: 20 among 11 drivers he 10 .ave Kut Buc; Jeff Gordon 31-67; Dale Kyle Busch 72-73; Earnhardt 74-97; Kurt Busch 98-105; Earnhardt 106-122; Jimmie Johnson 123-129; Earnhardt 130; Johnson 131-135; Kyle Busch 136-181; Earnhardt 182-192; Edwards 193; Denny Hamlin 194; Matt Kenseth 195-196; Ryan Newman 197-199; Earnhardt 200-209, Martin Truex, J. 210-255; Hamlin 256-300

\section*{TALK OF TIME TRIALS}

Dave Blaney notched Toyota's first pole on Friday, lapping New Hampshire Int'I Speedway at 129.437 miles per hour. It was Blaney's second-career pole and first since February 2003 at North Carolina Speedway.


## STANDINGS



Jeff Gordon

SECOND


Denny Hamlin

THRD


Matt Kenseth

Top 10

| 1. Jeff Gordon | 2,613 | 6. Tony Stewart | 2,185 |
| :--- | :--- | :--- | :--- |
| 2. Denny Hamlin | 2,457 | 7. Carl Edwards | 2,148 |
| 3. Matt Kenseth | 2,248 | 8. Kevin Harvick | 2,106 |
| 4, Jimmie Johnson | 2,232 | 9. Kyle Busch | 2,040 |
| 5. Jeff Burton | 2,230 | 10. Martin Truex, Jr. | 2,033 |

## DEAL:

Chevrolets Take Top Eight Spots In NHIS Event<br>CONTINUED FROM PAGE 2

the top 10 . Chevrolets swept the first eight places.
In a race of long green-flag runs, only 31 laps were run under six caution flags, and two complete greenflag pit-stop cycles contributed to 20 lead changes among 11 drivers. Hamlin, who started 11th, averaged 108.215 miles per hour and won \$235,775.
For the most part, we knew that we were a top five or six car, and (crew chief) Mike Ford was biding his time on when to make that two-tire call. I knew if we just got that clean air we would be in better shape," Hamlin explained. "I thought I could hold them off for about five laps and try for a good finish after that, but our car just took off."
Indeed, Hamlin quickly established a 10 -car-length lead over Truex at the lap-262 final restart. After 15 greenflag laps, Truex closed the gap, but before he could challenge the leader, he was racing Gordon for second and Hamlin pulled away again. Gordon closed rapidly after relieving Truex of second, but it was too little, too late.
With fast guys in front of us with four tires, we knew we wouldn't have a shot at winning," Ford said of his tire strategy. "Here at Loudon we've historically done a lot of two-tire stops. Inside 120 or 130 laps it's two tires and fuel. With these Cars of Tomorrow, you don't get a lot of leftside wear, so it played into our hands today."
Gordon could afford to be philosophical after minimizing the damage to his point lead while racing with substitute crew chief Jeff Meendering, who was replacing suspended Steve Letarte. "This car, you can't overdrive it; the harder I tried to drive it, the slower I went," he reflected. "I raced so hard with Martin (Truex) that we used up a lot of our stuff."
Truex took command as the race entered its decisive phase with a lap205 restart. Until the final caution for debris 48 laps later, he looked like a solid bet to add another mile-track win to his Dover score a month ago. He insisted it wasn't the four-tire strategy that beat him, but the set of tires itself.
"From the get-go I pushed real bad going into (turn) one and I was real loose off. It just stayed that way; I'm not sure why," Truex said. "I think if I could have gotten out front, I would


PHIL CAVAL PHOTO A LONELY VIEW: Suspended crew chief Tony Eury, Jr. watches his driver, Dale Earnhardt, Jr., from the motorcoach lot.
have been all right. But I would get Bud Pole winner Dave Blaney led right there and couldn't get any closer the first 30 laps, but his Toyota faded and burned the front tires up trying to make it turn.
Truex's DEI teammate, Earnhardt, was a contender, but he was caught out by the unusual track conditions produced by fall-like temperatures with alternating sun and cloud as the afternoon waned.
"We didn't adjust enough for the track change at the end. As the track cooled off, we were getting tight," he said.
quickly after that and finished 29th.
There were only two notable incidents. Joe Nemechek hit the thirdturn wall hard on lap 203 after his right-rear wheel departed, and David Stremme and Bobby Labonte tangled in restart traffic on lap 255.
Jeff Gordon maintains a lead of 156 points over Hamlin with nine races remaining before The Chase to the Nextel Cup begins at NHIS in September.

## Eury Moves To JR Motorsports

MOORESVILLE, N.C. - Another key piece has left Dale Earnhardt, Inc., with Tony Eury, Sr. accepting the position of director of competition at JR Motorsports, the team owned by Dale Earnhardt, Jr.
Commonly referred to as "Pops" around the NASCAR garage, Eury, Sr. will oversee competition and technical support for all of JR Motorsports,
which includes a full-time NASCAR Busch Series program, a USAR Hooters Pro Cup Series entry and three late-model teams.
His new role at JR Motorsports will begin immediately.
"Tony, Sr. brings wins, championships and an immeasurable amount of knowledge to JR Motorsports," Earnhardt said. "He
also brings a sense of trust that you only have in family.
"This company needs his expertise, and I'm glad he sees the potential at JR Motorsports to want to work here. I hope I can provide him the same amount of success here that he has achieved over the years, and I hope he enjoys working here as much as I know he enjoyed working at DEI."

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THE REPLACEMENT: Ron Malec (left) listens as Jimmie Johnson addresses the media at New Hampshire Int'l Speedway. Malec will serve as the interim crew chief on the No. 48 during Chad Knaus's suspension.

## Blaney Snags Pole For Toyota <br> Chevrolet remains on the good side

No. 83 Fails Post-Qualifying Tech, Vickers Goes Home

## By Al Robinson

 NSSN CorrespondentLOUDON, N.H. - Dave Blaney scored Toyota's first Nextel Cup Series Bud Pole Award at NHIS on Friday when he navigated the Bill Davis Racing Caterpillar Toyota around the low-banked mile track at 129.335 miles per hour to edge Kurt Busch's Penske NASCAR Racing Miller Lite NOTES tenths of a second. Blaney was the first pole winner to come from outside the top-35 teams since Boris Said at Daytona almost one year ago.
It was the first pole in Nextel Cup competition for Toyota.
Other drivers to earn their way into the field were David Reutimann, Ward Burton, Jeremy Mayfield, Paul Menard, Bill Elliott, Kevin Lepage and Chad Chaffin.
Originally, Brian Vickers was among the qualifiers, but his time was disallowed when his car was found too low at post-qualifying inspection, opening the door for Chaffin.
Others missing the show were Michael Waltrip, Kenny Wallace, Dale Jarrett, Scott Riggs and A.J. Allmendinger.

■ NASCAR leveled harsh, but consistent penalties to the Hendrick Motorsports team as a result of the Car of Tomorrow violations by the No. 24 and No. 48 teams for drivers Jeff Gordon and Jimmie Johnson at Infineon Raceway June 22-24.
Both teams were fined $\$ 100,000$ and docked 100 owner and driver points, with crew chiefs Chad Knaus (48) and Steve Letarte (24) each suspended for six races.
"The penalties are excessive," Rick Hendrick reiterated. "But we're not going to put time and resources into issuing an appeal. Instead, we will direct that energy into our internal processes to make sure we have full confidence that our cars will meet standards when presented for inspection each week.
"We've said from the beginning that this would be a learning process (with the Car of Tomorrow) and there would be a lot of give and take between NASCAR and the teams to figure it out. That doesn't seem to be the case now, and I don't think it's the right direction to go."
No. 24 car chief Jeff Meendering and No. 48 car chief Ron Malec were named interim crew chiefs.
Letarte and Knaus will resume attrack duties for their respective teams at the Aug. 19 event at Michigan Int'l Speedway.
$\square$ Super Bowls have been won with second-string quarterbacks, so maybe it's not surprising that three of the top-five finishers in the Lenox Industrial Tools 300 were operating with substitute crew chiefs.
With regular signal-callers Letarte and Knaus serving the first of their six-race suspensions for the "Fendergate" affair at Infineon Raceway last week, Jeff Meendering took the reins for Gordon and Ron Malec for Johnson.
Tony Eury, Jr. was on the final week of his sabbatical from the wing-bracket affair a Richmond, so Tony Gibson again called the shots for Dale Earnhardt, Jr.
n No one crossed the line in the allimportant Nextel Cup car owners point standings - the line drawn below 35th place, that is. The top 35 are, of course, guaranteed starters at the next race, while the rest of the teams must scramble for the remaining places. The Johnny Sauter-driven No. 70 Haas CNC Machine Tools
of the line, with Sauter's 14th-place finish padding the margin over the non-qualifying Valvoline No. 10 driven by Scott Riggs.

- The Lenox Industrial Tools 300 weekend proved the wisdom of the New England proverb, "If you don't like the weather, wait a minute." Thursday brought heat and humidity more worthy of Florida than New Hampshire. Friday was better, but still hot.
Saturday produced Chamber of Commerce weather with blue skies and balmy breezes, while Sunday was mainly cloudy and cool enough for sweatshirts.

■ The speedway announced its 25th-straight Nextel Cup race reserved-seat sell out, extending back to the inaugural Nextel Cup event in 1993.
Tickets remained on sale for the Sylvania 300 in September, the first race of The Chase for the Nextel Cup.

- After Kevin Harvick led 166 of 200 laps in Saturday's Busch Series race, it was a bit of a surprise to learn that Jason Keller, who led once for five laps on his way to a 26th-place finish was the recipient of the Wix Filters Lap Leader Award.
The key to the apparent anomaly is that drivers in the top 35 of the Nextel Cup drivers standings are ineligible for the Wix award. Keller was the only driver to lead any laps who met the award criteria.

■ Kyle Busch spent his Saturday evening racing a super late model in the PASS All-Star Series 200 lapper at Epping, N.H.'s All-Star Speedway (formerly Star Speedway). He came from the back to take the checkered flag first, but he was disqualified for an illegal tire change.

## Here's A Midterm Report At NASCAR's Halfway Point

 LOUDON, N.H.The midway point of the NASCAR Nextel Cup Series season, which will be reached when race 18 of the 36 scheduled events takes the checkered flag at Daytona Int'l Speedway next week, doesn't receive a lot of notice these days.
We end the season with the 10-race Chase for the Nextel Cup, which means everything. The preceding 10 race segment, beginning at NHIS, is tagged the Race to The Chase, which is a clever promotional phrase with no other significance. I guess that makes the first 16 events the Pace to the Race to The Chase, or something Halfway through the semester is the traditional time to issue midterm grades, and with the fanfare which attended its launch last winter, it's fair to offer a midterm evaluation of the Toyota Nextel Cup program. As in Fine Arts 101, the midterm grade is purely advisory. An " A " does not guarantee the dean's list, nor does an " F " mean automatic probation and loss of fraternity privileges. In assembling its Nextel Cup roster, Toyota cast its lot with one established team, Bill Davis Racing; a new team of well-known parts, Michael Waltrip Racing; and an all-new team whose glitter begged for a shop in Hollywood instead of Mooresville, Red Bull Racing. The firm also chose to enter the fray during a transitional year to the Car of Tomorrow, meaning a two-track development program.
The seven cars fielded by those three teams rank between 37th and 48th in Nextel Cup owner points. Every one of them has to scramble for a spot in the lineup every week. It hasn't been pretty.
One of the few bright spots came in the Coca-Cola 600, in which Brian Vickers in the Red Bull No. 83 led 76 laps. Another was Friday at NHIS, where Dave Blaney grabbed Toyota's first Nextel Cup Bud Pole in Bill Davis Racing's Caterpillar No. 22 "Hopefully, this is the first step toward many successful days of poles and wins," said Blaney after the pole run. "It's been hard being out of the top 35 because it's hard to

## HERE AND THERE


concentrate on the races when you have to concentrate on getting into them. This is a big confidence booster for the while team," he added. The former World of Outlaws sprint-car champion credited a test earlier in the week at Thompson Speedway in Connecticut.
Blaney has qualified for all but two races, with a best finish of 11th at Richmond. The No. 22 team gets a midterm grade of "B," with commendation for effort.
The other Bill Davis Racing entry, the 360 OTC No. 36 for Jeremy Mayfield, has qualified for only six races, including the road race at Infineon with Butch Leitzinger. The grade is "D minus.
Michael Waltrip's season with the NAPA Auto Parts No. 55 needs little review. In fact, there isn't much to review since the car has made only four races, one with Terry Labonte at Infineon. Believing in mitigating circumstances, we'll issue an "Incomplete" as Mikey's midterm grade.
Dale Jarrett with the UPS No. 44 was a wise selection given the driver's track record, talent, PR savvy and his past champion's provisionals. Since exhausting his supply of free tickets to the dance, Jarrett has missed five of the last eight races. Still carrying himself with class, we give DJ a "D" for the first half.
David Reutimann has made 11 of 16 races in Waltrip's third car, while P.J. Jones finished 12th in the car at Infineon. Granting extra credit for his excellent work in the Busch
Series, Reutimann earns a "C plus."
Which brings us to Red Bull Racing, home of the nearly identical No. 83 of Brian Vickers (nine-for-17 in making races, best finish of fifth) and A.J. Allmendinger (seven-for-17 in making races, best finish 31st at Michigan).
We'll award Vickers a "C" and Allmendinger a "D minus" with sympathy for a career decision he probably shouldn't have made.

## UPNEXT

## Daytona Int'I Speedway

Daytona Beach, Fla.

Track specs
Length: 2.5 miles Frontstretch: 3,800 feet
Backstretch: 3,400 feet
Banking
Turns 1-4: 31 degrees
Frontstretch: 18 degrees Backstretch: 3 degrees

## Nextel Cup Race

Pepsi 400,8 p.m. Sunday, TNT

## Web site:

daytonainternationalspeedway.com
Start/finish Pit road

Tickets:
(386) 253-7223

Address: P.O. Box 2801
Daytona Beach, FL 32120
Race 9 of 17: SunTrust Indy Challenge, Saturday, June 30 Richmond Int'I Raceway, Richmond, Va.

## FINAL RESULTS

| FIRST |  |  |  | SECOND | THIRD |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |
| Dario Franchitti |  |  |  | Scott Dixon |  | Wheld |  |
| Fin. | St. | Car | Driver | Car | Laps | Money | Status |
| 1 | 1 | 27 | Dario Franchitti | AGR Canadian Club | 250 | \$135,800 | Running |
| 2 | 3 | 9 | Scott Dixon | Target Chip Ganassi Racing | 250 | 94,100 | Running |
| 3 | 4 | 10 | Dan Wheldon | Target Chip Ganassi Racing | 250 | 78,750 | Running |
| 4 | 2 | 11 | Tony Kanaan | AGR Team 7-Eleven | 250 | 65,000 | Running |
| 5 | 12 | 15 | Buddy Rice | Dreyer \& Reinbold Racing | 250 | 59,300 | Running |
| 6 | 8 | 7 | Danica Patrick | AGR Motorola | 250 | 50,200 | Running |
| 7 | 10 | 2 | Tomas Scheckter | Vision Racing | 250 | 48,700 | Running |
| 8 | 7 | 8 | Scott Sharp | Patron Sharp Rahal Letterman | 250 | 47,400 | Running |
| 9 | 9 | 4 | Vitor Meira | Delphi Panther | 250 | 47,400 | Running |
| 10 | 15 | 20 | Ed Carpenter | Hitachi Power Tools/Vision Racing | 250 | 45,900 | Running |
| 11 | 6 | 3 | Helio Castroneves | Team Penske | 249 | 44,400 | Running |
| 12 | 14 | 26 | Marco Andretti | AGR NYSE Group | 249 | 43,100 | Running |
| 13 | 17 | 22 | A.J. Foyt IV | Vision Racing | 249 | 41,800 | Running |
| 14 | 13 | 14 | Darren Manning | ABC Supply/A.J. Foyt Racing | 249 | 40,200 | Running |
| 15 | 5 | 6 | Sam Hornish, Jr. | Team Penske | 248 | 38,900 | Running |
| 16 | 16 | 5 | Sarah Fisher | Dreyer \& Reinbold Raing | 247 | 37,500 | Running |
| 17 | 18 | 55 | Kosuke Matsuura | Panasonic Panther | 236 | 36,100 | Contact |
| 18 | 11 | 17 | Jeff Simmons | Rahal Letterman Team Ethanol | 153 | 36,100 | Contact |
|  | 19 | 23 | Milka Duno | CITGO Racing | 79 | 34,600 | Handling |



INSIDE MAN: Dario Franchitti blows past Sarah Fisher on the inside Saturday in Richmond, Va.

## RACE STATISTICS

```
Race time: 1 hour, 24 minutes, 19.6684 seconds
Average speed: 133.408 miles per hour
Vitory margin:0.4194 second
```

Lead changes: Two among two drivers.
Lap leaders: 1-63 Dario Franchitti, $64-71$ Tony Kanaan


## TALK OF TIME TRIALS

Rain washed out qualifying at the half-mile oval, so point-leader Dario Franchitti started from the pole, where he was joined on the front row by Andretti Green teammate Tony Kanaan.


## STANDINGS



Top 10

| 1. Dario Franchitti | 359 | 6. Helio Castroneves | 245 |
| :---: | :---: | :---: | :---: |
| 2. Scott Dixon | 294 | 7. Scott Sharp | 223 |
| 3. Dan Wheldon | 287 | 8. Danica Patrick | 213 |
| 3. Tony Kanaan | 287 | 9. Vitor Meira | 207 |
| 5. Sam Hornish, Jr. | 257 | 10. Tomas Scheckter | 197 |

## HORNISH:

Former Indy 500 Winner Has NASCAR In His Sights

CONTINUED FROM PAGE 3

three-time IndyCar champion and winner of the 2006 Indianapolis 500 is overlooked.
Part of that could be the fact that he is sponsored by Philip Morris, which has not removed any of its tobacco decals from the Team Penske car but still won't promote its two drivers, Hornish and two-time Indy 500 winner Helio Castroneves, to anyone under 18 years old
Hornish is currently running a mixed schedule of NASCAR Busch and ARCA races this season and has been relatively unimpressive in the Penske Racing stock car. But as one of America's top race drivers, he appears primed to make the move to NASCAR Nextel Cup in 2008.
"All I do any more is answer the questions about the possibility of me running NASCAR, what my plans are for the future, or I think about it in my head, what I'm going to do or things like that," Hornish said. "That gets frustrating to me because that's all I do is answer those questions whether I have a good or a bad day.'
Hornish said the decision won't be totally up to him, and if that's the case, team-owner Roger Penske could move Hornish to the NASCAR operation and move in Ryan Briscoe, the Penske driver in the American Le Mans Series Porsche program who finished fifth in this year's Indianapolis 500 for a team owned by Penske's 28 -year-old son, Jay.
"It has to be something the team wants to do one way or another," Hornish said. "There are lots of vari-

## DARIO:

## Scottish Open-Wheel Ace In Control Of IRL

## CONTINUED FROM PAGE 3

.4194 second. Four of Franchitti's seven IndyCar Series victories have come on tracks one mile or less.
"We were going to have to take an educated guess on setup in the race," Franchitti said. "We had to go a different way than Marco Andretti, Tony Kanaan and Danica Patrick. We pulled a lead pretty quick at the start, and I was pleasantly surprised by that."
The only time Franchitti lost the lead was on the first stop, when Kanaan beat him out of the pits. But one lap into the restart, Franchitti was back in front, where he stayed.
"I enjoy driving on the short tracks a lot, and we get really great cars here," Franchitti said. "The engineering staff took some big gambles last night, and it really paid off."
Dan Wheldon was third, followed by Kanaan of AGR. Buddy Rice of Dreyer \& Reinbold Racing was fifth. Sam Hornish, Jr. spun out at the start of the race and dropped to last place. He was quickly lapped but at one point had a car as fast as the race leader. His spin was costly, as he fin-


STREET CRED: Sam Hornish, Jr. is a three-time IRL IndyCar Series champion and won the 2006 Indianapolis 500.
ables. I don't want to go over there and run and if we're not in 'The Chase and I get dropped. The other thing is I don't want to stay over here and not have a sponsor that can live up to the commitment that Philip Morris can and you get dropped anyhow.
"I'm not saying either one of those two things might happen, but you have to weigh risk versus reward in regards to injury and safety. You also risk not being able to run the Indianapolis 500 or the length of schedule."
Hornish admits he doesn't feel as comfortable in a Penske stock car as
in the Team Penske IndyCar, where he is among the very best.
"I feel comfortable in those cars to a point," Hornish said. "The thing is whether or not I can deal with the schedule and put up with all the demands, whether it is be in the car that often or the demands with the fans or whatever. I know it's a totally different world than anything I've jumped into so far
"If I hadn't won the Indianapolis 500 , we wouldn't be having this conversation at all. That allows me on one hand to go do that but on the other hand want to stay some more."
ished 15th.
"It was really tough to pass, and it was obvious out there," Hornish said. "It's somewhat unfortunate. I don't know how many people you saw pass up the front. It's a shame we did that." Hornish curiously raced the eventual winner hard in the closing stages of the race trying to get one of his three laps back, which surprised both Franchitti and Dixon
Hornish apologized to Dixon afterwards as the two crossed paths outside the garage area.
"Sam was trying to pass the leader with 20 laps to go, and he was two or three laps down and I didn't see a good reason in any of that," Dixon said. "It's frustrating because restarts are a place where you try to make a pass going for the lead, and he took that away. I think he ruined that part of the race today."
Franchitti was also surprised by the move.
"I haven't thanked Sam yet," Franchitti said. "I don't think Sam was trying to help me out, but it didn't hurt me toward the end there. Even if Scott did clear him I don't think he was quick enough.'
Not only were Franchitti's 242 laps led a track and IndyCar Series record for most laps led in a race, his average speed of 133.408 miles per hour was a Richmond Int'l Raceway record, top-
ping last year's speed of 129.572 mph set by Hornish.
Franchitti now has a commanding 65 -point lead over Dixon in the point race. As the series heads to Watkins Glen Int'l for Sunday's road-course race, he doesn't plan on easing up after the halfway point of the season. "We're way too early in the season to start points racing," Franchitti said. "You do what the car lets you do. It seems with the way the series is, that's more and more difficult.'
Franchitti reluctantly joined the IndyCar Series in 2003 when Andretti Green Racing bailed on the Champ Car Series and brought a powerful lineup to the rival league. But after just two races into the 2003 season, he suffered a broken back in a motorcycle crash in Scotland. Although he returned to finish fourth at Pikes Peak Int'l Raceway in June, he had surgery to his back that sidelined him for the rest of the season.
Now, the reluctant competitor is the hottest driver in the IndyCar Series. "I had to learn some stuff," Franchitti said. "When I came here my first full season in 2004, I tried to set the car up like a Champ Car, and that wasn't really working. I had to learn the difference. In 2005, we were week in and week out the dominant car but we had terrible luck.
"This year we're getting the luck."


NO VACANCY: The frontstretch at Richmond Int'I Raceway was packed, but the venue was far from full for Saturday night's IRL IndyCar Series race.

## Sophomore Andretti Suffers Again <br> ting comfortable. We were working

Young Marco Ends Up 12th After Long Night At Richmond

## By Bruce Martin

NSSN Correspondent
RICHMOND, Va. - Dan Wheldon and Marco Andretti had hopes of a good finish at Richmond. Wheldon wanted to turn his season around from his crash and 11th-place finish at Iowa, and Andretti was hoping to capitalize on his sec-ond-place finish at Iowa.

IRL
NOTES"Any time you have a good result boosts your spirits," Wheldon said of Andretti. "That's the first oval race he's finished, so that's certainly good for him. It's a little tough to say he finished second because of attrition because at the end of the day, he didn't crash. Myself and Tony Kanaan, we went off on our own, and Marco didn't, so this is a big confidence boost for him."
It's easy to forget that Andretti is just 20 years old. But with Mario as his grandfather and Michael as his father, much is expected from a race driver when his last name is Andretti.
"It's been a disastrous season so far because I had high hopes of the championship," Andretti said. "They weren't unrealistic. It's just the bad luck hit me all at once. It's been a character-building season for sure. It's been a very tough season for me so far, but I'm learning from Dario [Franchitti] and Tony Kanaan and how they achieve success."
In the first four races of the season, Andretti parked his race car twice because of the handling was so bad
he was "scared to death." He went on to say "Superman couldn't have driven that thing.'
He finished fourth on the street course at St. Petersburg, Fla., in April and was a leading contender to win the 91st Indianapolis 500 , pacing 13 laps before he was involved in a crash with Wheldon late in the race that sent Andretti's car flying through the air before landing upside down.
Andretti was unhurt and finished 24th. He crashed at Milwaukee the following week, and a mechanical problem at Texas brought a 19thplace finish
He finally lived up to his billing with a strong runner-up finish in the cornfields of Iowa.
"We finally saw a result, and we finally finished the race and nearly won the thing," Andretti said. "There was a lot of misfortune for a lot of people, but it was a survival day and we did.'
Wheldon delivered with a third-place finish at Richmond, but Andretti struggled and finished 12th at a track where he was fourth last year.

- There were two incidents in Friday's practice session, with Vitor Meira having front suspension failure for the second week in a row. This time he crashed in the third turn.
"Something failed, and I don't want to speculate," Meira said. "Our car had new parts. It feels like what happened in Iowa, but I don't want to assume."
Milka Duno, the slowest of the 19 cars at 160.352 miles per hour, also crashed in the first turn at the end of the second session.
"I was just trying the low line with the car, and I may have touched the yellow line," Duno said. "I was get-
with the car, and the team had learned so much today."

CompIndyCa

Presiden
of Competition Brian Barnhart celebrat ed his birthday Saturday. So in the driver's meeting, Helio Castroneves and Andretti attacked Barnhart with birthday cake, a prank which is commonly pulled on drivers celebrating their birthdays. Barnhart joked he may look into the incident to see if any drivers were involved. Ironically in the race, Castroneves was nailed for a pit-road penalty that dropped him one lap down when he had to serve a drive-through penalty. Once a lap down, he finished 11th. "Helio was on pit road within the boundaries of pit lane and actually was free to stop his first pass through pit lane," Barnhart explained. "The race, control (radio) channel said that the No. 3 was OK to do a full stop, but they apparently chose not to and drove through. When he came back out we have to pack up (the field), but before we have the pack-up, he came back in and entered a closed pit and just did a splash (of Ethanol fuel) which is what you are supposed to do.
"Then when he came back out we had the pack-up, so we opened the pits and everybody else comes back in and he instead goes down the front straightaway trying to get around them, but the No. 27 (leader Franchitti) beat him to the blend line, and the timing and scoring showed that right away, so we informed the teams that it was the No. 3 behind the No. 27 , the No. 3 behind the No. 27. He passed him and drove on around him and in actuality pitted a lap ahead of where he should have been."

## IRL Should Be Just Fine When, And If, Hornish Leaves

## RICHMOND, VA

If Sam Hornish, Jr. leaves the IRL IndyCar Series to race for Penske Racing in NASCAR Nextel Cup next season, which appears to be what will indeed happen, the IndyCar Series will be losing its greatest American star.
Ironically, it won't be a devastating blow, as the face of the series has become Danica Patrick, Marco Andretti and even Dan Wheldon instead of Hornish.
It's too bad because Hornish can lay claim to the greatest driver ever produced by the Indy Racing League. Although Tony Stewart was an IRL champion before he left for NASCAR after the 1998 season, much of Stewart's fame and success has come behind the wheel of a stock car, not an Indy car.
Hornish has 19 IndyCar victories and is the only driver in series history to win three championships. His win in the 2006 Indianapolis 500 was the crowning achievement of his career, and once he accomplished that goal, that's when team owner Roger Penske and team president Tim Cindric began to focus on moving the talented driver from Defiance, Ohio, toward NASCAR. Even Hornish admitted Saturday night after the SunTrust Indy Challenge at Richmond Int'l Raceway that the Indy 500 victory was the key.
"If I hadn't won the Indianapolis 500 , we wouldn't be having this conversation at all," Hornish said after his 15th-place finish. "That allows me on one hand to go do that, but on the other hand want to stay some more."
For a driver who has achieved so much success behind the wheel of an Indy car, Hornish doesn't get the credit he would have gotten in an earlier era.
If this was the 1970s, 1980s or 1990s, Hornish would be lauded and compared to such drivers as A.J. Foyt, Mario Andretti, Al Unser and Rick Mears. Instead, he has to toil away in a Penske stock car in his off weekends to prepare for the transition that will come when he makes the

LAST WORD


BRUCE MARTIN
jump to NASCAR.
Because IndyCar Series racing is attempting to build itself back up to prominence, it has been a slow process. And even when Hornish leaves, it won't be a devastating blow because it will continue with Wheldon, Patrick, Indy 500 winner Dario Franchitti, Andretti and Tony Kanaan as its marquee drivers. But it's a shame if Hornish leaves because he was a natural behind the wheel.
He made difficult moves look easy compared to NASCAR driving, where he makes easy moves look difficult.
Unfortunately in 2007, if an American driver is going to achieve greatness, he has to do it in NASCAR, which has so many fans and so much exposure - something Hornish has rarely been able to experience in his career.
Even some at Team Penske have privately asked what Hornish has left to prove in the IndyCar Series. After all, he won back-to-back titles in 2001 and 2002 and gave Penske his 14th Indy 500 victory in 2006 . When Hornish won his third IndyCar title last year, it was Penske's first, and with no other driver in IndyCar history with more than one championship, he could leave IndyCar racing in great position.
His next victory in IndyCar will be his 20th, giving him an unbelievable winning percentage near 20 percent.
For years, Hornish was the "Poster Boy of the IndyCar Series," but since then, the posters display images of Patrick, Andretti and Wheldon. It will be a sad day for IndyCar when Hornish leaves. What's even sadder is IndyCar racing isn't a destination for a top American driver anymore.
It once looked like Hornish would spend his entire career in the seat of an Indy car.
Not anymore.

## UPNEXT



## RACE REWIND

Race 6 of 17: Grand Prix of Montreal, Sunday, July 1 Circuit Mont-Tremblant, Mont-Tremblant, Quebec

## FINAL RESULTS



| Fin. | St. | No. | Driver | Team | Laps | Status |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 5 | 14 | Robert Doormbos | Minardi Team USA | 62 | Running |
| 2 | 3 | 1 | Sebastien Bourdais | Newman/Haas/Lanigan Racing | 62 | Running |
| 3 | 2 | 5 | Will Power | Team Australia | 62 | Running |
| 4 | 7 | 15 | Simon Pagenaud | Team Australia | 62 | Running |
| 5 | 4 | 9 | Justin Wilson | RSPORTS | 62 | Running |
| 6 | 6 | 21 | Neel Jani | PKV Racing | 62 | Running |
| 7 | 9 | 2 | Graham Rahal | Newman/Haas/lanigan Racing | 62 | Running |
| 8 | 8 | 8 | Alex Tagliani | RSPORTS | 62 | Running |
| 9 | 13 | 7 | Oriol Sevia | Forsythe Championship Raing | 62 | Running |
| 10 | 12 | 28 | Ryan Dalziel | Pacific Coast Motorsports | 62 | Running |
| 11 | 16 | 11 | Katherine Legge | Dale Coyne Racing | 62 | Running |
| 12 | 1 | 22 | Tristan Gommendy | PKV Racing | 60 | Running |
| 13 | 14 | 29 | Alex Figge | Pacific Coast Motorsports | 56 | Mechanical |
| 14 | 10 | 4 | Dan Clarke | Minardi Team USA | 34 | Mechanical |
| 15 | 0 | 3 | Paul Tracy | Forsythe Championship Raing | 28 | Mechanical |
| 16 | 11 | 34 | Jan Heylen | Conquest Racing | 24 | Off course |
| 17 | 15 | 19 | Bruno Junqueira | Dale Coyne Racing | 5 | Mechanical |



UNDER THE SUN: Robert Doornbos celebrates his victory in Sunday's Champ Car race.

## RACE STATISTICS

```
Race time: 1 hour, 45 minutes, 41.899 seconds
Average speed: 92.245 miles per hour
Maerage speed: 92.245 miles per ho
```

Victory margin: 2.2889 seconds
Caution flags: Six for 15 laps

> Lead changes: Six among five drivers Lap leaders: Sebastien Bourdais 1 1-27; Robert Doornbos 28-37; Graham Rahal $38-44 ;$ Justin Wilson 4547 Simon Pagenaud $48-52$; Doombos $53-62$.

## TALKOF TIME TRAALS

Tristan Gommendy claimed his first Champ Car pole position by pacing Friday's dry qualifying session. Wet conditions Saturday meant the 26 -year-old Frenchman didn't even have to get into his car to keep the top starting spot.


Sebastien Bourdais

SECOND


Robert Doornbos

THIRD


Will Power

## Top 10

| 1. Sebastien Bourdais | 145 | 6. Simon Pagenaud | 97 |
| :---: | :---: | :---: | :---: |
| 2. Robert Doormbos | 145 | 7.Oriol Servia | 91 |
| 3. Will Power | 131 | 8. Graham Rahal | 91 |
| 4. Justin Wilison | 113 | 9. Neel Jani | 88 |
| 5. Alex Tagliani | 112 | 10. Paul Tracy | 74 |

# 'Seb' Starts Blame Game 

## Bourdais Says Doornbos Allowed Little Room With Stakes At Their Highest

## By John Oreovicz

NSSN CORRESPONDENT
MONT-TREMBLANT, Quebec - Is Sebastien Bourdais a whiner, or a racer often done wrong who speaks his mind about it?
The 28 -year-old Frenchman tried to explain himself after his criticism of winner Robert Doornbos drew loud and hearty boos from what should have been a partisan Quebecois crowd.
"If you say things and don't say why, you are a whiner," Bourdais remarked after finishing second by 2.889 seconds in Sunday's Champ Car World Series race at the mountainous Quebec road course. "I did congratulate him and told him he probably would have won the race anyway because he had a faster car at the end. All I did is ask him to behave the same way as the others do.
"He knows exactly what he has done, and I know what he has done," Bourdais added. "I still have the right to say what I think and feel. I'm a race-car driver. If I get run into the grass at 250 kilometers per hour, I think I have a right to complain"
The three-time Champ Car World Series champion claimed that Doornbos twice forced him off the track at high speed, in addition to an incident in the pits.
"Into turn eight, then two laps later into turn 10 while I was on the push to pass. If race control didn't see it, that happens," Bourdais said. "But when you're in sixth or seventh gear and someone tries to run you into the grass, it's not safe.
Doornbos replied that he was not in the wrong, and if he had been, he would have been penalized.
"I fully think I deserve the victory," the Dutchman said. "I know the rules in the U.S. are different. I respect the

## MONTREAL:

Doornbos Snubs Bourdais
In Mont-Tremblant

CONTINUED FROM PAGE 3

The front row of the grid eliminated itself before the start. Pole-sitter Tristan Gommendy's PKV Racing machine refused to fire for the warmup, while second qualifier Power had to be push-started after the field accelerated away. Two other drivers also stalled, prompting the first of six caution periods that totaled 15 laps. Doornbos qualified fifth, but he moved into the lead on the 28th lap when early leader Bourdais slid into a gravel trap at the Namerow hairpin approaching a restart. The Newman/Haas/Lanigan Racing driver continued in 13th place.
When Doornbos made a routine pit stop on lap 38, rookie Graham Rahal


NOT CLOSE ENOUGH: Frenchman Sebastien Bourdais finished second behind Robert Doornbos in Sunday's Champ Car race.
rules in the U.S., and I paid the price last weekend in Cleveland. I made a mistake and got off line, and the race director penalized me and destroyed my race. We were lucky to come back and finish second."
Prior to the post-race press conference, Bourdais engaged Doornbos in a discussion about their on-track confrontations, but the rookie refused to back down to the three-time series champion.
That seemed to upset Bourdais even more, and when he saw a longtime Champ Car journalist shake his head
in disgust at his remarks, he went on the offensive.
"Is it too much to ask a guy to hold his line so you can pass him?" Bourdais wondered. "It's too bad. What can I say? I just say things the way I feel they are. I'm just being honest. This is a sport, and there are rules we are all supposed to follow. That's it. "We're supposed to all play by the same rules, and it shouldn't have unfolded the way it did. Apparently being honest doesn't serve you right, but I have always been like that. I'm not going to lie to you guys."
took over at the front. But Rahal's turn in the lead lasted just seven laps because his car refused to select a gear after a pit stop. The second-generation star eventually resumed and finished seventh.
Justin Wilson inherited the top spot, but the RSports DP01 was not set up for the wet, and the Englishman slid off course during the 48th lap, elevating rookie Simon Pagenaud to the point.
The Frenchman pulled away for a couple of laps before Doornbos started to eat into his advantage. On the 53rd tour, Pagenaud repeated his countryman Bourdais's error by veering into the gravel trap at the Namerow hairpin, dropping to third place.
Back up to second place, Bourdais made a couple of aborted passing attempts for the lead and later claimed that Doornbos twice tried to push him onto the grass at high speed. But after a final two-lap caution period for Alex Figge's spin, Bourdais appeared content to settle
for second place
"He had the faster car," Bourdais admitted. "He seemed to do a great job. It's just a shame that as good a driver as he is, he had to do it this way." Doornbos refused to back down to Bourdais's post-race badgering. "I am for sure respecting the rules of racing in the U.S.," he said. "In these conditions, you cannot predict what happens because you're all over the place looking for grip.
"If Sebastien feels that he could have passed me, he should have done it. I felt I was quicker."
Power was pleased to recover from his start-line stall to finish third, immediately ahead of his Team Australia teammate Pagenaud. Wilson took fifth ahead of Neel Jani. The result created a tie for the lead of the Champ Car World Series standings between Bourdais and Doornbos with 145 points each, though the Frenchman would win a tie-breaker based on his greater number of race victories this year.


TRICKY TREMBLANT: The Mont-Tremblant circuit is a scenic road course that provides multiple challenges.

## Mont-Tremblant Comes To Play <br> exclaimed. "Robert and the team did <br> front (45-47), but as heavier rain fell

## Three-Day Attendance Total Is Said

 To Have Exceeded 42,000
## By John Oreovicz

nSSN Correspondent
MONT-TREMBLANT, Quebec The first Champ Car race at the legendary Mont-Tremblant circuit in nearly 40 years was deemed a success by race and series officials. A four-year contract extension has been agreed upon

## CHAMP

 but not yet announced. Attendance for the three days was announced as "in excess of 42,000 ," and fans began lining the circuit for choice viewing spots before $7 \mathrm{a} . \mathrm{m}$. on race day."All of the fans left satisfied and with a smile on their face," said Francois Dumontier, event general manager. "This is our first event, and we built a very strong foundation."
"Our expectations were exceeded," added Champ Car President Steve Johnson. "I think we have a huge future here; this has to be one of our most exciting races. The track is spectacular, the city is breathtaking and Mont-Tremblant will be a home for us for many years."

■ Paul Stoddart's Minardi team never won a Formula One race, but Robert Doornbos delivered the Australian air magnate a Champ Car victory in Minardi Team USA's sixth race.
The basis of Minardi Team USA is the Bettenhausen Motorsports team, which also has been known in recent years as Herdez Competition, HVM Racing and CTE Racing-HVM.
"What a fabulous race!" Stoddart
an absolutely superb job in the trickiest of conditions today. The team had the speed throughout the weekend, but obviously the highly changeable weather conditions added an extra element of uncertainty to the race.
"As ever, though, Robert drove with his head and put in a faultless performance today for the first of what I'm sure will be many more victories.'

- Champ Car drivers have been less than confident about the introduction of standing starts to the series this year. Mont-Tremblant was the third race using them, and it was the first that resulted in problems.
Pole-man Tristan Gommendy's car refused to start for the warm-up lap, and during the start itself, three cars stalled, including outside-front-rowstarter Will Power.
"I was just watching my mirrors and people were just missing me. I thought there was going to be a big accident," Power said.
All three of the stalled runners got restarted and participated in the race.
- After running the first lap at the back of the pack, Power took advantage of the changing conditions to claim third place. The Las Vegas winner is third in the championship winner is third in the championship,
14 points behind Sebastien Bourdais 14 points behi
"Champ Car is great like that, if you just never give up," Power related. "I mean, you can almost go a lap down and then come back and finish on the podium. It's just really, really good racing."

■ RSPORTS Racing's Justin Wilson led the three laps immediately preceding Simon Pagenaud's turn out
the Englishman's car lost grip.
Wilson spun off and resumed in sixth place, but he gained a position at the expense of teammate Alex Tagliani to finish fifth.
Quebec native Tagliani was the local favorite, but he never contended and finished eighth.
$■$ Pit strategy helped Graham Rahal lead seven laps, and when the American rookie pulled out a 12 -sec ond lead in heavy rain, it looked like the race was the 18 year old's to lose. Rahal's Panoz DP01 lost the race for him. It refused to engage in gear during his final pit stop, and the long wait to get it going again relegated him to a seventh-place finish.
"We should have been up front at the end, but our problems in the pit stop ruined any chance of that happening," Rahal stated. "It's not like a manual car where you can just shove it into gear. It took us forever to get that situated. We just tried to stay calm and plugged away and passed three people."

■ Paul Tracy didn't rile up the Quebecois fans like he did at Montreal a year ago. He also didn't enjoy a podium finish like he did then. Tracy crashed his primary car in Sunday morning practice, blaming broken steering. However, a Forsythe Championship Racing source said data showed the Canadian entered the corner where he crashed with all four wheels locked, traveling 20 miles per hour faster than he had on any previous lap. PT retired from the race after 28 laps with a blown engine.
"I guess when it rains it pours," Tracy stated. "Everything went wrong for us today, and we just have to put this weekend behind us and move on to my home race in Toronto."

Canada's Mont-Tremblant 'Seeps With History' MONT-TREMBLANT, QUEBEC etting to Circuit MontTremblant isn't easy, but it's worth the trip. The undulating track about an hour and a half north of Montreal is truly one of the world's most picturesque and challenging road courses, a joy for drivers and spectators alike.
For weeks prior to the MontTremblant Champ Car race, my friend and colleague Gordon Kirby regaled me with tales of attending and covering races at "Le Circuit." The track hosted the very first Canadian-American Challenge race back in 1966, and the Canadian Grand Prix was staged up in the Laurentian Mountains in 1968 and ' 70.
The place just seeps with history. Gilles Villeneuve barrel-rolled his March 76B Formula Atlantic car, then jumped into a spare car and nabbed pole position a few minutes later. Brian Redman was lucky to survive a massive crash when his aerodynamically unstable Lola "New Can-Am" car took flight on the backstraight in 1977.
The circuit lay dormant for many years but has been upgraded safetywise since those cavalier days to the tune of a reported $\$ 6$ million
Canadian. And it still sorts the men from the boys.
Kirby commented that turn one at Mont-Tremblant - a fifth-gear righthander over a brow leading into a steep dive into a valley - used to be hands-down the finest place to watch race cars at speed in North America. Even the new chicane designed to slow things down there produced some spectacular curb-hopping action.
In fact, the weekend's only downer was the overly aggressive track security that tried to deny me access to areas where I was entitled to be.
I spent the Saturday morning practice session walking from corner to corner, observing the cars in action and enjoying the backdrop of the Laurentians. The 2.65 -mile circuit is comprised of 15 corners, and every one is a pleasure to watch from.
The cars reached a top speed of just under 175 miles per hour prior to

TURNING AWAY

turn 10, and they entered the turneight kink at 168 mph , according to three-time series champion Sebastien Bourdais. Both areas left little margin for error.
The pastoral scene was about as far as you can get from oval racing, where the view - a concrete-lined left turn - is always the same.
It's safe to say that you have to work harder to enjoy road racing, for starters because the tracks are generally longer and more spread out. You normally only get to see one or two corners, though at Mont-Tremblant there are at least two vantage points where you can watch the cars negotiate a series of corners twice a lap.
Well-positioned fans had a diamondvision monitor to follow the action around the rest of the lap. It's not the same as being able to watch the cars all the way around - like you can at most ovals - but in road-racing terms, being able to see the cars 40 percent of the time is usually good enough.
The race itself was eventful but didn't offer a lot of suspense. In fact, most of the excitement came after the checkered flag, when Bourdais criticized winner Robert Doornbos's blocking tactics. Almost unbelievably, the Frenchman was soundly booed by the savvy Quebecois crowd. The whole Mont-Tremblant weekend had sort of a throwback aura. Whether it was the peaceful, rustic setting, or the unbelievable traffic jams we encountered trying to leave the circuit, it just felt like a time warp from 10 or 20 years ago, when the PPG CART IndyCar World Series truly meant something around the world.
With an announced crowd of 42,000 for the three days and a race-day crowd estimated at 25,000 , MontTremblant's attendance was a fraction of what CART's mainstay road races attracted in the '80s and ' 90 s. But the positive spirit that prevailed in the Champ Car series in those days was definitely on display in Quebec.

## UPNEXT



Race 11 of 23: Summit Racing NHRA Nationals, June 28-July 1 Summit Racing Equipment Motorsports Park, Norwalk, Ohio


## Funny Car

| FIRST ROUND |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Qual. | Driver | E.T. | Speed | Def. | Qual. | Driver | E.T. | Speed |
| 6 | Tim Wilkerson | 4.855 | 306.19 | def. | 11 | Jeff Arend | 6.649 | 137.44 |
| 13 | Cruz Pedregon | 4.848 | 312.06 | def. | 4 | Tommy Johnson, Jr. | 4.972 | 306.81 |
| 3 | Tony Pedregon | 4.871 | 318.39 | def. | 14 | Tony Bartone | 5.610 | 189.28 |
| 1 | Robert Hight | 4.865 | 297.81 | def. | 16 | Del Worsham | 6.118 | 161.27 |
| 2 | Ashley Force | 4.898 | 294.56 | def. | 15 | Gary Densham | 4.961 | 293.73 |
| 5 | Jack Beckman | 4.855 | 315.27 | def. | 12 | John Force | 5.081 | 288.77 |
| 10 | Kenny Bernstein | 4.888 | 303.16 | def. | 7 | Ron Capps | 4.869 | 317.49 |
| 8 | Mike Ashley | 4.848 | 320.31 | def. | 9 | Jim Head | 6.317 | 141.83 |
| SECOND ROUND |  |  |  |  |  |  |  |  |
| 10 | Kenny Bernstein | 4.815 | 319.45 | def. | 2 | Ashley Force | 4.901 | 290.84 |
| 3 | Tony Pedregon | 4.961 | 298.73 | def. | 6 | Tim Wikerson | 5.052 | 293.92 |
| 13 | Cruz Pedregon | 4.890 | 310.41 | def. | 5 | Jack Beckman | 4.918 | 305.08 |
| 8 | Mike Ashley | 4.836 | 322.42 | def. | 1 | Robert Hight | 5.109 | 296.70 |
| SEMIFINAL |  |  |  |  |  |  |  |  |
| 8 | Mike Ashley | 4.865 | 320.51 | def. | 13 | Cruz Pedregon | 6.092 | 153.63 |
| 10 | Kenny Bernstein | 4.889 | 315.64 | def. | 3 | Tony Pedregon | 4.992 | 266.33 |
| FINAL |  |  |  |  |  |  |  |  |
| 8 | Mike Ashley | 4.823 | 321.88 | def. | 10 | Kenny Bersstein | 12.080 | 80.40 |

## Pro Stock

FIRST ROUND

| Qual. | Driver | E.T. | Speed | Def. | Qual. | Driver | E.T. | Speed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 9 | Jeg Coughlin | 6.651 | 207.11 | def. | 8 | Kurt Johnson | 6.676 | 207.15 |
| 10 | $V$ Gaines | 6.657 | 206.67 | def. | 7 | Max Naylor | 6.772 | 207.15 |
| 6 | Jason Line | 6.658 | 207.94 | def. | 11 | Justin Humphreys | 13.462 | 62.71 |
| 12 | Greg Stanfield | 6.684 | 205.44 | def. | 5 | Tom Hammonds | 8.670 | 206.61 |
| 3 | Allen Johnson | 6.665 | 206.57 | def. | 14 | Jim Yates | 6.677 | 206.42 |
| 15 | Larry Morgan | 6.660 | 207.05 | def. | 2 | Richie Stevens, Jr. | 6.648 | 207.05 |
| 16 | Erica Enders | 6.732 | 204.91 | def. | 1 | Greg Anderson | BROKE* | BROKE |
| 4 | Dave Connolly | 6.628 | 207.59 | def. | 13 | Warren Johnson | $9.728^{*}$ | 95.00 |
| SECOND ROUND |  |  |  |  |  |  |  |  |
| 3 | Allen Johnson | 6.671 | 205.35 | def. | 6 | Jason Line | 17.288* | 40.49 |
| 15 | Larry Morgan | 6.672 | 207.15 | def. | 10 | $\checkmark$ Gaines | 6.695* | 205.69 |
| 9 | Jeg Coughlin | 6.648 | 207.43 | def. | 16 | Erica Enders | 6.724 | 204.88 |
| 4 | Dave Connolly | 6.651 | 207.24 | def. | 12 | Greg Stanfield | 6.709 | 205.16 |
| SEMIFINAL |  |  |  |  |  |  |  |  |
| 15 | Larry Morgan | 6.717 | 206.29 | def. | 3 | Allen Johnson | 6.702 | 206.29 |
| 4 | Dave Connolly | 6.684 | 207.05 | def. | 9 | Jeg Coughlin | 11.344 | 72.42 |
| FINAL |  |  |  |  |  |  |  |  |
| 4 | Dave Connolly | 6.660 | 207.11 | def. | 15 | Larry Morgan | 6.718 | 205.54 |



EYE ON THE PRIZE: Mike Ashley defeated Kenny Bernstein in the Funny Car finals Sunday in Norwalk, Ohio.


LAST WORD: Mike Ashley's Funny Car breathes fire before a pass last weekend at Summit Racing Equipment Motorsports Park. Ashley defeated Kenny Bernstein in the finals.

## Ashley Snubs Bernstein <br> lost in round one, while Todd fell in

Schumacher Beats Fuller To Stripe<br>In Top Fuel; Connolly Takes Pro Stock

NORWALK, Ohio - Funny Car racer Mike Ashley figured out the perfect way to get over his streak of two DNQs in a row by winning the inaugural Summit Racing Equipment NHRA Nationals Sunday at Summit Racing Equipment Motorsports Park. Defending Top Fuel champion Tony Schumacher also erased a downturn in his recent performances with a victory over current point-leader Rod Fuller, while Dave Connolly and Andrew Hines won in Pro Stock and Pro Stock Motorcycle, respectively. Ashley's report card from the last four races now shows a pair of wins and a pair of DNQs for his Torco/Skull Gear Dodge Charger. His victory Sunday denied final-round opponent Kenny Bernstein the chance to claim his first Funny Car triumph in 18 years.
Bernstein, who drove Top Fuel dragsters from 1990-2003 and returned to Funny Car this season with backing from Monster Energy Drink, got a big jump on Ashley in the final, leaving with a .059-second reaction time to Ashley's .097-second start. But Bernstein was soon lost in a cloud of smoke, which allowed Ashley to streak by for a 4.823 -second, 321.88 -mile-per-hour victory.
"I told the team this morning to just forget about the last two races and pretend we were coming in here off that Topeka win," said Ashley, who earned his second victory. "Racing Kenny Bernstein, the ultimate professional, in the final was a real honor."

Ashley's win lifted him two slots in points. He's now just one point behind third-place racer Tony Pedregon. Ashley had the quickest car in three of four rounds Sunday. Bernstein was the quickest in the quarterfinals.
Everyone gained on point-leader Ron Capps, who lost in the first round for the second race in a row. He now leads Robert Hight by 98 points.
Schumacher was an afterthought at the start of the day after qualifying in the No. 14 position, but his U.S. Army dragster came to life in the Ohio heat, and he punched his way past Brandon Bernstein, J.R. Todd, Whit Bazemore and Fuller.
The final against Fuller was a classic run by crew chief Alan Johnson, who dug deep into his bag of tricks to tune his man to an otherworldly 4.537 at 322.04 mph . For the second round in a row, Fuller had to pedal his unsponsored rail to get down the track, only this time it was far too late as Schumacher pulled away for the win.
"Doug Kalitta is a competitor of mine, and I need to beat him because that's my job, but I was kind of pulling for the guy today," Schumacher said of his 37th victory "He's part of our family out here, and he lost his dad this week, so we're all hurting for him. I wanted to race him in the final so I could be the first one to either congratulate him or give him the trophy because this one belongs to him. I will present it to him as soon as I get the chance."
Despite his runner-up finish, Fuller extended his lead in the POWERade standings to 98 points over Larry Dixon. Schumacher stayed fifth over all but is now just 33 points out of second place. Bernstein and Dixon both
the quarterfinals.
Local hero Connolly's victory over Morgan was the biggest crowd pleaser, as his legion of supporters roared their approval of his 11th triumph from the capacity grandstands. Morgan left first by a tenth of a second, but Connolly reeled him in and simply drove away for an easy 6.660 win at 207.11 mph in his Torco Cobalt over Morgan's 6.718 at 205.54 mph in his Lucas Oil Stratus.
"What a picture-perfect weekend for our race team," Connolly said. "The only thing that could have been better was if I could have raced Jeg (Coughlin, teammate) in the final instead of the semifinals. To come back home like this and win the race in front of all my friends and family is great. Even my mom (Elaine) was here today, and she doesn't make it to many races because of her work schedule, so that was cool.
Point-leader Greg Anderson, the No. 1 qualifier at this event, was timed out at the starting line against round-one opponent Erica Enders. That allowed second-place point-earner Jeg Coughlin to make up two rounds and third-place point-earner Connolly three rounds on the lead.
Hines's Screamin' Eagle HarleyDavidson V-Rod Pro Stock Motorcycle got stronger as race day progressed, with the 24 -year-old racer running the quickest elapsed times of the final three rounds.
In the final, he gave up a reactiontime advantage to Smith but quickly zoomed by after Smith aborted his run just a few hundred feet into his pass. He won with a 6.988 , his fourth six-second pass of the day.


FANS ON HAND: The action was fierce last weekend at Summit Racing Equipment Motorsports Park.

## 'Hot Rod' Cruises In Qualifying <br> every pass, and now it's trying to Challenge will move venues in 2008

## Worsham Escapes Wicked-Looking Funny Car Explosion

NORWALK, Ohio - Clear, sunny weather conditions in northern Ohio kept elapsed times and top speeds in check Saturday during the final day of qualifying for the inaugural Summit Racing Equipment NHRA Nationals.
NHRA All four
All four of Friday night's professional leaders remained in control of their respective categories, Hight, the son-in-law of 14 -time world champion John Force, who posted a best of 4.713 seconds at 313.73 miles per hour.
Top Fuel's "Hot Rod" Fuller (4.533), Pro Stock's Greg Anderson (6.654) and Pro Stock Motorcycle's Matt Smith (6.965) joined Hight on the low qualifier's podium at Summit Racing Equipment Motorsports Park.
Fuller scored his third No. 1 qualifier of the season with his 4.533/323.50 pass from round two. He remains one of only three racers to have qualified fourth or higher at every race this season. It was Fuller's fifth low-qualifying effort.
"Five is my lucky number," Fuller said. "I'm number five, five was my number in both football and soccer and I'm 5 -foot-5. I'm just really impressed by this facility and the fans. The place just has a feeling of home to it, like I'm at a bracket race. I just feel really comfortable here."
Funny Car leader Hight collected his fourth low-qualifier award of the year with a 4.713/313.73.
"With the exception of one run in Gainesville, we haven't made a full pass all year on all eight cylinders," Hight said. "It's been dropping one
drop two. Jimmy (Prock) decided to and will be conducted at Summit make some giant moves today to fix Racing Equipment Motorsports Park. that, and we're really encouraged by what it showed us."
Even when he struggles, Anderson still tops his category. Anderson's opening pass of 6.654/207.59 earned his Summit Racing Pontiac GTO team the No. 1 qualifying position for the eighth time in 11 races this year.
"Spirits were high after round one, but it's been all downhill since then," Anderson said. "We pride ourselves on consistency, and we don't have it here. It's not a real confidence builder. I think we just need to forget about today. It was just a bad day at the office. We've got to move on because this is our sponsor's race, and we need to do well tomorrow."

■ Del Worsham barely bumped into the field in the third round in his Checker, Schuck's, Kragen Chevrolet Impala SS, running a 16thbest 4.873. The drama came when he reached the top end as his car exploded into several pieces, which relegated him to the sidelines for the final session.

■ Anderson made headlines when he was timed out in his first-round matchup with Erica Enders. Anderson did not stage in regulation time, and therefore Enders moved to the second round unopposed.
While Anderson opposed the call by NHRA starter Rick Stewart, he lost his argument.

■ NHRA officials announced today a multi-year agreement with K\&N Engineering, Inc. to sponsor the K\&N Horsepower Challenge, a lucrative bonus event for Pro Stock competitors.
The $\$ 76,000$ K\&N Horsepower

The race features a special-elimination pairing with the eight-quickest Pro Stock drivers who have accumulated the most points in qualifying during the 23 -race Challenge series. Drivers will begin earning 2008 K\&N Horsepower Challenge points beginning at Norwalk and will continue to accumulate points through the race prior to next year's Summit Racing Equipment NHRA Nationals. The winner of the K\&N Horsepower Challenge will earn $\$ 50,000$, and the runner-up will earn $\$ 10,000$.

- One of the biggest stars of the weekend was the facility itself. The Bader family has the 44 -year-old track in top condition, and everyone from the fans to drivers to team owners talked about the facility and improvements made
"This place really has me pumped up," Fuller said. "It's really nice. I'd say it's one of the coolest drag strips I've ever been to. I just like the way it is a lot. My hat's off to the owners."

■ Among those failing to qualify was four-time POWERade champion Gary Scelzi, who missed the Funny Car field. Scott Kalitta and Jerry Toliver also missed the race, while Morgan Lucas failed to make the Top Fuel field.

- Pioneer Funny Car driver Don Gay, Sr. died Saturday at his home in League City, Texas. He was 60.

■ The Thunder Valley NHRA Nationals, which was postponed in May when a new concrete surface was not finished in time for the event, is up this week at Bristol (Tenn.) Motor Speedway.

## Answers To Pressing Questions As NHRA Countdown Looms

## HARRISBURG, N.C

could the competition in the NHRA POWERade Drag Racing Series be any better?
None of the point leaders in any of the top-three divisions of the country's premier drag-racing organization visited the winner's circle during the inaugural Summit Racing Equipment Nationals at the state-of-the-art Summit Racing Equipment Motorsports Park. But that was par for the course in a drag-racing series that has seen more twists and turns than some road courses.
Rod Fuller, Ron Capps and Greg Anderson lead their respective divisions as the series heads toward its first Countdown to the
Championship, which will lock the top eight in points into the elimination rounds of the championship that will begin with the Big Go - th U.S. Nationals on Labor Day weekend.
The most interesting race leading up to the event at O'Reilly Raceway Park will be who gets in the
Countdown, NOT who is leading the standings. But maybe the most inter esting part of the summer stretch to the season that leads into
Indianapolis will be finding the answers to some or all of the following questions:

1. Will 14-time Funny Car champion John Force right his sinking ship? While his team cars wheeled by daughter Ashley and son-in-law Robert Hight have performed admirably, Force has not won a race. In fact, Force has won only two rounds of competition all season.
He and veteran crew chiefs Austin Coil and Bernie Fedderly were to remain in Norwalk, Ohio, Monday afternoon to test. Force even hinted they may try a new chassis combina tion. He needs to find something, as he stands 15th in points - 120 markers out of eighth
2. Can Dick LaHaie bring Team Kalitta to the Promised Land? LaHaie, a former world champion driver and tuner, came out of retirement to help the four-car Kalitta operation in May, but so far the results have been mixed. Top Fuel driver Dave Grubnic in

## FROM THE DESK


sixth is the only Kalitta driver in a Countdown position. Hillary Will (11th) and perennial title contender Doug Kalitta (12th), who made it to the semis at Norwalk, have been consistent all season. Scott Kalitta ranks 17th in Funny Car.
3. Will both Bernsteins make the Countdown? Despite his recent struggles, Brandon Bernstein ranks third in Top Fuel, but Kenny Bernstein, who is currently 13th after a frustrating beginning to the season, has a lot of work to do
4. Will Rod Fuller's David Powers Motorsports team find a full-time primary sponsor? Fuller leads the Top Fuel standings, but his rail was white with no decals at Norwalk. Despite the fact, Fuller continued his championship consistency, qualifying No. 1 and racing into the final round, where he lost to Tony Schumacher. 5. When will Clay Millican take advantage of his strong qualifying performances? Millican has qualified in the top half of the ladder multiple times this season, but as he was Sunday after qualifying second, the five-time IHRA champion is frequently eliminated in the first round.

## 6. Will Jeff Arend qualify for every race

this season? Through 11 events, Arend, who ranks only 11th in the standings, is the only driver who has made every Funny Car starting field.
7. Will it be feast or famine for Don

Prudhomme Racing? One week after Larry Dixon and Tommy Johnson, Jr. swept the fuel portion of the program at Old Bridge Township Raceway Park in New Jersey, both were eliminated in the first round at Norwalk.
8. Will ESPN announcer Paul Page have learned the correct names of the drivers and team owners competing in the NHRA POWERade Drag Racing Series by the time the Countdown gets under way? Whether he does, former driver Mike Dunn will continue to do the heavy lifting on the ESPN telecasts of the straight line sport.

## UP NEXI

O'Reilly NHRA Thunder Valley Nationals, July 6-8, Bristol Dragway, Bristol, Tenn.


Race 8 of 17: French Grand Prix, Sunday, July
Circuit de Nevers Magny-Cours, Magny-Cours, France

## FINAL RESULTS



THIRD

Kimi Raikkonen

Felipe Massa



Lewis Hamilton

Fin. St. Driver

| Fin. | St. | Driver | Country | Team | Laps |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 3 | Kimi Raikonen | Finland | Scuderia Ferrari | 70 |
| 2 | 1 | Felipe Massa | Brazil | Scuderia Ferrari | 70 |
| 3 | 2 | Lewis Hamilton | Great Britain | Mclaren Mercedes | 70 |
| 4 | 4 | Robert Kubica | Poland | BMW Sauber | 70 |
| 5 | 7 | Nick Heidfeld | Germany | BMW Sauber | 70 |
| 6 | 5 | Giancarlo Fisichella | Italy | Renault $F 1$ Team | 70 |
| 7 | 10 | Fermando Alonso | Spain | Mclaren Mercedes | 70 |
| 8 | 12 | Jenson Button | Graat Britain | Honda Racing F1 Team | 70 |
| 9 | 9 | Nico Rosberg | Germany | AT\&T Williams | 70 |
| 10 | 11 | Ralf Schumacher | Germany | Toyota Racing | 69 |
| 11 | 13 | Rubens Barrichello | Brazil | Honda Racing F1 Team | 69 |
| 12 | 14 | Mark Webber | Australia | Red Bull Racing | 69 |
| 13 | 16 | David Couthard | Great Britain | Red Bull Racing | 69 |
| 14 | 18 | Alexander Wurz | Austria | AT\&T Williams | 69 |
| 15 | 6 | Heikki Kovalainen | Finland | Renault $F 1$ Team | 69 |
| 16 | 22 | Takuma Sato | Japan | Super Aguri F1 Team | 68 |
| 17 | 21 | Adrian Sutil | Germany | Spyker-Ferrari F1 Team | 68 |
| 18 | 15 | Scott Speed | United States | Scuderia Toro Rosso | DNF |
| 19 | 20 | Christijan Albers | The Netherlands | Spyker-Ferrarif1 Team | DNF |
| 20 | 19 | Anthony Davidson | Great Britain | Super Aguri F1 Team | DNF |
| 21 | 8 | Jarno Trulli | Italy | Toyota Racing | DNF |
| 22 | 17 | Vitantonio Liuzi | Italy | Scuderia Toro Rosso | DNF |



WELL ON HIS WAY: Kimi Raikkonen leaves pit lane after a stop in Sunday's French Grand Prix.

## RACE STATISTICS

Race time: 1 hour, 30 minutes, 54.2 seconds

## TALK OF TIME TRIALS

A bobble by Lewis Hamilton opened the door for Felipe Massa and Ferrari. Massa won his fourth pole of the season with a time of one minute, 15.034 seconds around Circuit de Nevers Magny-Cours.

STANDINGS


Lewis Hamilton

SECOND


Fernando Alonso

THIRD


Felipe Massa

## Top 10

| 1. Lewis Hamilton | 58 | 6. Giancarlo Fisichella | 13 |
| :---: | :---: | :---: | :---: |
| 2. Fermando Alonso | 48 | 7. Robert Kubica | 12 |
| 3. Felipe Massa | 39 | 7. Heikki Kovalainen | 12 |
| 4. Kimi Raikkonen | 32 | 9. Alexander Wurz | 8 |
| 5. Nick Heidfeld | 26 | 10. Jarno Trull | 7 |

# Ferrari 1-2 In France 

Raikkonen, Massa Close Technical Gap On McLaren In French GP

## By Dan Knutson

## NSSN Correspondent

MAGNY-COURS, France - At Indianapolis, McLaren Mercedes gave Ferrari a good slap with a convincing first- and second-place finish. In the French Grand Prix two weeks later, however, Ferrari severely trounced McLaren as Kimi Raikkonen led teammate Felipe Massa in a one-two sweep.
Is this the beginning of the Red Revival? Can Ferrari, which was on top in the early races of the season, regain the momentum from the McLaren Silver Arrows that won the three previous races?
"I think so," Raikkonen said. "We didn't expect to have the problems that we had in the last few races, so I think we are back where we expected to be. It wasn't that we lost something. Maybe we just didn't get everything out of the car. Everything works well, and we try to keep it up and improve." And has Raikkonen, who won for the first time since his victory in Australia, found the form to consistently run at the front after the difficulties he has had?
"We had a bit of a hard time," he said, "but I kind of expected to have a bit of a difficult time. People always think that you've lost it when you don't have a good result, but we just worked hard and try to get it right. We are definitely much happier with the car since the last test."
The Magny-Cours track definitely suited Ferrari rather than McLaren. Lewis Hamilton finished third in his McLaren, crossing the line a whopping 29 seconds behind Massa. It was even worse for Fernando Alonso who had to start 10th after gearbox problems in qualifying. Alonso, had some fierce fights with Nick Heidfeld (BMW Sauber) and Giancarlo Fisichella (Renault) on his way to finishing seventh.
Massa started from the pole and took the lead. Raikkonen, who lined up third, passed Hamilton, who qualified second, just after the start.


HAIL TO KIMI: Ferrari's Kimi Raikkonen celebrates his victory in Sunday's French Grand Prix. It was the Finn's second triumph of 2007.

That set the tone for the race. Hamilton was on a three-stop strategy that depended on him being second rather than third.
While Massa pulled out a bit of a lead in the first stint, Raikkonen stayed closer to him in the second stint. The lap before Massa made his second and final pit stop, he had a 3.3second lead. Raikkonen pitted three laps later and came out 1.8 seconds ahead of Massa.
Heidfeld finished fifth behind his BMW Sauber teammate Robert Kubica, who showed no ill effects or
drop-off in speed from his Montreal accident.
The fact that Giancarlo Fisichella qualified his Renault fifth and ended up sixth behind the two BMWs proves that Renault is getting ever closer to the third-placed team.
Alonso, wary of the final goal, which is winning the title, was disappointed with seventh but glad to add more points to his tally.
Speaking of points, Honda earned its first one of the season. Jenson Button finished eighth, and it was on pace, not because of attrition.

## Tunnel Trouble: Ferrari Robbed Of Aero Enhancement

By Mike Doodson

MAGNY-COURS, France - Ferrari's sudden return to form in the French Grand Prix will have come as no surprise to anyone familiar with the sudden changes of fortune that happen so often in Formula One racing.
Nevertheless, questions were being asked at Magny-Cours about the significance of an incident at Maranello back in April, which crippled the Ferrari wind tunnel and severely handicapped aerodynamic developments on the cars.
There have been rumors for weeks about a failure in Scuderia's wind tunnel, which is such an important
part of its technical resources that it is usually kept running 24 hours a day. After initially denying the stories, the team finally admitted last week that the moving floor of the tunnel - which comprises thousands of metallic links - had come apart and caused considerable damage.
Team boss Jean Todt claimed that the team had been without the use of its tunnel for no more than two weeks (NSSN's sources suggest it was twice that), and he said that the technical staff had decided not to continue research elsewhere. NSSN understands that this decision was made because of difficulties in correlating data gathered in differently config-
ured tunnels.
The loss of the wind tunnel coincided with a slump in Ferrari performance at the three races before Sunday's. No significant changes were seen in the aerodynamic configuration of the car at those races, and it was not until last week's test at Silverstone that the cars' performance of the cars made any useful inroad into McLaren's recent period of technical superiority.
While the causes of the wind-tunnel failure have not been revealed by Ferrari, Todt robustly denied suggestions that his staff had ignored warnings from the manufacturer that the equipment was being used past its designed endurance.


MECHANICAL GREMLINS: American Scott Speed, in his Toro Rosso machine during Friday practice, fell out of Sunday's French Grand Prix with gearbox problems. He finished 18th after starting 15th.

## McLaren Aces Keep Cool In Media <br> to leave the team before I finish." <br> Kubica, Nico Rosberg, Tonio Liuzzi and

Toro Rosso's Faulty Gearbox KOs Speed From French Grand Prix

## By Dan Knutson

NSSN Correspondent
MAGNY-COURS, France Fernando Alonso and Lewis Hamilton did not make a pact to only talk about each other to the media when they were together. McLaren director Ron Dennis said as much in Indianapolis, but here in France

NOTESAlonso told a news conference: "It is not true." Dennis said his statement at Indy had been too broad.
"The detail of what lies behind that conversation related to when one driver read something in a newspaper that was attributed to the other driver," Dennis explained. "They agreed that before reacting they would discuss it. They never, ever said they would not talk about each other. They have a very positive rela tionship, (and) they have a healthy respect for each other.'

- Ferrari boss Jean Todt declined to discuss the legal proceedings against team member Nigel Stepney, who is alleged to have attempted to sabotage the cars.
"There is a legal case going on," Todt said, "and as with every court case, I cannot allow myself to make any comment at the moment.'

■ Alonso shot down rumors that he was going to leave McLaren before his contract ended.
"The situation is good," he said "Only rumors have been in the press, and I think this is impossible to stop. I have no problems and no intention

- Robert Kubica, cleared to race after missing the Indy event because of his massive crash in Montreal, said that he had no fear or hesitation getting back in the cockpit of his BMW Sauber in France.

■ Gearbox problems knocked Scott Speed out of the race.
"After the start I had a lot of graining on my front tires because I think our front-wing setting was not the best," the Californian said. "This made the first 15 laps very difficult, after which it improved until it was not too bad. I had no warning about the failure."
Toro Rosso raced with its new seamless-shift gearbox for the first time in France. "It is quite a big step," Speed told NSSN. "It must be two to three tenths a lap."

- Although Michael Schumacher is at some of the races this year, he refuses to talk to the media. He did attend a charity press conference in France, but Todt refused to let him answer any questions not concerning the charity.
$\square$ Several drivers, including Nick Heidfeld, had back problems after the recent Silverstone test because of the bumpy circuit. Heidfeld's woes sent him to the hospital Friday in France. Sebastian Vettel was standing by, but the doctor said Heidfeld could race.
- Williams co-owner Patrick Head rode his motorcycle from England to Magny-Cours. He and some friends make the trip every year via a scenic route.

■ Kimi Raikkonen, Rubens Barrichello,

Anthony Davidson took the FIA's antidoping drug test after Friday's practice.
$\square$ The French Grand Prix marked the 14th anniversary of Todt joining Ferrari.

- Spyker chief Colin Kolles sent a letter to the FIA and all the teams listing updates to the Super Aguris that he claimed were identical to the Hondas. It's all part of the continuing dispute over the legality of customer cars.

■ The updated Spyker, which will appear in Turkey, is basically a completely new car, according to Kolles. "It will be the basis for the 2008 car," he said, "and aerodynamically it will be a complete new update basically new engine cover, sidepods, front wings, rear wings."

- Giorgio Pantano won Saturday's GP2 race that was red flagged for a long time following a nasty accident in which Ernesto Viso slammed upside down on a concrete wall. Viso was not seriously injured. Javier Villa won Sunday's race.
$\square$ Asked to evaluate Alonso's time at McLaren so far, former boss Flavio Briatore took a good-natured jibe at new boss Dennis. "You need to ask Ron Dennis," Briatore said. "I am sure Ron knows everything. Ron is the kind of a guy who knows everything about everything. So you ask Ron."

■ Officials fined Christijan Albers $\$ 6,770$ for tearing out his refueling hose when he left the pits before his crew signaled him to do so. Nobody was injured, and there was no fire.

## Magny-Cours Has Rural Charm, Lacks Big-City Feel

## MAGNY-COURS, FRANC

While many of the Formula One fraternity couldn't wait to leave Magny-Cours for the las time, there were mixed emotions about saying goodbye to the rural environs. And just about everybody agreed that a French Grand Prix is an important part of the schedule.
Magny-Cours - located in central France, about three hours drive (assuming there is no traffic) from Paris - has hosted the grand prix since 1991.
While the track itself is good, and its facilities (not counting the bathrooms) are mostly OK, it's the remote location that is the problem.
F-1 teams and their sponsors like fancy hotels and nice restaurants, and there is a dearth of both in the area. In fact, there is a scarcity of any vaguely acceptable hotels and restaurants once 80,000 people descend on the normally charming area.
I can say without hesitation that some of the grungiest hotels and some of the worst meals I've ever had on the F-1 trail around the world were right here in the Magny-Cours area.

French hotels are leg. endary for being poor, aren't they? Mark Webber said. "They are not exactly awesome. OK, there are not many five-star hotels around here, but as long as you have a warm shower and a bed, get on with it."
The local road system couldn't cope with the traffic, either, and there were some legendary traffic jams over the years.
Will Magny-Cours be missed?
"From a drivers's point of view, we say yes because the circuit I think is very good," Felipe Massa said
"Uphill, downhill, a very quick chicane. From a (traffic) queues's point of view, I think it is better to be lost because everybody is complaining. But with a little effort outside of the track, it can be a very good place to

ACROSS THE POND


## DAN KNUTSON

## come

Giancarlo Fisichella said that at any race the drivers spend all day at the track and then go to the hotel, so being in the countryside wasn't a problem. But it is a problem for the fans, especially for those who don't camp at the track.
"The circuit is nice to drive," Kimi Raikkonen said, "but (it's) more for the people it is a bit difficult here. There is nothing really around the circuit. I don't think it is going to be missed too much."
Getting to and staying near MagnyCours is a hassle, but what's the tradeoff for a new venue?
"We all know it is in the middle of France and in the middle of nowhere," Fernando Alonso said. "But I think we will go to Singapore, and we will take a flight of 14 hours. So, I don't know which one is more convenient."
The French Grand Prix, which dates back to 1906 , is currently not on the 2008 schedule but should be back in 2009. But where?
"A dream grand prix would be in Paris," Jean Todt said. "But unfortunately, I don't think it is practical." Flavio Briatore quipped: "Along the Champs-Elysee, next to your (Todt's) house!"
Wherever the race ends up, it needs to be where it can cater to a crowd that can turn out in sufficient numbers to make the race and the venue economically viable.
Will I miss Magny-Cours?
Yes.
Once I learned some of the ins and outs of the whole area I actually got to enjoy the quiet, rural atmosphere of the surrounding countryside and the relaxed, deserted feeling (due to the lack of sponsor guests here) in the F-1 paddock.

## UP NEXT



## RACE REWIND

## Races 37, 38, 39 and 40: June 25 and June 29-July 1

## FINAL RESULTS

WINNER


Donny Schatz

## June 25

Sune 25, Black Hills Speedway, Rapid City, S.D. Qualifications: 1. Daryn Pittman, Titan 21, 14.565; 2. Danny Lasoski, Roth 83, 14.588; 3. Steve Kinser, Kinser 11, 14.732; 4. Jason sides, sides 5 s, $14.755 ; 5$. Tony Bruce, Jr, Bruce 18t, 14.775 ; 14.807; 8. Jason Solwold, Carmahan ri9, 14.813;9. Donny Schatz Schatz 15, 14.887; 10. 1ason Meyers, Stockbridge 14, 14.899; 11. Kerry Madsen, Helm 11h, 14.906; 12. Paul McMahan, Stewart 20, 14.911; 13. Zach Chappell, Chappell 8k, 14.929; 14. Chad Hillier Hillier 5c, 14.981; ;15.Randy Hannagan, Hannagan 1x, 15.028; 16. Craig Dollansky, Karavan 7, 15.044; 17. Dusty Lomer, Zomer 1z, S.O72; 18 . Tim Shaffer, Parsons 6, 15.118; 19. Joey Saldana,
Kahne $9,15.144 ; 20$. Brooke Tatnell, Woodward 2 , 15.208; 21, Jason Martin, Martin 36, 15.271; 22. Chad Kemenah, Kemenah 3x, 15.299; 23. Matt Heenzerling, Heinzerling 22x, 15.325; 24 . Jeremy Campbell, Campbell 10c, 15.325; 225 Sam Hafertepe, Ir. Hafertepe 15h, 15.326; 26. Brent Krontuss, Kronfuss $x$, 1.483 Carlson 18, 15.616; 29 . Jac Haudenschild, Wright 35, 15.628; 30 Marlon Jones, Jones $9 \mathrm{~m}, ~ 15.637 ; 31$. Jeremy Mccuen, McCuen 0 j , 15.641; 32. Clint Anderson, Anderson 9a, 15.643; 33. Brandon
Mills, Mills 0 , 15.728:34. Mike Pennel, Pennel 3, 16330; 3 , Kass Mils, Mills $0,15.728$; 34. Mike Pennel, Pennel 3, 16.330; 35. Kass 16.744; 37. Terry Pennel, Pennel 12, 16.774. First Heat (10 laps): Schatz, Chappell, Pittman, Zomer Haudenschild, Bruce, Martin, Hafertepe, Pennel, Mills. Second Heat (10 laps): Shaffer, Meyers, Lasoski, Kemenah, Hillier, Kronfuss, Hindi, Pennel, Jones.
Third Heat ( 10 laps): Hannagan, Madsen, McCarl, Saldana, Kinser, Henderson, Heinzerling, Mccuen, Cormella. Tatnell, Campbell, Carlson, Dodge, Anderson.
Crane Cams Dash (8 laps): Meyers, Madsen, Shaffer, Schatz, Dollansky, Pittman, Lasoski, Hannagan, McMahan, Chappell. B Main (12 laps): 1. Hindi; 2. Hafertepe; 3. Bruce; 4. Campbell; 5. Martin, $\$ 200 ; 6$. Henderson, $\$ 200 ; 7$. Kronfuss, \$200; 8. Carlson, $\$ 180 ; 9$. Pennel, $\$ 175 ;$ 10. Heinzerling, $\$ 160$ 11. McCuen, $\$ 150 ; 12$. Pennel, $\$ 150 ;$ 13. Anderson, $\$ 150 ; 144$
Jones, $\$ 150 ;$ 15. Mills, $\$ 150 ; 16$. Cornella, $\$ 150 ; 17$. Dodge, $\$ 150$.
 Meyers, $\$ 3,200 ; 4$. Danny Lasoski, $\$ 2,800 ; 5$. Shaffer, $\$ 2,500 ; 6$. Dollanskly, $\$ 2,300 ;$. Hannagan, $\$ 2,200 ; 8$. Kinser, $\$ 2,100 ; 9$. McCarl, $\$ 2,050 ; 10$. Saldana, $\$ 2,000 ;$ 11. MCMahan, $\$ 1,500 ; 12$.

 \$800; 23. Chappell, \$800; 24. Hafertepe, $\$ 800$.

## STANDINGS

FIRST


Donny Schatz
Top 10

1. Donny Schatz

Danny Lasoski
4. Daryn Pittman
5. Jason Meyers
6. Steve Kinser
7. Craig Dollansky
8. Paul McMahan
9.Jason Solwold

 | 5,543 |
| :--- |
| 5,473 |
| , 28 |

July 3, Huset's Speedway, Brandon, S.D. July 7, I-55 Speedway, Pevely, Mo. July 11, Limaland Motorsports Park, Lima Ohio (Brad Doty Classic)
July 13, Eldora Speedway, Rossburg, Ohio July 14, Eldora Speedway, Rossburg, Ohio (King's Royal)
July 17, Lernerville Speedway, Sarver, Pa.


Joey Saldana

## Friday

Qualifications: 1. Joey Saldana Kabne 9, 9.952:2. Pay McMahan, Stewart 20, 9.983; 3. Donny Schatz, Schatz 15, 10.034; 4. Justin Henderson, Henderson d1, 10.068; 5. Danny Lasoski, Roth 83, 10.095; 6. Jason Solwold, Carnahan r19, 10.116; 7. Jac Haudenschild, Wright 35, 10.136; 8. Chad
 Kinser 11, 10.272: 12 Jeremy Campbell, Campbell 10c, 10.281; 13. Daryn Pittman, Titan 21, 10.287; 14. Mark Dobmeier, Dobmeier 13, 10.288; 15. Zach Chappell, Chappell 8k, 10.298; 16 . Kerry Madsen, Helm 11h, 10.302; 17. Sam Hafertepe, Jr., Hafertepe 15h, 10.303; 18. Wade Nygaard, Nygaard 9n, 10.312; 19. Craig Dolansky, Karavan7,10.3 3, 20. Dion Hindi, Hindi 11d, Bruce 18t, 10.442: 23. Jason Linnell Linnell 22, 10.468: 24. Jason Meyers, Stockbridge 14, 10.473; 25. Jason Martin, Martin 36, 10.485; 26. Brooke Tatnell, Woodward 2, 10.504; 27. Lou Kennedy, Jr., Kennedy 21k, 10.534; 28. Jason Sides, Sides 7s, 10.556; 29. Shane Romeling, Romeling 31, 10.559; 30. Mike Sitzman, Jr., Sitzman 92, 10.580; 31. Chris Shirek, Shriek 1, 0.587; 32. Bob Martin, Martin 10tr, 10.626; 33. Randy
Hannagan, Hannagan 1x, 10.660; 34. Casey Mack, Mack 8, 10.704; 35. Brian Carlson, Carlson 18, 10.715; 36. Scott McDonald, McDonald 33, 10.736; 37. Greg Nikitenko, Nikitenko 6n, 10.763; 38. Chris Burke, Burke 81, 10.808; 39. Austin Monson, Monson 14m, 10.830; 40. Nick Shirek, Shirek 11x, 10.850; 41. Ryan Wisson, Wilson 18w, 10.960; 42. Tom Egeland, Egeland 14t, 11.022; 43. Dave Sobcaak, Sobcaa 17,11.024; ;44. Jordan Graham, Gra
Cummings $69,12.026$.
First Heat (10 laps): Saldana, Shaffer, Pittman, Lasoski, Hafertepe, Hillier, J. Martin, Hannagan, Nikitenko, Romeling, Wilson, Cummings.
Second Heat ( 10 laps): Dobmeier, McCarl, Solwold, McMahan, Bruce, Nygaard, Tatnell, Sitzman, Mack, Burke, Egeland.
Shird Heat (10 laps): Kinser, Schatz, Chappell, Dollansky, C. Haudenschild.
Fourth Heat (10 laps): Madsen, Meyers, Henderson, Hindi, Sides, B. Martin, McDonald, N. Shirek, Graham, Campbell, Kemenah.
Crane
a
Crane Cams Dash (8 laps): Saldana, Mc Carl, Kinser, Madsen, Dobmeier, Schatz, Henderson, Meyers, Shaffer, McMahan.
C Main (10 laps): 1. Nikitenko 2. McDonald ; 3. Burke 4. Monson, \$125; 5. Sobccak, \$125; 6. Wilson, \$100; 7. N. Shirek,
 11. Egeland, \$100.
11.Egeland, S100.
B Main (12 laps): 1. Haudenschild; 2. Hillier; 3. Martin; 4. Tatnell; 5 . Campbell, $\$ 200 ; 6$. Hannagan,,$\$ 180 ; 7$. . . ygaard, , 175 ; 8. Kennedy, \$160; 9. Mack, \$150; 10. Nikitenko, \$150; 11.
 Feature (40 laps): 1, Saldana, $\$ 10,000$; 2. Haudenschild,
$\$ 5,500 ; 3.5$ chatzz, $\$ 3,200 ; 4$. Lasoski, $\$ 2,800$. 5 . Madsen, $\$ 2,500$;
 6. Pittman, $\$ 2,300 ; 7$. Dobmeier, $\$ 2,200 ; 8$. Dollansky, $\$ 2,100 ; 9$.
McMahan, $\$ 2,050 ; 10$. Solwold, $\$ 2,00 ; 11$. Shaffer, $\$ 1,500 ; 12$.
 McCarl, $\$ 1,200 ;$ 13. Meyers, $\$ 1,100 ; 14$. Henderson, $\$ 1,050 ; 15$.
Tatnell, $\$ 1,000 ; 16$. Chapell, $\$ 900 ; 17$. Sides, $\$ 800 ; 18$. Bruce, Tatnell, $\$ 1,000 ; 16$. Chappell, $\$ 900 ; 17$. Sides, $\$ 800 ; 18$. Bruce,
$\$ 800 ; 19$ Hafertepe, $\$ 800 ;$; Hillier $\$ 800 ; 21$ C Shire, $\$ 8800$; 22. Hindi, $\$ 800 ; 23$. J. Martin, $\$ 800 ; 24$. Kinser, $\$ 800$.

## UPNEXI

## Saturday

Qualifications: 1 Danny Lasoski Schatz, Schatz 15, 16.116; 3. Joey Saldana, Kahne 9, 16.121; 4. Brian Carlson, Carlson 18, 16.167; 5. Brooke Tatnell, Woodward 2, 16.207 ; 6 . Sam Hafertepe, Jr., Hafertepe 15h, 16.255; 7. Steve Kinser, Kinser 11, 16.273; 8. Jason Meyers, Stockbridge 14,
16.291; 9 . Jason Solwold, Carnahan r19, 16.342. 10. Rand 6.291; 9. Jason Solwold, Carnahan r19, 16.342; 10. Rand
Hannagan, Hannagan 1x, 16.359; 11. Json Sides Sider
. Hannagan, Hannagan 1x, 16.359; 11. Jason Sides, Sides 7s,
16.363; 12. Jac Haudenshild, Wright 35 , 16.385; 13. Chad Kemenah, Kemenah $3 x$, 16.397; 14. Chad Hillier, Hillier 5 c, 16.418; 15. Craig Dollansky, Karavan 7, 16.465; 16. Paul McMahan, Stewart 20, 16.473; 17. Jason Martin, Martin 36, 16.479; 18. Tim Shaffer, Parsons $6,16.485 ;$; 19. Justin Henderson, Henderson d1, 16.520; 20. Dion Hindi, Hindi 11d, 16.602; 21
Jeremy Campbell, Campbell 10c, 16.610; 22 Tery Mc Jeremy Campbell, Campbell 10c, 16.610; 22. Terry McCar
Mc Carl 24, 16.618; 23. Kery Madsen, Helm 11h, 16.646; 24 Tony Bruce, Jr., Bruce 18t, 16.651; 25. Zach Chappell, Chappell 8 k . 16.658; 26. Ryan Wilson, Wilson 18w, 16.660; 27. Daryn Pittman, Titan 21, 16.736; 28. Greg Nikitenko, Nikitenko 6n, 16.746; 29. Brent Kronfuss, Kronfuss $9 k, 17.567$; 30 . Chris Shire Shirek 1, 17.569
First Heat (8 laps): Hannagan, Kinser, Lasoski, McMahan, Carlson, Kemenah, Chappell, Henderson, Nikitenko, McCarlSecond Heat (8 laps): Sides, Tatnell, Meyers, Schatz Thaden, Martin, Hillier, Hindi, Kronfuss, Wilson. Third Heat (8 laps): Saldana, Haudenschild, Solwold, Crane Cams Dash ( 6 laps): Sides, Tatnell Heell, Shirek. Crane Cams Dash (6 laps): Sides, Tatnell, Haudenschild, Hannagan, Saldana, Lasoski, Hafertepe, Schatz, Carlson, Kinser.
B Main (12 laps): 1 Hiller, 2 Henderson 3 , Canhell: Hindi; 5. McCarl; 6. Pittman; 7. Bruce, $\$ 200 ;$ 8. Shirek, $\$ 180 ; 9$ Nikitenko, \$175; 10. Wilson, \$160; 11. Chappell, \$150; 12 Kronfuss, $\$ 150$.
Feature (30 laps): 1. Haudenschild, $\$ 10,000 ; 2$. Sides, $\$ 5,500$; 3. Saldana, $\$ 3,200 ; 4$. Hannagan, $\$ 2,800 ; 5$. Lasoski, $\$ 2,500 ; 6$ Schatz, $\$ 2,300 ; 7$. Solwold, $\$ 2,200 ; 8$. Kinser, $\$ 2,100 ;$; Hafertene $\$ 1,200 \cdot 13$ P Pittman, $\$ 1,000 ; 14$. Campbell $, \$ 1,050 ; 15$. Mafertepe, $\$ 1,200 ; 13$ P. Pittman, 1,$000 ;$; 14. Campoell, S1,050; 15 \$800; 19. Tatnell, $\$ 800 ;$ 20. Hillier, $\$ 800 ; 21$. Kemenah, $\$ 800 ; 22$. Meyers, $\$ 800 ; 23$. Martin, $\$ 800 ;$ 24. Carlson, $\$ 800$.

WINNER


Paul McMahan

## Sunday

tin Chad Hillier, Hillier 5 c, 11.500; 3. Joey Saldana, Kahne 9 11.553; 4. Tery McCarl, McCarl 24, 11.597; 5. Daryn Pittman, litan 21, 11.608; 6. Steve Kinser, Kinser 11, 11.633; 7. Jason Meyers, Stockbridge 14, 11.643; 8. Zach Chappell, Chappell 8k,
11.647:9. Dion Hindi, Hindi 11d 11.658; 10. Jason Sides Sides 75 11.764; 11. Kery Madsen. Helm 111h 11767:12 Paul McMahan 11.764; 11. Kerry Madsen, Helm 11h, 11..67; 12. Paul McMahan,
Stewart 20, 11.766; 13. Brooke Tatnell, Woodward 2, 11.783; 14, Chad Kemenah, Kemenah 3x, 11.816; 15. Danny Lasoski, Roth 83, 11.819; 16. Jery Richert, Jr., Richert 63, 11.856; 17. Sam -hafertepe, Jr., Hafertepe 15h, 11.896; 18. Tim Shaffer, Parsons 6 11.899; 19. Tony Bruce, Jr., Bruce 18t, 11.922; 20. Jason Solwold Haudenschild, Wright 35, 11.980; 23. Jeremy Campbell Campbell 10c 12011; 24. Randy Hannagany Campbell Campbell 10c, 12.011; 24. Randy Hannagan, Hannagan 1x,
12.080; 25. Craiq Dollansky, Karavan 7 , 12.136; 26. Bill Balog, Balog 17, 12.150; 27. Brian Carlson, Carlson 18, 12.305; 28. Jason Martin, Martin 36, 12.365; 29. Davey Heskin, Heskin 56, 12.598. First Heat (10 laps): Haudenschild, Meyers, Sides, McCarl Henderson, Bruce, Tatnell, Martin, Dollansky, Richert. Second Heat (10 laps): Madsen, Pittman, Hafertepe Third Heat (10 laps): McMahan Kinser, Lasogski, Schatz Saldana, Shaffer, Hindi, Hannagan, Carlson.
Crane Cams Dash (8 laps): Madsen, Henderson, Saldana, McMahan, Meyers, Sides, Kinser, McCarl, Haudenschild, Pittman. B Main (10 laps): 1. Hannagan; 2. Dollansky; 3 . Tatnell; 4 Balog; 5. Martin; 6. Hindi; 7. Carsson, $\$ 200 ; 8$. Heskin, $\$ 180 ; 9$
Hillier, $\$ 175 ;$; 10 . Richert, $\$ 160$; 11. Chappell, $\$ 150$.
 3. Henderson, $\$ 3,200 ; 4$. Saldana, $\$ 2,800 ;$; Madsen, $\$ 2,500 ; 6$ McCarl, $\$ 2,300 ; 7$. Kinser, $\$ 2,200 ; 8$. Haudenschild, $\$ 2,100 ; 9$ Pittman, $\$ 2,050 ; 10$. Sides, $\$ 2,000 ; 11$. Tatnell, $\$ 1,500 ; 12$ Lasoski, $\$ 1,200 ;$ 13. Schatz, $\$ 1,100 ; 14$. Kemenah, $\$ 1,050 ; 15$ Bruce, $\$ 1,000 ; 116$. Hafertepe, $\$ 900 ;$ 17. Solwold, $\$ 800 ; 18$,
Shaffer, $\$ 800 ;$ 19. Dollansky, $\$ 800 ; 20$ Hannagan $\$ 800 ; 21$ Martin, $\$ 800$; 22. Hillier, $50 ; 23$. Campbell, $\$ 800 ; 24$ Hindi, $\$ 800$ 25. Balog, $\$ 800$.


TIGHT FORMATION: (From left) Jason Meyers, Tim Shaffer, Donny Schatz and Kerry Madsen lead the parade lap around Black Hills Speedway.

"We have been better the last few races, and we have a better motor in there right now." Jac Haudenschild


IT'S ABOUT TIME: Jac Haudenschild earned his first victory of the 2007 World of Outlaws season.

## Jac Claims Dakota Duel

## By Tony Veneziano

WEST FARGO, N.D. - Jac Haudenschild was in the right place at the right time to win Saturday night's World of Outlaws feature at Red River Valley Speedway.
Brooke Tatnell appeared en route to winning the final round of the Duel in the Dakotas when he cut down a left-rear tire with four laps remaining. Haudenschild inherited the lead and beat Jason Sides by nearly two seconds for his first victory of 2007.
"The car felt good all night," Haudenschild said. "I have been quicker here the last few races and have been qualifying better. The guys have been working hard on the car."
Haudenschild was presented a special trophy as he was the overall champion of the Duel in the Dakotas. "We have been better the last few races, and we have a better motor in there right now," Haudenschild said. "Hopefully, we can keep it going like this for the rest of the year."
Sides led the first 10 laps from the pole, but Tatnell took control on lap 11 and fought off Haudenschild until the flat tire on lap 26.
It was Sides's second runner-up finish of the year. "Second is better than hitting the wall while leading like we did at Granite City (Tri-City Speedway in Illinois)," Sides said. "All in all, it was a good night for us. We have been struggling for the last six or eight nights, and to run good and lead laps and start up front is good for us. We just need to be able to keep this going."
Joey Saldana started fifth and finished third. Randy Hannagan and Danny Lasoski rounded out the top five, with point-leader Donny Schatz sixth at his home track.
Haudenschild's victory was the 45th of his World of Outlaws career.


CLOSE ENCOUNTER: Jac Haudenschild works to the inside of Joey Saldana during WoO action Saturday night at Red River Valley Speedway.

## McMahan Makes Quick Work Of Outlaws Field

## By Tony Veneziano

NEW RICHMOND, Wis. - Paul McMahan spent more time on the track Sunday night in hot laps, time trials and the third heat than he did in winning the World of Outlaws 30-lap feature at Cedar Lake Speedway.
The event, which went nonstop on the three-eighths-mile oval, was completed in just more than six and a half minutes.
McMahan found himself at the head of the field, as he claimed his second victory of the season and collected the $\$ 10,000$ top prize.
"I can't say enough for Jimmy Carr and Mike Kuemper, busting their butts and believing in me," McMahan said. "They give me a race car that is capable of winning every night. We haven't been able to prove that every night, but we know we can do it."
The race began with Justin Henderson using a strong start to take the initial lead. Henderson charged into the first turn, with polesitter Kerry Madsen in tow. McMahan started fourth, passed Joey Saldana on the opening circuit and then drove around Madsen.
McMahan patiently ran second, with Henderson leading. As traffic began to become more prevalent, McMahan began to reel in Henderson. On the 20th lap, he dove to the inside and took the lead exiting the second turn.
With lapped traffic encompassing the field for the last eight laps, McMahan was able to put a distance between himself and Henderson and later Jason Meyers.
"You are always in a better spot when you are in lapped traffic and in second," the winner said. "I've been here enough to know that once they rework the race track that the bottom is usually the fastest way around.


CASH CROP: Paul McMahan earned $\$ 10,000$ for his efforts Sunday night at Cedar Lake Speedway.

Justin had a good lead on me, and I was able to get the wing back and start gaining on him. I kept the car on the bottom and came away with the victory."
Meyers was able to slip around Henderson with just three laps remaining to finish second.
"We set up for the end of the race," Meyers said. "Normally it's a 40 -lap race here, and we set up for a 30 -lap one, but if it would have been 40 laps, I think the car would have been even better."
Henderson earned his best World of Outlaws finish with his third-place effort. Joey Saldana and Madsen rounded out the top five.

## Down By The River: Saldana Scores Eighth Victory Of'07 <br> \section*{By Tony Veneziano}

GRAND FORKS, N.D. - Joey Saldana had never been to River Cities Speedway before Friday night, but that didn't stop him from setting the fastest time, winning the first heat, winning the dash and leading all 40 laps en route to his eighth World of Outlaws victory of the season.
Saldana held off a furious charge by Jac Haudenschild over the last two laps to earn the $\$ 10,000$ payday by 056 second, marking the third-closest finish of 2007.
Point-leader Donny Schatz, who battled Saldana for most of the race, finished third, with Danny Lasoski fourth and Kerry Madsen fifth.
"It was a good run for us," said Saldana, driver of the Open Joist Mopar-powered JEI. "I had never been here before, and to set fast time and win the heat, dash and feature is
huge for me and this team."
While Saldana led, Haudenschild steadily made his way to the front from 13th-starting position. It all came down to the last lap as the leaders worked lapped traffic.
"Going into turn three on the last lap, it was a guessing game and we came out on top, though I think we guessed wrong," Saldana said. "I definitely needed the race to be over in 40 laps. I didn't know where to go, and those guys were going every which way. I got to the lapped cars and I could run through the middle, but I didn't want to try it out in the open." Haudenschild began the night by getting upside down in the third heat. "The guys had the car going good after the heat race," Haudenschild said. "They put the car together pretty well, and we passed some cars. We were good just about anywhere on the race track."

Race 18 of 35: New England 200, Saturday, June 30 New Hampshire Int'I Speedway, Loudon, N.H.

## FINAL RESULTS

| FIRST |  |  |  | SECOND |  | THIRD |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |
| Kevin Harvick |  |  |  | Carl Edwards | Matt Kenseth |  |  |
| Fin. | st. | No. | Driver | Car | Laps | Money | Status |
| 1 | 1 | 21 | Kevin Hanic | Autroone Chevolet | 200 | \$55,250 | Running |
| 2 | 2 | 60 | Carl Edwards | Soots/Miracle-Gr.oom Ford | 200 | 42,825 | Running |
| 3 | 8 | 17 | Matt Kenseth | Roush Fenway Raing Ford | 200 | 27,025 | Running |
|  | 10 | 33 | Tony Stewat | Old Spice Chevolet | 200 | 29,075 | Running |
| 5 | 5 | 20 | Denny Hamlin | Rockwell automation Chevolet | 200 | 27,250 | Running |
|  |  | 2 | Clint Bower | Camping World Cherolet | 200 | 18,550 | Running |
| 7 | 15 | 37 | Greg Bifle | Cub cadet ford | 200 | 17,700 | Running |
| 8 | 12 | 99 | David Reutiman | Aaror's Dream Maxine Toy | 200 | 29,025 | Running |
| 9 | 14 | 41 | Reed Sorenson | Wrigley's uivy Fuit Dodge | 200 | 17,175 | Running |
| 10 | 13 | 24 | Casey Mears | National Guard Cherolet | 200 | 18,225 | Running |
| 11 | 16 | 29 | Soct Wimmer | Holiday ln Chevorotet | 200 | 33,480 | Running |
| 12 | 22 | 38 | Jason Leffler | Great Clips Toyta | 200 | 25,305 | Running |
|  | 19 | 22 | Mike Biss | Superatus Dodge | 200 | 23,755 | Running |
| 14 | 26 | 9 | Soot Riggs | Wisk Dodge | 200 | 24,000 | Running |
|  | 29 | 66 | Steve Wallace | Rapid Industrial C | 200 | 22,505 | Running |
| 16 | 23 | 27 | Ward Buton | Huggies Ford | 200 | 22,305 | Running |
| 17 | 24 | 16 | Todd Kuever | 3M Ford | 200 | 27,330 | Running |
| 18 | 11 | 6 | David Ragan | Discount Tire Ford | 200 | 16,975 | Running |
| 19 | 6 | 25 | David Gililiand | freecereitreport.com | 200 | 15,225 | Running |
| 20 | 25 | 35 | Bobby Hamilon, Jr. | Mcoonald's ford | 199 | 22,555 | Running |
| 21 | 34 | 18 | Kevin Conway | 7 -Line Designs Chevo | 199 | 17,800 | Running |
| 22 | 31 | 26 | Danny O'uuin | Dish Network Ford | 199 | 17,750 | Running |
| 23 | 33 | 88 | Shane Huffran | U.S. Navy Cherolet | 199 | 21,780 | Running |
|  | 28 | 17 | Kelly Bires | Cloroxered | 198 | 20,160 | Running |
| 25 | 18 | 90 | Stephen Leicht | citifinancial Ford | 198 | 21,480 | Running |
|  | 20 | 11 | Jason Keller | Dutch Ouality Stone cherr | 197 | 19,880 | Running |
| 27 | 38 | 30 | Stanton Barett | Quality Metic Chevolot | 196 | 17,955 | Running |
| 28 | 32 | 77 | Mike Wallace | Geico Cherovet | 194 | 20,345 | Running |
|  | 17 | 77 | Bobby labonte | Dollar General Chero | 192 | 20,985 | Running |
| 30 | 27 | 59 | Marcos Ambrose | kingsford ford | 191 | 20,425 | Running |
| 31 | 35 | 36 | Brent Sherman | Big lots Chevolet | 190 | 19,440 | Running |
| 32 | 37 | 14 | Kyle krisioff | LillyWWalgrens Ford | 189 | 19,905 | Running |
| 33 |  | 91 | Bobby Santos III | Rile--DHondt Motorsports Toyota | 183 | 17,655 | Running |
| 34 | 7 | 42 | Juan Pablo Montova | Texaol havoline Dodge | 164 | 20,835 | Accident |
|  | 9 | 10 | Dave Blaney | Haas Avocado from Mexico Toyota |  | 19,840 | Eletical |
| 36 | 21 | 1 | J., Yeley | Miccosikee Resorts Chevolet | 81 | 15,295 | Running |
| 37 | 41 | 0 | Eric Mclure | Hefy Cherolet | 8 | 19,800 | Acident |
| 38 | 40 | 44 | Mike Harmon | HGM Hotels Dodge | 6 | 15,255 | Brakes |
| 39 | 42 | 28 | Robert Richardson, Jr. | U.S.B Border Patrol Cherolet | 58 | 17,235 | Accident |
| 40 | 36 | , | Danny Efland | Johnny Davis Motorsports Cherolet |  | 15,190 | Handing |
| 41 | 43 | 71 | Eddie Macoonald | Cars hat 6 O Cherolet | 24 | 15,170 | Brakes |
|  | 30 | 89 | Morgan Shepherd | Victor in गesus Dodge | 13 |  | Brakes |
|  | 39 | 72 | Randy Macoonald | Northem Provinial Pipelines 0 |  | 17,104 | Handli |

## RACE STATISTICS

## Race time: 2 hours, 6 minutes, 7 seconds Victory margin: 0.284 second Caution flags: Six for 35 laps

Lead changes: Eight among five drivers

Lap leaders: Kevin Harvick pole; Carl Edwards 1-3; Lap leaders: Kevin Harvick pole; Carl Edwards 1-3; Hamlin 81-101; Harvick 102-166; Matt Kenseth 167-171; Havick 172-200.

## TALK OF TIME TRIALS

Kevin Harvick captured his second pole of 2007 and 16th of his career by posting a 129.335 -mile-per-hour lap around the 1.058 -mile New Hampshire Int' Speedway. Series point-leader Carl Edwards joined Harvick on the front row.

STANDINGS


Carl Edwards

SECOND


David Reutimann

THIRD


Kevin Harvick

Top 10

| 1. Carl Edvards | 2.861 | 6. Dave Blaney | 1,891 |
| :---: | :---: | :---: | :---: |
| 2. David Reutimann | 2,052 | 7.8 Bobby Hamilon, JI. | 1,856 |
| 3. Kevin Havick | 1,993 | 8. Marcos Ambrose | 1,829 |
| 4. David Ragan | 1,949 | 9. Greg Biflle | 1,793 |
| 5. Ason L Leffler | 1,895 | 10. Stephen Leicht | 1,784 |

## Harvick Edges Edwards For 28

## By Al Robinson <br> NSSN Correspondent

LOUDON, N.H. - Kevin Harvick led 166 of the 200 laps in Saturday's Camping World 200 presented by RVs.com at New Hampshire Int'l Speedway, but he needed to get his elbows up to hold off Carl Edwards over the closing laps.
Driving car No. 21, Harvick became the 21st-different winner in 21 NASCAR Busch Series races at NHIS. The top two reversed their finish from this event one year ago, when Edwards defeated Harvick. It marked the first time since 2000 that a Busch Series race at NHIS had been won from the pole and only the fourth time in the last 17 years that the leader of the most laps reached victory lane.
Harvick scored his 28th-career Busch Series win and his second of 2007 driving the Richard Childress Racing AutoZone Chevrolet. Edwards reached the stripe .284 second about two car lengths - behind after giving Harvick a tap to announce his intentions on the final lap.
"I knew he was going to drive it into the corner and just try to get up underneath us enough to drive up off the corner," Harvick declared. "I was ready for that to happen, hopefully. I just wanted to keep my car on the bottom so I could get off the corner good and get the straight shot.
"I knew my car was tight, so I slowed down a little bit extra and made sure that when I got back on the throttle I got up off the corner nice and straight and didn't have to lift once I got to the wall," Harvick continued.
Edwards extended his Busch Series lead to a monumental 809 points, meaning he could skip the next four races even if runner-up David Reutimann won all four and still enjoy at lead of a least 49 points on his return.
Matt Kenseth chose two tires at the final round of caution-flag pit stops to take the lap-170 green flag in the lead, but Harvick's full set of new skins put


SPECIAL K: Kevin Harvick celebrates after his 28th-career Busch Series triumph Saturday at New Hampshire Int'l Speedway.
him back in front within two green flag laps.
Kenseth held on for third, with Tony Stewart fourth and Denny Hamlin fifth.
Hamlin, who led a block of 21 laps just before the halfway mark, was the only driver to show Harvick his rear bumper for a significant green-flag run.
Clint Bowyer, Greg Biffle, Reutimann, Reed Sorenson and Casey Mears completed a top-10 sweep for active Nextel Cup drivers.
Scott Wimmer in 11th was the high est-finishing driver without a current Cup Series ride, and Steve Wallace in

15th the best of those without substantial time in the senior circuit.
The race got off to a ragged start with three cautions and a five-minute red flag for cleanup within the first 50 laps, but thereafter things smoothed out. The final slowdown came at lap 166 when Juan Pablo Montoya crashed in turn two with an assist from Bowyer. All the lead-lap cars pitted, with Kenseth taking the lead, but only until Harvick got up a head of steam.
Harvick began the day by capturing the Busch Pole Award at a non-record 129.335 miles per hour for the impound race.

## New England 100, Loudon Just Another Dreamland for Lia

LOUDON, N.H. - Donny Lia's dream season continued Saturday. Lia, who signed on with longtime NASCAR Whelen Modified Tour car
owner Bob

## NASCAR MODS

 Garbarino justprior to the start of the season, picked up his fourth victory in six races in the New England 100 at New Hampshire Int'l Speedway.
Lia and Co. made the strategic choice not to pit for tires or fuel, while other top contenders like Ted Christopher did at various stages and had to work their way back to the front.
"If we pitted today, I don't know if we could have got through like Teddy did," said Lia, who earned $\$ 15,400$. "We made our decision and stuck with it. And it was apparently the right one."
The race was abbreviated to 85 laps due to time constraints regarding the start of the Busch Series race. It was

dick ayers photo MOD SQUAD: NASCAR Whelen Modified Tour drivers await the green flag for Saturday's New England 100 at New Hampshire Int'I Speedway.
slowed eight times for 38 laps, with the last caution setting up a six-lap dash to the finish between Lia, Christopher and Eddie Flemke.
Lia briefly lost the lead to Flemke but used a push from Christopher to get back by. Lia then held on as Christopher and Flemke battled for second. Christopher settled for the
runner-up finish.
The finish:
Donny Lia, Ted Chistopher, Eddie Flemke, Matt hirschman, Todd Szegedy, Ronnie Silk, Bobby Santos III, Ron Yuass, Chartie Pasterakk, John BlewettIII, Richard Savan,, Regie Ruggiero, Mike Stefani, Woody
 Seuss, Billy Pauch, Jr., Jeff Malave, Dick Houlihan, Jamie Tomino,
Rowan Pennink, Danny Sammons, Kevin Goodde, Wade Cole, Jerry Rowan Pennink, Danny Sammons, Kevin Goodade, Wade Cole, Jerry
Maruis, Alex Hoag, Iimmy Blewett, Rob Summers, ake Maross, Fiic Bees, Mike Chisisopher, lames civali, Glen Tyler, Rick fulle, , ken Bocchard, Bobby Grigas, Joseph Hartmann.

## NIGHT:

Paul Revere 250 Is A Daytona Tradition

## CONTINUED FROM PAGE 2

NASCAR, the winning car was again a Cougar, this time in the hands of another Indy 500 veteran, Lloyd Ruby, who crossed the line ahead of John McComb's Mustang. The third time around for the midnight affair saw it become part of NASCAR's Pony Car tour. Future Daytona 500 winner Pete Hamilton's Camaro bested Tiny Lund's Cougar. Jim Paschal's AMC Javelin won in 1970.
The following July, Buck Baker drove a Firebird to victory, with Bobby Allison second in a Mustang. The last Grand Am Pony Car Paul Revere came in 1972 when Vince Gimondo drove a Camaro to victory. The Paul Revere was about to undergo a significant change in 1973, when for the first time it became part of the International Motor Sports Assn's Camel GT tour. Although the IMSA championship had begun in 1971 and had first appeared at Daytona under its Camel moniker in the spring of 1972, the 1973 Paul Revere round marked the first time it played to an established oval-track audience, an important step for a series that under IMSA founder John Bishop became the premier road-racing tour in North America for more than two decades.
That inaugural IMSA Midnight run was a classic confrontation between European sophistication and American muscle, with Gene Felton driving a Camaro to victory over the Porsche 911 handled by Peter Gregg and Hurley Haywood. A huge field of 44 cars started the event.
In 1974, when the Paul Revere was run just four days after the Mid-Ohio Six-Hour event, Haywood drove a Porsche to victory. Interestingly, the night-time event was the first appearance that season for IMSA at Daytona; the 24 -Hour race then SCCA-sanctioned was cancelled because of the energy crisis.
In 1975, the German contingent at the Paul Revere included the Munichbased BMW folks as well as their


GRand Am Photo
SPORTS-CAR MANIA: The No. 12 Pontiac Riley of Lowe's Fernandez Racing leads the No. 76 Ford Riley of Krohn Racing into a turn during the 2006 Brumos Porsche 250 at Daytona Int'I Speedway. The No. 76, driven by Jorg Bergmeister and Colin Braun, captured the overall victory.

Zuffenhausen counterparts. The presence of the factory BMW CSL coupes was evidence of how important the Camel GT had become to the high-end European manufacturers selling cars in North America. With Brian Redman, Sam Posey and Hans Stuck all wheeling factory BMWs, Stuck took the victory, with Porsche Carreras finishing second through eighth. Gimondo's Camaro was the best-finishing American-built car in 12th.
Bishop had plans to correct that imbalance, however. His solution was to create the All American GT tubeframe category for Detroit entries that would not require the approval of international officials, as did his present off-shore competitors. In 1976, on the 200th birthday of the United States, longtime Porsche dealer Al Holbert found himself in the Paul Revere winner's circle.

However, the vehicle he was standing with at nearly three o'clock in the morning wasn't made in Zuffenhausen, but rather in Liberty Ill., as Holbert and builder Horst Kwech had brought the AAGT division to life with the Lee Dykstradesigned Dekon Chevy Monza.
The next summer, George Dyer drove a Porsche 934 turbo to victory. The car carried a potent six-cylinder powerplant, starting an era which saw no normally aspirated vehicle win the Revere until Danny Ongais and Ted Field triumphed in a Chevrolet V-8 Interscope Lola T600 GTP coupe in 1982.
In between it was all turbocharging and all Porsche in the Midnight Run. Peter Gregg won in 1978 with his Porsche 935 turbo; Haywood and Charles Mendez did likewise in 1979 in the 935; Englishman John Fitzpatrick and his updated K3 935
took the 1980 edition; and Haywood and Mauricio DeNarvaez ended the German manufacturer's streak in 1981 with their 935.
Holbert and Jim Trueman restored Porsche to the front of the field, though, in 1983 when they won in the Zuffenhausen-powered March 83G turbo. It was the last Midnight Run for the IMSA title chase.
In 1984, the Trans-Am made its only appearance at the Paul Revere, with Willy T. Ribbs winning in his Roush Mercury Capri. With the completion of that event, the classic 250 went on hiatus until it was revived under the Grand American Road Racing Assn's Rolex Sports Car Series banner in July 2000.
Dyson Racing's James Weaver and Andy Wallace collected the overall victory in a Ford Riley. Following a year's absence, the Paul Revere 250 returned in 2002 with Weaver and

Chris Dyson again winning outright in the team's Ford Riley.
For the new look Grand Am in 2003, Forest Barber and Terry Borcheller found themselves the victors in the Daytona Prototype division with their Chevy Doran.
Wayne Taylor and Max Angelelli brought their Pontiac Riley to the finish out front of their Daytona Prototype rivals during the 2004 edition of the race.
Butch Leitzinger and Elliott ForbesRobinson drove their Howard Boss Pontiac Crawford to victory in 2005. In what turned out to be a fuel-economy run, Jorg Bergmeister and 17-year-old Colin Braun outlasted the field in their Krohn Racing Ford Riley to pick up the victory last summer. This year's version of the Brumos Porsche 250 takes the green flag at 8 p.m. July 5 . It will be televised live by the Speed Channel.

## MONEY:

## Bloomquist Makes Moves That Matter

## CONTINUED RROM PAGE 2

latest high-profile triumph. "I didn't get any signals (from a crewman) to let me know (Clanton) was coming on the outside. I just decided to move up and try the top that lap."
With Clanton fading to an ultimate sixth-place finish after having his momentum broken, Bloomquist raced unchallenged to the checkered flag. He crossed the finish line 1.731 seconds ahead of fellow Bloomquist Chassis 'Team Zero' driver Chris Madden, who wrestled second from Clanton on lap 89 and held off Earl Pearson, Jr. over the final


LATE-MODEL LEADER: Scott Bloomquist (center) and crew celebrate their Firecracker 100 triumph Saturday night at Lernerville Speedway in Sarver, Pa. Bloomquist collected more than $\$ 30,000$ for the victory.
circuits.
Pearson settled for third, while 20th-starter Jimmy

Owens held off Chub Frank for fourth.
In a clean race that was
slowed by only three caution flags, Bloomquist wasn't headed after overtaking Steve

Shaver for the lead on lap nine. But he certainly didn't waltz to his first victory at the four
tenths-mile oval.
Bloomquist, who started from the pole position in his familiar MBC/Hawkeye Trucking No. 0, never pulled out to more than a halfstraightaway edge. He also spent the race's second half battling an oil leak that soaked his feet in hot oil.
"That made it a little slippery on the pedals, especially the brake," said Bloomquist. "On the left (brake) side you don't rest your foot against anything, so I had to hold my foot up off the floor the last 40. I got a little tired doing that, and the biggest thing I had to worry about was (his foot) not slipping off the pedal."

The finish:
Scott Bloomquist, Chris Madden, Earl Pearson, Jr, Jimmy
Owens, Chub Frank, Shane Clanton, Steve Francis, Tim Owens, Chub Frank, Shane Clanton, Steve Francis, Tim Fuller, Josh Riichards, Dale McDowell, Dave Hess, Jr., Brian
Shirrev, Brian Birkhofer, Darell Lanigan, Jimmy Mars, Rick Shirley, Brian Birkhofer, Darrell Lanigan, Jimmy Mars, Rick
Eckert, Donnie Moran, Robbie Blair, Jeremy Miller, Alex Eckert, Donnie Moran, Robbie Blair, Jeremy Miller, Alex
Ferree, Rick Briggs, Bart Hartman, Doug Horton, Steve Ferree, Rick Briggs, Bart Hartman, Doug Horton, Steve
Shaver, $\mathbf{l}$ outch Davies, David Scott, ,ike Blose, Clint Smith.


A weekly report of action from across America


Speed
Samsula, Fla.
June 30, 2007
Super Late Model

1. Jeff Choquettel
2. Tim Russell
3. Patrich Conrad
Modified
4. Alar Bruns
5. Gary Fountain
6. Art Kunzeman
Super Stock
7. Bobby Holley
8. Jeff Colburm
9. Michal Wofford
Mini Stock
10. Wayne Wells
11. Jeff Pittsly
Strityly tock
12. Richard Goodrich
13. Doug Wolf
14. Jody Roberts

## Concord Motorsport <br> Park

Concord, N.C.
June 30, 2007
Late-Model Stock

1. Shaun Mangum
2. Jeff Melton
3. .eff Melton
Limited Late Model
4. Jay Payne
5. Bobby Meas
6. Bobby Measm
7. Kenneth Cook
Pure Stock
Pure Stock
8. Bill Symanski, Jr.
9. Charles Hutto
10. 
11. Chad Allmon
Furious Four
Furious Four
12. Tracy Mullis
13. Jake Simpson
14. Cody Carelock
Thunder Roadste
Thunder Roads
15. Rob Hall
16. Jesse Bunnell
17. Adam Welch
Volunteer
Speedway
Bulls Gap, Tenn.
June 30,2007
Crate Late Model
18. Shanon Buckingham
19. Austin Dillon
20. Bobby Mays
Super Late Mode
21. Kerry Jones
22. Mike Smith
2.M Mark Douglas
Hobby Stock
23. Jesse Helton
24. Dustin Shaver
25. Dustin Shaver
26. Chuck Johnson
Mini Stock
27. Shawn Henry
28. Kurt Owens
29. Joey Allen
East Lincoln
Speedway
Denver, N.C.
June 30,2007
Late-Model Modified Sportsman
30. Chis Smith 1. Chris smith
31. Blane Huffman 2. Bane Hưfman White Micro-Sprint
32. 

erry Peters

| Pure Stock |
| :---: |
| 1. Bobby Johnson |
| 2. Gordon Parson |
| 3. Jack Dowers |
| Kokomo |
| Speedway |
| Kokomo, Ind. July 1,2007 |
| Sprint Car |
| 1. Brad Sweet |
| 2. Hunter Schuerenberg |
| 3. Jon Stanbrough |
| Street Stock |
| 1. Randy Lines |
| 2. Andre Missig |
| 3. Shayne Barker |
| Thundercar |
| 1. Jeremy Van Ness |
| 2. Gerald Armfield |
| 3. Loren Sharp |




| 3. Bobby Raybourn | 1. Brandon Symmonds |
| :---: | :---: |
|  | 2. Josh Soper ${ }^{\text {3. Rodger Dresden }}$ |
| -96 Speedway | Hornet |
| Lake Odessa, Mich. | 1. Brooke Hassler |
| June 29, 2007 | 2. Galen Hassler |
| Late Model | 3. Andrew Hustead |
| 1. Aaron Scott |  |
| 2. Rusty Seaver | Shady Bowl |

Thunderhill
Raceway
Sturgeon Hill, Wis.
June 30,2007
Ina
Motorsports
Park
Waynesfield, Ohio
June 30,2007
2. James Tebon

IMCA Stock Ca

1. Matt Junio
2. Pat Davister
3. Marty Abshire
IMCA Hobby Stock
4. Keith Kickbusch 2. Dave DeGrave
5. Ed Anschutz
IMCA Northerri Sportmod
6. Charlie Kroll | $\begin{array}{l}\text { 1. Charlie Kroll } \\ \text { 2. Dave Budzban } \\ \text { 3. An }\end{array}$ | Mount Lawn |
| :--- | :--- |

| $\begin{array}{l}\text { 3. Aaron holinay } \\ \text { Street Stock }\end{array}$ | Speedway |
| :--- | :--- |

2
3. Geno Ste
Bomber

1. Dan Merlite
2. Jesse Kroll
3. Stacy Krau



BLACK KNIGHTS:Tommy Armel(15) and Gary Stuhler battle for position late in the 50-lap late-model event at Hagerstown Speedway in Maryland.

CLIFFORD DOVE MOTORSPORTS PHOTO

\section*{| Pure Stock |
| :--- |
| 1. Frank Goncher |
| 2. Mike indemulder |
| 3. Steve Wells |}


Rice Lake
Speedway
Rice Lake, Wis.
June 30, 2007
WIssota Late Model
1.John Kanta
2.Jake Redetzke
3. Chad Mahder
35 Raceway
-55 Raceway
June 30, 2007
Late Model

1. Bryan Collins
2. Tim Manville
3. Dave Jump
Modified
4. Mark Miner
5. Bobby Bittle
6. Tim Hill
Sportsman

Sportsman

1. Troy Naeger

Pro-4 Stock
2. Chris Fisher
3. Chris Fisher
4. Gary Price

Trey Haris
County Speedway Chilton, Wis.
June 29,2007
Sportsman

1. Brad Lubach
2. Brad Lubach
3. hris Lange
4. Reed Beyer

Street Stock

1. Joe Wittmann
2. Jesse Behnk
3. Tim Mueller

Challenger

1. Troy Bartel 2. David Bembenek 3. Kevin Lubach Salvage 4's 1. Jake Meyer
2. Tom Schneider

## K-C Raceway

Chilicocthe, Ohio
June 30,2007
Modified

1. Todd Robinson
2. Kenny Johnson
3. Jeff Houser

Hobby Stock

1. Steve Bigley
2. Jamie Adams
3. Conrad Newman

Jackson Speedway
Jackson, Minn.
June 30,2007
June 30,2007
Sprint Car
Sprint Car

1. iill Boles
2. Gregg Bakker
3. Gordy Vogelaar Limited Sprint Car 2. Doug Bratrud 2. Bruce Anderson

IMCA Stock Car

1. Jeffrey Larson
2. Trent Schroeder
位
3. Trent Schroed
4. Jeff Senne

Hobby Stock

1. Doug Wark
2. Doug Wark
3. Dan Strandberg

Lincoln Park
Speedway
Lincolol Park, Ind
June 30, 2007
Bomber

1. Ben Williams
2. Marlin Burns
3. Marinin Burns
4. Lloyd Walls

Sprint Car

1. Casey Shuman
2. Jeff Bland
3. Dickie Gaines

Super Stock

1. Kenny Carmichael, Jr.
勆
2. Kris Starks

UMP Modified
UMP Modified

1. Matt Bex
2 Paul Buma
2. Paul Bumgardner
3. Clint DeMoss

## Dixie Motor

Speedway
Birch Run, Mich.
June 29, 2007
June 29, 2007
Sprint Car
Sprint Car

1. Jason Blonde
2. Jason Blonde
3. Jeff Bloom
4. Wut Shumaker
5. Curt Shumaker
Pro Sports Late Model

Pro Sports Late

1. Danny Leeck
2 Robbie Johnson
2. Marty England

Sportsman

1. Don Stuck
2. Don Stuck
3. Timmy Near
4. Kyle Hayden
5. Kyle Hayde
Bomber

A weekly report of action from across America

| 1. Chad Lamson | 2. Mark Kowarsch | 1. Rod Snellenberger |
| :---: | :---: | :---: |
| 2. Rob Kern | 3. Dave Gantt | 2. Charlie Kroll |
| 3. Jason Congdon |  | 3. Troy Jerovetz |
| Figure-8 | Sharon | IMCA Hobby Stock |
| 1. Chad Lamson |  | 1. Eddie Anschutz |
| 2. Scott Platz | Speedway | 2. Jesse Kanas |
| 3. Duane Damon | Hartford, Ohio | 3. Tom Brumlic |
|  | June 30, 2007 | IMCA Northerm Sportmod |
| Baer Field | 410 Sprint Car | 2. Adam White |
| Speedway | 1. Bob Felmlee 2. Kevin Schaeffer | 3. Travis Cain |
| Fort Wayne, Ind. | 3. Mike Kekich | 4-Cylinder |
| June 30,2007 | E-Mod | 1. Ralph Leigeois |
| Late Model | 1. Alan Dellinger | 2. 3 . Jamon Comilerelius |
| 1. Bob Dager | 2. Scott Jones | 3. Jason Cormelius |
| 2. Zach Huvey | 3. Bob Diver |  |
| 3. Dave Long | Limited Sprint | Kil-Kare |
| Modified 1. Rob Stine | 1. Eric Williams 2. Brandon Spithaler | Speedway |
| 2. Todd Bennett | 3. Guy Griffin | Xenia, Ohio |
| 3. Randy Smith | Pure Stock | June 29,2007 |
| Mini Stock | 1. Dan Lewis | Late Model |
| 1. Ryan Wiison | 2. Timothy Deutsch | 1. Tim Allensworth |
| 2. Mike Mayes | 3. Stan Woomer | 2. Gary Estes |
| 3. Jesse Opliger | V-8 Modified | 3. Ricky Bates |
| Street Stock | 1. Rob Kristyak | Modified |
| 1. Kyle Hawkins | 2. Jim Rasey | 1. Mike Carroll |
| 2. Phillip Pynaert | 3. Russell King | 2. Greg Stapleton |
| 3. Paul Murray |  | 3. Shawn Stansell |
| Thunderstock | Red Cedar | Sport Stock |
| 1. Justin Kelly |  | 1. Jason Evans |
| 2. Michael Myers | Speedway | 2. Mike South, Sr. |
| 3. Chad Weeks | Menomonie, Wis. | 3. Tom Williams |
|  | June 29,2007 | Compact |
| Charter | WISSOTA Late Model | 2. Jerry Lachman |
| Raceway Park | 1. Chad Mahder | $\begin{aligned} & \text { 2. Jhry Lachman } \\ & \text { 3. Cris Boggs } \end{aligned}$ |
| Beaver Dam, Wis. June 30, 2007 | 3. Kery Hanson | Grundy County |
| Modified | Wayne County | Speedway |
| 1. Eddie Lemay, Jr. | Speedway | Morris, III. |
| 3. Jay Schraufnagel |  | June 29, 2007 |
| Grand National | Wayne City, III. | Late Model |
| 1. Don Sorce, Jr. |  | 1. Eddie Hoffman |
| 2. Roger Lee | 6000 utlaw Non-Wing | 2. Stevie Campbell |
| 3. Steve Seitz |  | 3. Tom Smith |
| Stock | 2. Jimmy Wells | Mid-American Sportsman |
| 1. Jery Kope | 3. Buddy Thompson 600 Outlaw Wing | 1. Erik Pierce |
| 2. Crig Lepple | 1. Jeff Wiggs | 2. Nick $0^{\prime}$ Dell |
| 3. Roger Frank | 1. Jef Wiggs | 3. Jeremy Bloomberg |
| Legends | 3. Tracy Fenton | Street Stock |
| 1. Brad Weber | 3. Tray Fenton 600 Outlaw Restrictor | 1. Rick Dawson |
| 2. Eric Barth | 600 Outlaw Restrictor | 2. Brandon Clubb |
| 3. Joey Johnson | 1. Kyle Neal | 3. Chad Proctor |
| Dirt Devil | 2. Dylan Jones | 4-Cylinder |
| 1. Aaron Stolp | Outlaw Junior Sprint | Feature No. 1 |
| 2. Tim Draheim | 1. Spencer Montgomery | 1. Rich Dearborn |
| 3. Shaun Diebert | 2. Braxton Jones | Feature No. 2 |
|  | 3. Alec Talley | 1. Ryan Hoffman |
| Eldora |  |  |
| Speedway | Luxemburg | Toledo |
| Speedway | Speedway | Speedway |
| Rossburg, Ohio June 30, 2007 | Denmark, Wis. | Toledo, Ohio |
| Stock | June 29, 2007 IMCA Modified | June 29, 2007 |
| 1. John Brooks | 1. laramod Siffert | Sportsman |
| 2. Mike Dirksen |  | 1. Ron Allen |
| 3. Brad Conover | 2. R.M. Van Pay | 2. Carl Bumgardner |
| UMP Modified | 3. Benji Lacrosse | 3. Brian Norton |
| 1. Jery Bowersock | IMCA Stock Car | Figure-8 |


| 1. Jason Gabrielson | WISSOTA Street Stock | 3. Brandon Waters |
| :---: | :---: | :---: |
| 2. Dan Gullikson | 1. Lee Christiohn | Super Stock |
| 3. Chris Groth | 2. Gary Kasperek | 1. Ben Newell |
|  | 3. Jeremy Wolfe | 2. Donnie Gennings |
| LaCrosse | Modified | 3. Mark Davis |
| Fairgrounds | 1. Mike Wedelstadt 2. .J.J Iintz | Madison Int'I |
| Speedway | 3. Pat Zdroik | Speedway |
| WestSalem, Wis. | 1. Troy Springborn |  |
| June 30,2007 | 2.M.J. Mcriride | Oregon, Wis. |
| Late Model | 3. Pete Parker | June 29, 2007 |
| 1. Brent Kirchner | UTRA Truck | Late Model |
| 2. Todd Korish | 1. Jeff Becker | $\begin{aligned} & \text { 1. Jeremy Mille } \\ & \text { 2. Tom Gille } \end{aligned}$ |
| 3. Andy Burgess | 2. Forrest Crandall | 3. Jason Tyler |
| Sportsman | 3. Harold Harvey | Limited Late Model |
| 1. Rick Schermerhorn | Sport-Mod | 1. Ryan Goldade |
| 2. Branden Berg 3. Jamie Millis | 1. Tracy Wassenburg 2. Matt Oreskovich | 2. John Baumeister |
| Thunderstox | 3. Chuck Grall | 3. Scott Broughton |
| 1. Ed Senn |  | Bandit 1. Boby Selsing, Jr. |
| 2. Brad Warthan | Midway | 2. Steve Dickson |
| 3. Steve Bornitz | Speedway | 3. Alex Jones |
| Langlade | Lebanon, Mo. | Short Tracker 1. Aaron Rude |
| Speedway | June 29,2007 | 2. Steve Allman |
| Speedway | Factory Stock | 3. B.J. Sparkman |
| Antigo, Wis. | 1. Bobby Ratterree |  |
| June 29, 2007 | 2. Ben Solberg | Indianapolis |
| IMCA Stock Car | 3. Ted Welschmeyer |  |
| 1. Dan Michonski | Bomber | speedrome |
| 2. Greg Gutt 3. Kyle Frederick | 1. Reggie Jackson <br> 2. Dusty Rhoads | Indianapolis, Ind. |
| 3. Kyle frederick | 2. Dusty Rhoods | June 30, 2007 |

## © REGIONAL NOTES

Nineteen-year-old C.E. Falk III collected the $\$ 1,000$ track-placed bounty by snapping Adam Barker's seven-race win streak on June 23 at South Boston (Va.) Speedway. Falk won the Whelen 150 latemodel feature to end Barker's string. ...Good karma? The LaValee Motsports race team gave away two children's bikes at Oxford Plains Speedway in Oxford, Maine, on June 23. Later that night, driver Greg Luce recorded his first OPS feature victory since 1998. . .Scott Lesher picked up his second modified victory of the season and took over the division point lead at Mahoning Valley Speedway in Lehighton, Pa. on June 23, heading to victory lane just one day after is wife, Lisa, gave birth to the couple's second child, Ashton Joseph. "I heard about being on cloud nine, but I feel like I just rode cloud 12 to victory lane," Lesher said. . .Gregg Norton's June 22 Rebel Division triumph at Oxford Plains made him the all-time leader in the division with 16 victories. . .Speedy Faucette continued his dominance at Ace Speedway in Altamahaw, N.C., by sweeping twin features on June 23. Faucette has won 10 of 16 races there this season. . .Patsy Catalano earned his first NASCAR Modified feature victory of the season on June 22 at Spencer Speedway in Williamson, N.Y., outracing his father, Buck, to the finish line. . .Mark Keegan, 49, raced to his 59th-career victory on June 23 at Fremont (Ohio) Speedway, winning the 410 -sprint feature and moving into third all-time on the track's win list. . . With a victory on June 21 at Thunder Road Speedway in Barre, Vt., 63-year-old Joey Laquerre has notched triumphs in both of the track's 100 -lap events this season. . .Parity has been the name of the game at The Fairgrounds at Kutztown Speedway. Through June 21, there have been no repeat winners there this season. . .Brothers Barry Lamb and Merril Lamb towed from Moran, Kan., to finish 1-2, respectively, in the inaugural Ozark Mountain Midget Series's event June 23 at Dallas County Speedway in Urbana, Mo. . .Michael Hardin has captured eight of nine NASCAR Whelen All-American Series Late Model Stock Car poles at Old Dominion Speedway in Manassas, Va. With his June 23 victory, Hardin has won four-straight features at the track. . .Jack Pencil became the first driver in the 71-year-history of Bedford (Pa.) Speedway to reach the 50 -win plateau with his late-model victory on June 23 . Pencil has recorded 19 late-model triumphs at the track. . . Aaron Eichelberger recorded his first-career super-sportsman victory at Williams Grove Speedway on June 22. He is the son of veteran racer Rich Eichelberger, who is among the track's all-time victory leaders.

| Late Model | 3. Ronald Stoltz |
| :---: | :---: |
| 1. Doug Greig | Winged Women on Wheels |
| 2. Van Meter | 1. Sabrina Castillo |
| 3. Brue Tunny | 2. Laura Siarkiewicz |
| Figure-8 | 3. Amanda Bielefeldt |
| 1. Charlie Hargraves |  |
| 2. Ben Tunny | Rockford |
| 3. Nick Moore |  |
| Roadrunner | Speedway |
| 1. Brian Canter | Loves Park, III. |
| 2. Kevin Smith | June 30, 2007 |
| Hornet | Sportsman |
| 1. Jeff Smith | 1. Fred Nason |
| 2. Kyle Byrd | 2. Brandon Eash 3. Darell Garman |
| 3. Nigel Peters | 3. Darrel Garman Late Model |
|  | 1. Nick Beinlich |
| Bluegrass | 2. Bob Kahler |
| Speedway | 3. Jerry Gille |
| Bardstown, Ky. | 1. Charlie Frisch |
| June 30,2007 | 2. Chris Gantz |
| Late Model | 3. John Logan |
| 1. Brad Neat | Super Cup |
| 2. Michael Chilton | 1. David Cerer |
| 3. Timmy Yeager | 2. Steve Dorko |
| Sportsman | 3. Jeff Myers |
| 1. Jimmy Bryan |  |
| 2. Pat Hagan | Fremont |
| 3. Avral Thompson Modified | Speedway |
| 1. Benji Lee | Speedway |
| 2. Jason Wheatley | Fremont, Ohio June 28,2007 |
| 3. Dion Benningfield | 305 Sprint Car |
| Street Stock |  |
| 1. Timmy Glazer | 2. Duane Zablocki |
| 2. 2eff Cranmer | 3. Coty Runion |
| 3. Michael Cranmer |  |
| Bloomington |  |
| Speedway | PLAINS |
| Bloomington, Ind. June 30, 2007 |  |
| Sprint Car |  |
| 1. Jon Stanbrough |  |
| 2. Chad Boat |  |
| 3. Jeff Bland, Jr. |  |
| Modified |  |
| 1. Shelby Miles |  |
| 2. Jesse Cramer |  |
| 3. Kent Robinson |  |
| Super Stock | Colorado |
| 1. Jeremy Hines | Idaho |
| 2. Chris Hillman |  |
| 3. Troy Clark | lowa |
|  | Kansas |
| Wisconsin Int'I | Montana |
| Raceway | Nebraska |
| Kaukuuna, Wis. | North Dakota |
| June 28,2007 Super Late Model | Oklahoma |
| 1. Gregg Haese | South Dakota |
| 2. Mike Gardner |  |
| 3. MarkSchroeder |  |
| Limited Late Model 1. Kris Kelly | Wyoming |
| 2. Jim Ebben |  |
| 3. Andrew Kluck |  |
| Sport Truck | lincoln County |
| 1. Dan Vixmer | Lincoln County |
| 2. John Roeser 3. Brandon Kucksdorf | Raceway |
| Super Stock | North Platte, Neb. |
| 1. Randy Van Roy | June 29, 2007 |
| 2. Travis Willing | Modified |
| 3. Mike Meyerhoffer, Jr. | 1. Roonnie Wallace |
| Sizzlin'Four | 2. Brandon Hagan |
| 1. Nick Boldt | 3. Andrew Dillenburg |
| 2. Trevor Howard | Mini-Sprint |
| 3. Paul Yohr | 1. Josh Sabin |
| Figure-8 | 2.J.R. Way |
| 1. Jared Baughman | 3. John Webster |
| 2. Terry Van Roy |  |
| 3. Randy Rahn | Bloomfield |
| Rockford | Speedway |
| Speedway | Bloomfield, lowa |
| Loves Park, III. | June 29, 2007 |
| June 27,2007 | 1. Jim Walker |
| Hornets | 2. Dustin Griffiths |
| 1. Nick Lasher | 3. Louis Lynch |
| 2.Vinny Mangiaracina | B-Modified |
| 3. Steve Mcride | 1. Chris Hawkins |
| Figure-8 | 2. Matt Greiner |
| 1. Dennis Smith, Jr. | 3. Ben Jones |
| 2. Chris Gantz | Modified |

1.Zack VanderBeek 2. Mark Burgtorf
3. Tony Fraise Hornet 1. Cody Phillips 2. Dale Porter
3. Ryan Moore 3. Ryan Moore
Sprint Car sprint Car

1. Matt Steph 2. Martrk Widmar 3. Logan Trueblood Speedway Brandon, S.D.
July 1,2007 Outlaw Sprint Car
2. Gregg Bakker 1. Gregg Bakker
3. Scott Winters 2. Scott Winters
4. Mark Dobmeier
Championship Spp Championship Sprint Car
5. Johnn Cressman 2. Casey Abbas 3. Kevin Flowers

Dawson County
Raceway
Lexington, Neb.
July 1,2007 July 1,2007
Modififed 1. Chad Dolan 2. David Murray, Jr. 3. Robby Haines Stock Car 1. Zach Schultz
2. John Huffman 2.J.Jim Haganan Hobby Stock

1. Aaron Koch 2. Chuck Ledbetter, Jr. 3. Jim Buss
Mini Sprint Car Mini Sprint Car
2. Josh Sabin 1. Josh Sabin
3. Arden Myers 2. Arden Myers
4. J.R. Way

Magic Valley Speedway Twin Falls, Idaho
June 30, 2007 Late Models 1. John Newhouse
Tom Hill 2. Tom Hill

McCook Speedway
McCook, Neb.
June 30, 2007
IMCA Modified

1. Robby Haines
2. David Murray Jr.
3. David Murray, JT

IMCA Stock
1.Zach Schultz
2. John Huffman
3. Shane Stout IMCA Hobby Stock 1. Michael Brunswig
2. Austin Davis 2. Austin Davis Classic Modified 1. Max Pollmann 2. Devin Allen 3. Rick Touslee
Mini Truck Mini Truck

1. Cindy Murray 1. Cindy Murray
2. Alex Silos 3. Dalton Dolan

Junction Motor Speedway Mune 30, 2007 Vintage Lite Dwarf 1. Bud Lee
2. David Raffurty 2. David Raffurty
3. Marv Naggatz GOTRA 1. Butch Lavicky
2. Howard Sheets 2. Howard Sheee


A weekly report of action from across America
Miller
Speed way
Miller, S.D.
June 29, 2007
WISSOTA Super Stock

1. Steve Weber
2. Dustin Arthur
3. Dave Broker
WISSOTA Midwest Modified
4. Kevin Bliese
5. Casey Hanson
6. Kale Urban
WIIsota Atreet Stock
7. Michael Bogh
8. Doug Songer
9. Buanne Baloun
UCAR
10. Mike Miller
11. Mike Koeck
12. Mike Wurts

## Davenport Speedway

Danernort, Iowa
Jun 20, 207
IMCA Late Model

1. Ray Guss, Jr.
2. Doug Ning
3. Mike Murphy, JI
Y.
4. Kevinin Blium
2.Thad Wisison
5. Troy Emerick

Street tsock

1. Toby Spicer
2. Josh Wisoon

| 2. Josh Wison |
| :--- |
| 3. Joe Beal |
| B.Modified |


3. Jake Waterman
INex Legends

INEXL Legends
2. Denis beynn
3. Criq Peekenschnie
4.

1. Steven Phililips
2. Branklein

|  | Beatrice |
| :---: | :---: |
| Knoxville | Speedway |
| Raceway | Beatice, Neb. |
| Knoxille, lowa | June 30, 2007 Factory Stock |
| June 30, 2007 410 Sprint | Freatory Stock |
| 1. 1 brian Brown | 1. 2. Aday Amsmmstrong |
| 2. Ricky Logan | 3. Neal Mitan |
| 3. Skip Jackon | IMCA Hobby Stock |
| 360 Sprint Car | 1. Max Harder |
| 1. Wayne Johnson | 2. Mattralin |
| 2.Joe Beaver | 3. Kyle Vanover |
| 3. David Hall | Limited Modififed |
|  | 1. Craig terer |
| Tri-State | 3. ${ }^{\text {2.m Petaracek }}$ |
| Speedway | ${ }_{\text {Crumiser }}^{\text {Crisich MickRon Schroler }}$ |
| Pocola, okla. | 1. Rich MickRRon Schroler |
| June 30, 2007 | Rosentreader |
| Road Runner |  |
| 1. Ray Phips |  |
| 2. Ryan Williams | IMCA Modified |
| 3. Duane Rose | 1.Jorrion Grabouski |
| Superstock | 2.John Satthoff |
| 1.J.Ranny M Musthell | 3. Clint Homan |
| 3. Bosco Hunter |  |
| Economy Modified | Southern lowa |
| 1. Kendall hargrove | Speedway |
| 3. lance Robins | Oskloosa, owa |
| Modified | June 27, 2007 |
| 1. Daswin Hale | Hobby Stock |
| 2. Lary Campbell | 1. .asan Mclaniel |
| 3. Brandon Hunter | 2. Mike Sheton |
| Mini Stock | 3. Bill Gibson |
| 1. Kyle Leftord | USRA B-Mod |
| 2.S Sot Glover | 1.Bret Moffitt |
| 3.Ammie Williams | 2. Mike Giles |
| Fron-Wheel Drive | 3. AndeewStroe |
| 1. Ronnie Palmer | USRA Stock Car |






GORDON GILL PHOTO
MISHAP: Blair Julian took a wild ride during his heat race at Kokomo (Ind.) Speedway Sunday.


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## Lavoie Helped By Weather <br> JONCTION, <br> took over second place at the

VALLÉE- Quebec - Mike Lavoie scored his career ACT Castrol Series victory in Friday night's feature at Autodrome Chaudière, leading every lap of the rain-shortened event.

Lavoie started on the pole for the scheduled $100-$ lap race and jumped into the lead at the start, quickly putting distance on the field.
Patrick Leperle, moving up from the 14th-starting spot,
halfway mark and set his sights on the leader until a caution flag on lap 51 stopped his march to the front.
Before racing could resume the skies that had threatened all race long finally opened up, forcing officials to call the race after 51 laps, preserving Lavoie's first series victory. Laperle took runner-up honors, while Mario Gosselin finished third. Karl Allard and Sylvain Lacombe completed the top five.

## Speedweek In The Books

ROSSBURG, Ohio - The 25th annual Ohio Sprint Speedweek is in the histoAll STAR ${ }_{\text {This }}^{\substack{\text { trice } \\ \text { tovent } \\ \text { event }}}$ NOTES $\underset{\text { across }}{\substack{\text { proved to fans } \\ \text { the }}}$ land why Ohio Sprint Speedweek is one of the most anticipated weeks of the summer.
Great racing throughout the week, huge crowds, great car counts, perfect weather and 410 -sprint-car racing at its finest.
There were 93 drivers from nine different states and Australia who competed throughout the week. Twentyone drivers raced all seven nights. Amazingly, 13 drivers qualified for every feature.

- Dale Blaney loves Attica Raceway Park. He won an All Star show here on June 8 and set fast time and won the Speedweek opener June 24. He was also last year's Ohio Speedweek champion. It was his 56 th-career All Star victory, to move him into a tie for third with Jack Hewitt on the all-time win list.
- Three Aussie drivers on hand all are from Sydney and run regularly at the Paramatta Raceway. They were Troy Little, Bruce White and David Doherty. White plans to race around Ohio for two weeks and then head to Knoxville, Iowa and race there through the Nationals in August.
- Ben Gregg made his second consecutive Ohio Speedweek tour, hauling in from Glendale, Ariz.
- Lance Dewease was the lone Central Pa. entrant for Speedweek. He ran the first four shows before heading home for the opening of the Pennsylvania Speedweek Series. Dewease stated he "has been struggling for the past two months," and hoped a change of scenery would change his luck.
- All Star regular Brian Paulus added a large bull's eye to the paint scheme of his number 28 said he feels every time he races in Ohio he's a target since someone always runs into him.


## Nothing Better Than 'Glorious Goodwood' <br> movie "To Please a Lady" starring Clark


#### Abstract

By Jim Bray GOODWOOD, England - Earlier this summer my son, Robert, and I attended a

\section*{VINTAGE} vintage-racing festival at Goodwood, or Glorious Goodwood, as I like to call it. We most enjoyed the old Indy cars on display.


 There was a Buick-powered Mickey Thompson car wearing Dan Gurney's name and in the same blue color it ran in 1963. Alongside was a Kurtis 500 (with a Watson nose), possibly the Ray Crawford car that ran the 500 and Monza. It was said to be the car in which Jim McElreath drove to sixth place in his rookie 500. It may well be the Ollie Prather car later bought by Canadian collector Al Webster. Its present owner removed the roll bar, centered the suspension and drove it to victory in a road race last month. Next in line was the beautifully restored Little Six of the late 1930s fielded by Joel Thorne and Art Sparks. This great-sounding car was the stablemate of the 1946 Indy- winning car driven by George Robson.Chatting with fellow onlookers I ventured that - in my opinion - Wilbur Shaw was the best driver ever to turn a lap at the Indianapolis Motor Speedway, noting he could have won seven-consecutive races, four in cars he designed and built himself. Also on display was a 1928 front-drive Miller and the 1922 car (or a copy) that won at Le Mans for Jimmy Murphy. Down the line were the two Lolas that John Mecom ran in 1967; the Ford-engined Jackie Stewart-driven car and the supercharged Offy in which Rodger Ward drove his last 500
Next in line was one of 10 Miller-Fords built for the 1935 race, a truly beautiful restoration. My guess it was the George Bailey mount that later housed the first Novi engine in 1941 that Ralph Hepburn drove, which became the 1946 Granatelli mount which Danny Kladis wheeled in 1946. This car is now owned by Tom Malloy, whose wonderful collection includes an Indy winner, the Leader Card champ dirt car driven by Ward, Andretti and, unfortunately, by Jimmy Bryan.
Malloy also owns the car used in the

Gable.
I misstepped when asking Malloy if he was related to Jim Malloy, who died at Indy. His answer was no, and he is not related to Emmett Malloy, Tom's dad, who owned one of the most successful sprint cars of the late 1940s and early '50s driven by Duane Carter, Bill Vukovich, Troy Ruttman and others.
Tom also has the Cheesman Offy sprint car, identical in appearance to the Malloy car, as they were built by the same party, the Malloy having a rail frame and the Cheesman a tubular frame.
A long-held belief of mine is that every racing fan should - in their lifetime hear the sound of an Offy, a V-12 Ferrari and a Rolls Royce Merlin. At Goodwood, one can hear them all. And where else would one see RAF jets dancing through the skies in an aerobatic ballet in the pouring rain?
Goodwood is a wonderful place, and every fan - old and young - of any form of auto racing, should pay a visit, for once there, all one wants to do is return.

\author{

1. Indy Cars <br> 2. Champ Cars <br> 3. Sprint Cars <br> 4. Mini/Micro Sprints <br> 5. Midgets <br> 6. Supermodifieds
}

7. Modifieds<br>8. Stock Cars<br>9. Formula Cars 10. Sports Cars<br>11. Dragsters<br>12. Go-Karts

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## Sprint Cars



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## Positions Available 25

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DEADLINE: THURSDAY - 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.
Ads not received in time will run in the following issue.
To place a classified ad, follow these 5 simple steps:
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| 1. Indy Cars | 8.Stock Cars | 15. Parts/Engines | 22. Books/Magazines | 29. Services |
| :--- | :--- | :--- | :--- | :--- |
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| 4.Mini/Micro Sprints | 11.Dragsters | 18. RVs/Campers | 25. Positions Available | 32. Real Estate |
| 5. Midgets | 12.Go-Karts | 19.Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13.Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
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STEP 2-WRITE your ad below. ADD the number of words. TYPE OR PRINT CLEARLY. NSSN is not responsible for errors caused by illegible copy or uncategorized items.
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## $\square$ $\square$ <br> Plain Box - $\square \quad \$ 6$ per week Ad Enhancements total:

## step 4 - TOTAL YOUR COST HERE.

Total words ___ $\times \$ .70$ *ify you pay in full and place your ad for 4 Total cost for ad enhancements $+\$$ more consecutive weeks, you may qualify for a Price for one week
Pice for one week
70¢ per word Muttiply by number
\$10 minimum TOTAL AD COST
per week!

## STEP 5 - PAYMENT. MUST ACCOMPANY ORDER!




## ECONOMAKI:

Millers At Milwaukee Goes This Weekend<br>CONTINUED FROM PAGE 4

race course recently announced a substantial cut in its horse-racing purses through the balance of this year. The organizing Maryland Jockey Club also plans to eliminate some stakes races and lower purses for those that do run. With the announced cut, the standard daily race purses now stand at $\$ 2,000$, which will save the MJC $\$ 3$ million through Dec. 31.

With the closing date for the sale of DaimlerChrysler's American Chrysler division, which includes the Dodge brand, to Cerberus Capital Management now fast approaching, Dodge racing team members wonder if Dodge's factory racing program will continue. Until rookie Juan Pablo Montoya triumphed in race No. 16 at Sears Point two weeks ago, a Dodge had not won a Nextel Cup race all year. Mike Accavitti, in charge of Dodge Racing, says he is confident Cerberus will continue the racing program, "But isn't sure." Ye ed doesn't know how many new Chrysler

## ARGABRIGHT:

Daniels Saved ORP's<br>Famous Oval Track

CONTINUED FROM PAGE 4

cant facility. There was the identity crisis; was it a drag strip, an oval or a road course? And there was the fact that ORP lived in the shadow of the Indianapolis Motor Speedway, located just 15 minutes away.
But Daniels saw ORP as a diamond in the rough. While some told him it couldn't be done -"You'll never be anything more than a drag strip with one big event on Labor Day"- he set about changing the world, and in the end he was an overwhelming success.
He brought the drag strip into the modern era, with permanent seating, an official's tower, suites and the Top Eliminator club.On his watch the U.S. Nationals continued to prosper, building a strong legacy as one of the sport's - not just drag racing, but all of auto racing - most impor tant and historic events.
He also turned his attention to the five-eighths-mile oval, and perhaps that's where his greatest legacy was made.
In 1982, he pursued the idea of

Group (Chrysler, Jeep and Dodge) cars have been sold this year, but it was recently announced that this year the group had sold 710,290 Certified Used Vehicles through May! The 500,000th buyer got his purchase price back, the company reported.

Regulars at Atlanta Motor Speedway's Thursday Night Thunder races say that Chase Elliott, the 11-yearold Bandolero-driving son of NASCAR ace Bill Elliott, will be a better driver than his dad should he choose to stay in the sport! Reason: Chase's admiration for and attention to his father, who is also his crew chief and mentor. Every on-track move by Chase, right or wrong, is said to be a post-race topic of discussion for the pair. Observers say Chase studiously follows Bill's instructions to the letter, and that will lead him to greatness. But Bill has said he will not push Chase toward NASCAR but let nature take its course. "But that door is open to him," Bill said recently.

Forget "The Best," now that TV networks are vying for rights to air the new "Worst Driver" reality series that was such a big hit in England and is currently getting A-plus ratings in Canada. Drivers, characterized by neighbors as "the worst," are pitted against drivers of similar
description, with those showing the most improvement allowed to go home. Those who remain drive on. Over time the "least improved" con testant is renamed "Worst Driver."

The annual "Millers at Milwaukee" show comes off for the 13th running July 7-8 at The Milwaukee Mile. Over the years, this two-day event has attracted the most impressive gathering of pre and post-WWII Indy, Champ Car, roadster and laydown racing machines. Rear-engine cars are not allowed! Last year's Millers at Milwaukee included 42 vintage racing cars. One $\$ 25$ admission ticket covers both days. Gates open at 8 a.m. each day, with on-track activity green flagged at 10 a.m. More from (262) $253-2661$. Now that the Offy midget has disappeared from this country's raceways, perhaps it's time for someone to organize a copycat show for the great number of smallcar aficionados.

The Knoxville Nationals Trade Show, which parallels the four days of the Iowa track's National Sprint Car Championships Aug. 8-11, is expected to be the largest ever, reports organizer Tom Schmeh. It will again be at the 4 -H Show Pavilion at the Marion County Fairgrounds and offer free admission. Want to exhibit? Call (800) 874-4488.
bringing the NASCAR Grand National division to ORP. It's hard to realize today, but it was a far-fetched idea at the time. The Busch series, way up north in Indianapolis? But Daniels pushed, prodded, pulled and promised until it became a reality. The Kroger 200 was born, and today it is one of the most important short track races in Indiana. In fact, it isn't a stretch to say that in the early 1990 s when Tony George and the folks at IMS mulled the concept of the Brickyard 400, they took a look at the tremendous success of the Kroger 200 as a sign that there was indeed a stock-car audience in Indiana.
Daniels also pursued a growing relationship with USAC, and in 1988 he brought USAC sprint cars back to the pavement with the Indyana Sprint Car Classic. Soon the cameras of ESPN were on hand, and ORP was a mainstay on the popular
"Thunder" series. He also developed a successful Friday night stock-car series and organized a number of highly successful events with the touring ASA late models.
Throughout all of this, Daniels worked alongside his wife, Eileen. He later said that his longtime partnership with Eileen - both personally and professionally - was his greatest accomplishment.
Even though he retired in 1992,

Daniels hardly slowed. He remained involved in many NHRA projects, including the construction of the fabulous Wally Parks NHRA
Motorsports Museum in Pomona, Calif. He also orchestrated the highly popular NHRA Hot Rod Reunions.
Bob was a veteran of the U.S. Navy and served aboard the heavy battle cruiser USS Salem. In recent years, Daniels organized a reunion for those who served aboard the ship, and, of course, he became the head of the organization, with he and Eileen eagerly working the phones and building a very successful annual reunion.
It's easy to think of good times with Bob Daniels, particularly in the late 1980s. ORP was booming, and he was right in the thick of things at each racing function, barking orders, shaking hands, greeting visitors and making sure everyone had a good time.
Those were good times, weren't they? Thanks to guys like Bob Daniels, who many years ago built a legacy that we continue to enjoy today.
It's tough to lose the good ones. Rest easy, Bob. You did a helluva job on your watch, and all of us - whether racing in a straight line, on an oval, or on a tricky road course - owe you one.

## Larger Purse Mopar Sprint \& Midget Classic

LAGUNA BEACH, Calif. - With standing-room only crowds attending last year's popular
PRI night of racing, the Mopar PRI Sprint \& Midget Classic presented by FedEx is preparing for another big event for this year at Orlando Speedworld Dec. 7. Mopar returns as the title sponsor; FedEx returns as the presenting spon-
new sponsor of the special $\$ 50,000$ bonus prize to any driver who can win both the midget and sprint-car features.
The event will run in conjunction with the 20th annual PRI Trade Show, which will return to the Orange County Convention Center in Orlando Dec. 6-8.
"We are delighted to have Mopar
back for the third year in a row as our title sponsor and have FedEx return as our presenting sponsor. We also welcome the addition of Crane Cams as the sponsor of our $\$ 50,000$ bonus prize," said Steve Lewis, producer of both the PRI Trade Show and the Classic. "Because of this corporate involvement, we have expanded the total purse to $\$ 135,000$, which is up $\$ 10,000$ over last year."

FORUM:
Dropping Cup Qualifying
For NCTS Wrong Move

## CONTINUED FROM PAGE 4

When the rear-engine cars started to come in, it brought drivers who raced on road courses. After a period of time, the old roadster owners and drivers were replaced with the road-racing clique. They removed the Indy dirt cars from the championship points and started to add road courses to the schedule.
As the old drivers with links to the past retired and with the young crop of drivers having no place to go, something happened: The American race fan lost interest in a racing division with all foreign drivers that they had no history with.
After time, a new generation of short-track drivers started to move to NASCAR and, along with them, the fans. The barn door has opened and the horse is gone.
The only way you will see 250,000 fans at Indianapolis on first-day qualifying again is to scrap the current way of thinking and go back to the way it was - with American drivers who came up from the short tracks and also include the championship dirt cars, sprints and midgets in the points for the national champion.
The powers that be don't like to hear this, but I bet that had this been the direction of USAC years ago, we would be seeing the likes of Jeff Gordon, Tony Stewart, Carl Edwards, Dave Blaney, John Andretti, J.J. Yeley, Kasey Kahne, Ryan Newman, Mike Bliss, Jason Leffler, Kraig Kinser, Aaron Fike, Ken Schrader and the rest of the USAC Sprint and World of Outlaws drivers running the IndyCar circuit. In fact, had this been the case, the World of Outlaws might not have been created.
If the IRL and Champ Cars were to join, all that would do is increase the car count with the majority of the drivers most American fans don't care about.
After you take away the people connected to the racing teams, I don't think there were 5,000 fans at Indianapolis's first day of qualifying. It looked like a ghost town on TV. They can spin it any way they like, but that's the way it is.

Mike Calla
arenceville, N.J.

## Programming Blunder?

The Speed Channel?
After a hard day working at being retired, I plopped myself down in front of the telly to watch Nextel Cup qualifying at Infineon Raceway on Speed. All went well until the No. 9 car was leaving the pits, and they (Speed) switched programming.
I kid you not. They dropped coverage of the Cup qualifying about halfway through in favor of the NASCAR Truck race. What the heck is going on? I have stronger words but do not want to "lose the points or pay the fine." In my book, they went from the Speed channel to the Sleeze channel. What a crappy, cheap thing to pull. But I guess when you are a monopoly, you can treat your customers any way you see fit. What recourse do we have?

Glen Muir
Bonney Lake, Wash.

## Remembering A Friend

On July 6, 1957, Toledo, Ohio, lost a pioneer in stock-car and supermodified racing. Kenny Nemire was killed in a late-model race at Raceway Park in Toledo, driving a late-model convertible. He raced at the Fort Miami mile speedway, the early TV days at Motor City Speedway, at many bullring tracks around here and was very successful. Thanks for printing this. I wanted to express my fond memo-
ries of a personal friend and a neat era to grow up in that is long gone.

Larry Latimore Toledo, Ohio

## Hooray For Hamilton

It looks like Lewis Hamilton is going to rewrite the $\mathrm{F}-1$ record book.
He's well spoken, polite and has no ego problems. I wish him continued success in his career. His performance has brightened F -1 racing, which, at times, has been dull to say the least. Even the NASCAR group at my Moose Lodge is showing renewed interest in F-1.
Some of the Lodge's NASCAR group vented their opinion of Dale, Jr.'s choice. It's amazing how much the women in that group know. One told me that the Joe Gibbs team going to Toyota was a done deal. I thought I was up-todate on racing, but I guess not.

Mike Rudderham
Griffin, Ga.

## Note To Reamer

This is an open letter to Stew Reamer: We have some of the same connections to Chicagoland (because it goes into southern Wisconsin, northwest Indiana and probably a 100 -mile radius into northeast Illinois) racing in the late 1940s and early 1950s.
My main connections were through my grandfather, Charles E. "Ed" or "Pops" Stone, Sr., who owned and raced a midget in UARA, and my father, Charles E. "Chuck" Stone, Jr., who helped work on the midget and also did some announcing and timing.
The midget ran at 87th Street Speedway (we called it Gill Stadium), Raceway Park, Santa Fe Park and any other track that was not an "AAA" facility. Grandpa would even haul to Warsaw or Fort Wayne for a Sunday race. We also went to several races at Soldier's Field and 0 'Hare as spectators.
I really get to remember a lot of pleasant memories reading your columns.

Charles E. Stone III Chicago

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