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FEATURES AND PHOTOS
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SINCE 1934



NATIONAL SPEED SPORT NEWS

Rowdy Busch Sweeps
Through Windy City

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Pittman Fit
For A King

KINGS ROYAL

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RICK SHEPHERD PHOTO

JULY 16, 2008

www.nationalspeedsportnews.com

Vol. LXXVI, No. 28

\$3

Flipping For Sprint Week

Four Winners In Four Nights

USAC SPRINTS PAGE 18



DAVID E. HEITHAUS PHOTO

LATE-RACE DRAMA: Dave Darland (2b) avoids a flipping Robert Ballou on the last lap to capture Sunday's USAC National Sprint Car Series feature at Kokomo (Ind.) Speedway.

No Light Weight: Beatriz Races To History

INDY LIGHTS

PAGE 3





JIM MORRISON PHOTO

SPRINT-CAR TITANS: Daryn Pittman (21) battles Jason Meyers for track position Sunday at Ohio's Eldora Speedway.

Pittman Adds Name To List

With Prestigious Kings Royal Triumph

By JIM MORRISON

ROSSBURG, Ohio — For the second time this year, a blown tire cost Joey Saldana a victory at Eldora Speedway. But Sunday night's misfortune on the 27th lap handed a \$50,000 paycheck to Daryn Pittman for winning the prestigious 25th-annual Kings Royal sprint-car race.

Pittman, almost speechless in victory circle, believed he would have been unable to catch Saldana without the early leader suffering some type of mechanical problem. After taking the lead, Pittman concentrated on keeping the car straight until the checkered flag.

"I knew the 14 car (Jason Meyers) was definitely there and probably had a faster race car," said Pittman. Saldana was quicker than Pittman on an open track. When they first encountered lapped traffic, Saldana lost some speed trying to work around



MIKE CAMPBELL PHOTO

CROWNED: Daryn Pittman and wife Mandy enjoy victory lane after Sunday's \$50,000-to-win Kings Royal at Eldora Speedway.

PITTMAN: CONTINUED ON PAGE 35

LIVING HISTORY

Who Decides Which Items Are Historical And Which Ones Are Just Plain Old?

Motorsports museums have proliferated in recent years. The National Speedway Directory lists more than 60 museums and collections of interest to the racing enthusiast. The most lavish of all, the NASCAR Hall of Fame in Charlotte, N.C., is just over the horizon, with a target opening in the spring of 2010.

By AL ROBINSON
NSSN CORRESPONDENT

INSIDE LOOK

All claim the vehicles, personal memorabilia, documents, artwork and even twisted sheet metal they exhibit possess historical significance. They all may be correct, but what really is "historical" in motorsports?

Even if an artifact has undoubted significance, how can you be sure it is the real thing? There are snake-oil salesmen in the motorsports-memorabilia market, just like any other collectables market. Everyone would like to display Tony Stewart's first TQ midget or Parnelli Jones's last sprint car, but how do you prove the authenticity of the automotive holy grail?

The likelihood that historical vehicles have been preserved varies widely with time and circumstance.



NATIONAL SPRINT CAR HALL OF FAME AND MUSEUM PHOTO

ON DISPLAY: A young race fan checks out an exhibit in the lobby of the National Sprint Car Hall of Fame and Museum at Knoxville (Iowa) Raceway.

Since the Marmon Wasp in 1911, Indy 500 winning cars have been recognized as timeless treasures, and more than 30 are on display at the Indianapolis Motor Speedway Hall of Fame Museum. The same is generally true of Formula One cars and prototype sports cars, even if they continue to be raced in vintage events. On the other hand, many short-track cars of great significance have been left in the weeds to rust.

When found, the latter may be almost unrecognizable, or nearly beyond restoration, or both. On occasion, a genuine body and chassis may have been separated along the way, so that when each is restored it can be claimed, with some truth, to be "the original."

The lore of classic cars, whether race cars or

HISTORY: CONTINUED ON PAGE 20

NSSN RACING LINE

The Week In Motorsports
For July 16, 2008

No Pits, No Problem: Miscue Gets Dixon To Victory Lane

NASHVILLE, Tenn. — One of the hallmarks of Scott Dixon's stunning success as an IndyCar driver is his near-flawless ability behind the wheel combined with equally superb race strategy at Target Chip Ganassi Racing.

But in Saturday night's Firestone Indy 200 at Nashville Superspeedway, Dixon won by making an uncharacteristic mistake.

IRL INDYCAR
PAGE 28

Point Leaders Clean Up In Mopar Mile-High Nationals

MORRISON, Colo. — Five-time POWERade Series world champion Tony Schumacher raced to his sixth triumph this season at the 29th-annual Mopar Mile-High Nationals.

NHRA
PAGE 30

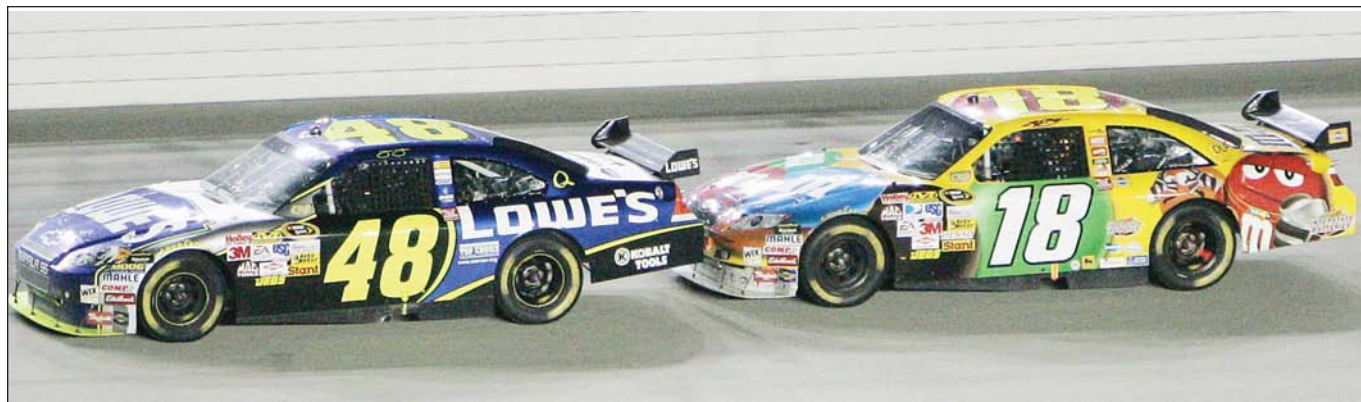
Tim Wilkerson, Greg Anderson and Matt Smith also won in their respective categories in the 13th of 24 events on the POWERade Series schedule.



AUTOIMAGERY.COM PHOTO

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Kyle KOs Chi Town



HHP/ALAN MARLER PHOTO

GO TIME: Kyle Busch (18) pushes leader Jimmie Johnson on the final restart of Saturday night's LifeLock.com 400 at Chicagoland Speedway. Busch drove his Toyota around Johnson's Chevrolet to notch his seventh victory of the season.

Busch Sweeps Chicago Races With Late-Race Move

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

JOLIET, Ill. — Jimmie Johnson almost ended Kyle Busch's Chicagoland Speedway hot streak.

Almost. But for a bold move by Busch and a wrong decision by Johnson, the outcome could have been different in the final two laps of the NASCAR Sprint Cup LifeLock.com 400.

As it turned out, it was business as usual and Busch took the No. 18 M&M's Toyota to the high side to pass Johnson's No. 48 Lowe's Chevrolet for his seventh victory of the year.

"I gave up on it. I didn't think I could do it. I don't know how I did that (win). This is just an amazing season. I can't believe it."

KYLE BUSCH

Except for the final 17 laps, it was strictly Busch at the front of the field. The 23-year-old led 165 of the first 250 laps and appeared to be headed for an easy payday.

But Johnson wrested the lead from Busch on a restart after 250 laps and appeared to have the upper hand. Busch was almost convinced of that fact, admitting that he had

conceded victory to the defending Sprint Cup champion.

When David Gilliland lost an engine, Busch had new life and responded to a challenge from crew chief Steve Addington to attack Johnson on the high side of the race track on the restart with two laps to go.

The strategy paid off and Busch arrived in victory lane two laps later to a mixed reaction from the full-house crowd.

Busch's radio comments when Johnson passed him on lap 251 of the 267-lap race indicated that he felt it was over.

"Race over," was his first comment once the pass was completed. He added further

CHICAGO: CONTINUED ON PAGE 26



PHIL CAVALI PHOTO

CHANGING TIMES: Tony Stewart addresses the media Thursday at Chicagoland Speedway.

Stewart Leaving Gibbs To Team With Haas CNC

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

JOLIET, Ill. — It was one of the worst-kept secrets in NASCAR, but it is official now.

Two-time Sprint Cup champion Tony Stewart is leaving Joe Gibbs Racing for a chance to be a NASCAR team owner. The announcement drew an overflowing crowd at the Chicagoland Speedway media center Thursday.

Stewart made it official that he will become 50-percent owner of the two-car Haas CNC team, to be campaigned in 2009 as Stewart Haas Racing.

"Obviously, this is a huge day for me," said Stewart, who also owns shares in three short tracks and multiple open-wheel race teams. "This is a huge turning point in my career."

Stewart apologized for what seemed a long process once word got out, pointing out that details needed to be worked out.

"The opportunity to have ownership in a race team was something that was, in my opinion a once in a lifetime opportunity," he said. "It was obviously a huge decision-

STEWART: CONTINUED ON PAGE 26

Beatriz Notches First Female Lights Win

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NASHVILLE, Tenn. — Move over, Danica Patrick, the Indy Racing League has another female race winner.

Ana Beatriz of Brazil became the first female driver to score a victory in the IRL-sanctioned Firestone Indy Lights Series with a win in Saturday evening's Sunbelt Rentals 100.

Beatriz started second and passed Sam Schmidt Motorsports teammate and polesitter James Davison on lap

33. She led the remainder of the race.

Five other women have competed in Firestone Indy Lights events since the series began in 2002, including Mishael Abbott, Sarah McCune, Veronica McCann, Leilani Munter and Cyndie Allemann.

Beatriz's previous best finish was third, three times this season.

"I just can't be more thankful for Healthy Choice/Sam Schmidt Motorsports for bringing me to the U.S.," she said. "I thought I would win at St. Pete; we were almost there. It's hard work. I'm with the best team and they have so much information on ovals. I won my first race on an oval. It's amazing."

It was the 25th win for Sam Schmidt Motorsports, including its third this season. Richard Antinucci won at St. Petersburg and Watkins Glen.

"We had the rain this afternoon, so the track was green again, and I wanted to make sure it was fine," Beatriz said. "It was great, and I was able to have a car that was really, really good, catch my teammate and pass him. . . I was two- or three-tenths faster than my teammate, but I was very deliberate to get good exits to pass him. I was able to do that perfectly and pull away from him."

It is also the fourth victory for Sam

FEMALE: CONTINUED ON PAGE 20



DANA GARRETT/IRL INDYCAR PHOTO

QUEEN BEA: Brazil's Ana Beatriz celebrates her first Firestone Indy Lights victory Saturday at Nashville Superspeedway.

OPINIONS

ECONOMAKI: Is NASCAR worried about Sprint? **PAGE 4**

KERCHNER: Short-track race shows past, present, future. **PAGE 5**

WADE: Creasy's Edmonton crash is another call for action. **PAGE 31**

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EXCLUSIVE

Drivers' Helmets Have Become More Than Just Protection

Safety remains as the primary function of the racing helmet, but that is no longer its only function.

ART OF HELMETS
PAGES 24-25

In a sport that very often has paint schemes, logos and signage relentlessly dictated by sponsors on cars, caps and uniforms, drivers use their helmets to convey as well as protect what is in their heads.

WINNER'S LIST

Series	Winner	Where	Page
ALMS	Brabham/Sharp	Lime Rock, Conn.	6
WoO LMS	Tim Fuller	Williston, N.D.	8
ASA LM South	Colt James	Concord, N.C.	14
Hooters Pro Cup	Benny Gordon	Radford, Va.	14
Ollie's Sprints	Jason Johnson	Rossburg, Ohio	21
Badger Midgets	Brandon Waelti	Beaver Dam, Wis.	22
Badger Midgets	Scott Hatton	Sun Prairie, Wis.	22
NASCAR East	Trevor Bayne	Thompson, Conn.	32

THE FINISH

"When you do something that you're privileged to do, you should try to give back at every opportunity."

DAN WHELDON

ART OF HELMETS, PAGES 24-25



► PUBLIC FORUM

Let your voice be heard

No Comparison

NASCAR, please drop the Kyle Busch-Dale Earnhardt, Sr. comparisons. As far as I know, Kyle has yet to win a championship. Kyle couldn't carry Big E's helmet bag.

Dale was a hard-nosed racer who gave as well as received, and I cannot remember him whining about the quality of his car. Dale knew how to find victory lane and didn't need to put on a drifting exhibition or take a bow beforehand.

Speaking of NASCAR, is there anybody out there who can broadcast a race in understandable English and not remind everyone of how good it used to be? We don't care. A commentator who does not talk over his broadcast partners for 400-500 laps without yelling would be nice.

Please find something off air for Kenny Wallace and Kyle Petty to do.

Rik Mansfield
Ponte Vedra, Fla.

Who's A Menace?

Did Scott Dixon call Danica a "menace?"

Hal Knight
Grand Terrace, Calif.

In Praise Of Ethanol

In 2007, the IndyCar Series transitioned to 100 percent fuel-grade ethanol. The "greening of racing" was applauded by racing teams and fans for its innovation and continued commitment to performance. These high-tech, multi-million dollar, state-of-the-art vehicles perform to the same high standard they performed at using methanol in the past, and it's done using ethanol, a clean-burning, 100-percent renewable fuel.

Ethanol reduces harmful tailpipe emissions, grows in the fertile farmlands of America, generates American jobs and is renewable. It was a responsible and forward-thinking decision made by the IndyCar Series to pursue a renewable fuel source.

Ethanol has proven itself week after week

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



Is NASCAR Worried?

Decline In Sprint's Business Is Making Headlines

MIDLAND PARK, N.J.

Sprint-Nextel, the telecommunications giant that sponsors NASCAR's premier racing series, is in difficult financial condition, according to a headline article last week in the Business Section of *The New York Times*. Plagued by unhappy customers leaving the company for rival telecom entities, Sprint is suffering markedly reduced revenues and profits. Though no mention of Sprint's involvement with NASCAR appeared in the story, one has to draw the conclusion that the sponsorship, believed to cost millions of dollars annually, may well be on shaky ground.

They keep coming. The huge business park in Brownsburg, Ind., a stone's throw west of Indianapolis, which is home to

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

many racing-oriented-businesses and teams, got its newest racing tenant recently when Vicki O'Connor moved her Atlantic Racing Series headquarters there from Indy's northwest side. Known for its Formula Atlantic development series, O'Connor has overseen the series its entire 35-year life. Over its lifetime this open-wheel beginner series has graduated dozens of stellar drivers, including Indy 500 winners Bobby Rahal, Danny Sullivan, Sam Hornish, Jr. and Dan Wheldon.

It is interesting to note that the recent meeting between Indy Racing League officials and representatives of several engine manufacturers to discuss the 2010 IRL engine specifications was hosted by Honda, currently the exclusive engine supplier to the Indy Racing League and signatory to an agreement extending this supply through 2013. Does Honda now want out? Garage-area speculation has turbochargers likely returning in the 2010 regulations. The current IRL engine is a 3.5 liter (213.5 cubic inch) normally aspirated V-8 Honda. Much talk is being heard about the possibility of turbochargers coming back in the 2010 formula. Stay tuned.

Long-time followers of NASCAR racing will remember — some fondly, some not — the late Bill Gazaway, who served — often controversially — as VP for competition. Gazaway is among many from the state named to the 2008 class of inductees for the Georgia Automobile Racing Hall of Fame.

The American Le Mans road-racing series has added "Green Challenge" to its events. This race-within-a-race twist is to



PHIL CAVALI PHOTO

INTO THE SUNSET: The field for Saturday night's NASCAR Sprint Cup Series event at Chicagoland Speedway races into the sunset at the 1.5-mile track.

reward fuel efficiency. It will begin with this year's running of the Petit Le Mans at Road Atlanta in September. We didn't see any ALMS people at Audi's recent Northern New Jersey reception honoring its winning Le Mans 24 hour team. On hand were drivers Dino Capello and Emanuele Pirro along with the winning 24-hour R-10 diesel. Ye Ed asked two questions; how many gear changes per lap at Le Mans? and what does TDI, the boldly splashed legend on the sides of Audi's racing diesels, mean? Try as he did, Pirro could not answer the gear-change question, saying new fingertip "paddle shifting" precludes counting. In paddle shifting, the driver selects the gear, but the physical change is effected mechanically. The long emblazoned TDI, in large type on Audi's diesel-engined cars without further explanation, stands for Turbo Direct Injection, we were finally told.

Before its race track was removed, the huge Minnesota State Fair in St. Paul originally had a one mile oval, later cut in half, which attracted the finest open-cockpit fields in this country, originally IMCA followed by the AAA and lastly USAC. No more, but during this year's running of the fair Aug. 20-Sept. 2, a display of racing cars and memorabilia is planned. Want to

ECONOMAKI: CONTINUED ON PAGE 47

Are TV Ratings Worth A Little Jail Time?

HARRISBURG, N.C.

Was it just a month ago that professional sports was reeling a bit? NASCAR had been slapped with a \$225 million lawsuit by Mauricia Grant, a former Nationwide Series official who claimed racial and sexual discrimination against her former employer with tales of institutional racism and sexism within NASCAR. On top of that, a great NBA Finals was being dwarfed by the accusations of a disgraced former referee who said some NBA refs are "company men" who have at least occasionally helped orchestrate the outcomes of games for the sake of TV ratings and match-ups that are more desired by the league.

Then, Dale Earnhardt, Jr. won a race for the first time in what seemed like a decade. Junior Nation sighed relief — and probably, so did some NASCAR officials who would like to see all the talk of lawsuits just fade away.

It kind of worked that way for the NBA, too. The Celtics, its most storied franchise, returned to glory by beating the Lakers. Oh, and Tiger Woods won the U.S. Open so dramatically with a bum knee, beating would-be Cinderella-man Rocco Mediate in a

ALL THE MARBLES



JOHN CLAYTON

playoff.

When all that happened, the members of the sports-loving public just wanted to talk about sports.

I can't blame them.

But it is dangerous to allow the end of Junior's 76-race winless streak to bury the story of Grant. It is dangerous for a professional sports league to shrug its shoulders at accusations that are so severe that they make you shake your head in disbelief if you're jaded and disgust if you're not.

One columnist wrote of the NBA that no one would risk federal prison for the sake of TV ratings.

Oh, really? When TV ratings relate directly to money? And when some of the things talked about occurred prior to the league's recently signed TV package?

But let's relate that argument to the case of Grant, an African-American woman who some say set up NASCAR with tedious note-taking of every affront.

This is 2008. America is more litigious than any society in the world. Workers at all levels have been warned time and again of

CLAYTON: CONTINUED ON PAGE 47

NATIONAL
SPEED
SPORT
NEWS

America's
Weekly
Motorsports
Authority

SINCE 1934



ISSN NUMBER: 0028-0208
USPS PUBLICATION NUMBER:
374-300

THE KAY PUBLISHING
COMPANY

6509 Hudspeth Rd., P.O. Box
1210, Harrisburg, NC 28075-1210

Phone: (704) 455-2531
Fax: (704) 455-2605

Web site:
nationalspeedsportnews.com

Preferred periodicals postage
paid USPS, Springfield, VA
22150 and at other offices.

National Speed Sport News
is published weekly. Publication
is suspended first and last
weeks of the year (50 issues).

© Copyright 2008
Kay Publishing Company Inc.

Postmaster: Send change
of address to National Speed
Sport News, P.O. Box 1210,
Harrisburg, NC 28075-1210

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accepted for one or two years
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Call or write for foreign and
first-class rates. Credit-card
subscriptions (Visa, MasterCard,
Discover, American Express)
are accepted by phone at 1-866-
455-2531. All display advertising
must be received no later than
10:30 a.m. (Eastern) on the
Monday preceding publication
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The
Audit
Bureau

A Bunch Of Teenagers And A Legend

CONCORD, N.C.

FROM THE DESK



MIKE KERCHNER

It was with thoughts of Eldora Speedway and the Kings Royal that we made the short drive from the house to Concord Motorsport Park for Saturday night's ASA Late Model Series Southern Division round.

Our fondness for sprint-car racing is no secret, but for various reasons, we didn't head to the Buckeye state this year, and instead of staying home and watching another NASCAR parade on the tube, we decided to check out some asphalt late-model action at our neighborhood short track.

Upon arrival just prior to qualifying for the traveling circuit operated by Michigan's Ron Varney, we felt like we were watching a race at a ghost town. However, as the sun set and the temperature cooled, a decent crowd paying \$15 a head filed into the unique tri-angular shaped three-eighths-mile oval.

What they got to see was an entertaining 100-lapper (only green-flag laps counted), that aside from the frequent crashing that seems to dominate all of today's auto racing, provided an excellent glimpse at the future, past and present of stock-car racing.

The 26-car starting field featured 12 drivers age 19 and younger, including two 14 year olds — Casey Caudill and Logan Ruffin. Also in the field was one of short-track racing's most successful drivers, 56-year-old Butch Miller, a three-time champion in the now-defunct ASA National Series and a many time NASCAR Craftsman Truck, Nationwide Series and Cup Series starter.

In fact, Miller ended up starting on the front row alongside 15-year-old Drew Brannon, who one week earlier conquered one of the country's toughest short tracks — I-70 Speedway in Odessa, Mo. — to become the youngest winner in ASALMS history.

Asked about the prospects of racing against so many youngsters, Miller quipped, "I've been racing for more than 30 years, but this year I've only raced once, and I'm scared."

Jimmy Lang entered the event having gone

three-for-three in the series for the season and was on his way to the front when a flat tire sent him to the rear of the field. The 19-year old fought back to finish third behind Brannon and 25-year-old winner Colt James.

Defending ASA Late Model Series Northern Division champion Trent Snyder, who made the trip from Minnesota, and Southern Division champion Jeff Choquette were each in the field. Snyder, however, did not win the long-tow award, as Scott Rueschenberg, a frequent winner at Tucson (Ariz.) Raceway Park, drove in from Mesa, Ariz., to make his series debut.

Seventeen-year-old female racer Jessica Murphy also made her series debut at Concord. Outside of Miller, the best-known racer in the field was Hendrick Motorsports development-driver Landon Cassill, who returned to the series that put him on the map and drove to a fifth-place finish.

The well-groomed race cars, which carry GM Crate engines, were lightning quick at the CMP track, with local-racer Preston Peltier, who works as a fabricator at Hendrick Motorsports, setting the fast time with a 16.036-second lap.

Prior to the main event, all of the ASA drivers and their cars were assembled on the frontstretch for a mandatory autograph session.

Race fans of all ages came onto the track to obtain signatures, chat with and have their pictures taken with the drivers. It was particularly entertaining to watch the teenage girls line up to be photographed with their teenaged driving counterparts.

In the end, James, a Texas transplant, who calls nearby Troutman, N.C., home, was a popular and emotional winner after having to pass Brannon twice during the 100-lap distance.

It was a low-key evening with no hassles, no prima donnas and some good old-fashioned fender-to-fender racing.

And it didn't rain, which it did at Eldora.

Looking Backward & Forward

ABBOTSTOWN, PA.

CHASING THE POSSE



TODD HEINTZELMAN

Lincoln Speedway opened Pennsylvania Speedweek June 28. A thunderstorm moved over the track during the third sprint-car heat. It rained hard for a while, but Lincoln officials waited, ran the speedway back in and completed the show.

It was about two in the morning when Doug Esh took the checkered flag with most of the crowd still in place. The race would have been over sooner if not for a couple of red flags. I've heard people say since then Lincoln should have canceled to avoid a late show. I disagree.

I believe what Lincoln did was the right decision. The fans and teams were all there and the program was started. The officials knew the storm wasn't going to last long and they also knew they had the track crew to get the surface back in shape. It was the second time in a month that Lincoln ran into the early morning thanks to a rain delay. The other was a race sanctioned by the All Stars.

The fans and teams are paying more money than ever to get to the races, and speedways need to make every attempt to get a race in once the fans and cars are there, especially for big shows, such as Speedweek and the All Stars.

It's a tougher call for tracks located in the middle of town like Port Royal. Lincoln is in a very rural setting with only a few very close neighbors just across the road.

There's big money on the line in the Keystone State this week as the World of Outlaws sprints return. The Don Martin Memorial Silver Cup was set for Lernerville Speedway, near Pittsburgh, on Tuesday (July 15). The race pays \$40,000 to win. Then the focus will shift to Williams Grove Speedway for the Summer Nationals. The Friday preliminary night pays \$8,000 to win and the finale on Saturday pays \$20,000.

Rahmer and Esh will lead the Posse against the Outlaws. The Posse has been beating the Outlaws at least one time a year recently.

Rahmer had a win in the Summer Nationals a few years ago and Esh won the National Open two years ago. Brian Leppo won the preliminary last year. Not making any predictions, but a Posse victory is not out of the question.

Rahmer, once again, won the Speedweek title, which was no surprise. The surprise came when he set

fast time in four of the five races.

Fast Freddie has not been known as a great qualifier in his career and may not have had four fast times in the first 17 Speedweeks combined. He credited some testing the team did as his recent time-trial success.

Rahmer is closing in on 400-career sprint-car wins and 500-career racing wins. He has 392 victories in a sprint car and another 99 in a modified.

He has 12 triumphs this season and an amazing 11 runner-up finishes.

Doug Esh is back! Esh won two big features this weekend, earning him \$10,600. Esh has had a tough season racing the No. 30 sprinter for Dick and Leslie Leach and Pancho Lawler. Things appear to be turning around now. Esh said he is comfortable in the car again and the results show.

Never leave a speedway early before the checkered flag waves, even if you think you know who's going to win. Nate Hammaker was running third when the white flag waved in the 358 sprint-car feature at the Grove on Friday night. Hammaker ended up passing the leader coming off the fourth turn to win the race.

It was great to see Cris Eash win some races a few weeks ago at Lincoln Speedway. Eash retired after the 2005 racing season, but came back last year. He started out racing for someone else, but was back in the family owned car by mid-season.

Eash's return to victory lane was amazing as he won two features in one night and the next week made it three in a row by beating the All Stars.

Gas Prices Are Putting The Hurt On Weekly Racers

VALLEY STREAM, N.Y.

I'm hardly a political pundit, but it looks like the coming presidential election is very important. Not only is the way we live our mundane lives on the line, but the future of racing is in the balance.

Of course, I'm talking about the ridiculously high gas prices. Some think that it may skyrocket to seven bucks a gallon by the end of the year.

My own opinion is we must start offshore drilling. When we start supplying our own oil, the prices will go down for sure. Right now, the Republicans are for it and the Democrats are against it. The trouble is with all the flip-flopping politicians do, who knows who to vote for.

The high gas prices not only affect that part of our budget, but everything since practically everything we

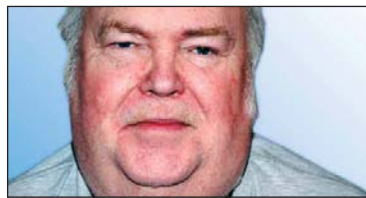
buy is shipped by truck. All costs are going up. The thieves in the Middle East and the oil companies are holding us hostage.

The racing contingent is hurt, too. Weekly short trackers, while using expensive racing gas, don't use that much of it to have a major setback. The big cost is getting to the track. Haulers, often running on diesel — the highest priced fuel — get poor mileage. Race fans who live a distance from their favorite track may have to cut back.

If smaller crowds don't hurt promoters enough, it also means that on threatening nights, people not wanting to risk wasting money on a rain-out will stay home.

I read that GM may dump or sell off either or both Buick and Pontiac lines. Meanwhile, Ford may do like-

RACING JOURNAL



GARY LONDON

wise to its Mercury line. We already lost stalwarts Plymouth and Oldsmobile.

The recent Pennsylvania Speedweek had three rainouts and three shows run under threatening skies. This business is going through enough tough times. Let's hope some new faces running this country can

make life more feasible again.

■ My sincere thanks to National Sprint Car Hall of Fame curator Tom Schmeh for inviting me to partake in the Knoxville Nationals. It really hurts that I can't make it. I think this is one event that won't be hampered by the gas prices because sprint-car fans are so religious about this great event. This event is slated Aug. 6-9.

■ I think Tony Stewart is tired of answering to others and is interested in calling his own shots. I also feel he wants free reign to run in the Indy 500. He wants to win it badly.

■ I find Kyle Petty to be a breath of fresh air in the TV booth. His line about someone being as sideways as "teacups in Disneyland" was a classic. There was nothing classical about Bill Weber laughing during the

last-lap crash at Daytona.

■ I'm only a casual follower of drag racing, but I agree with Chris Economaki; the quarter-mile distance has been their tradition for almost 60 years. There are other ways to make the sport safer.

■ The IRL at Watkins Glen (N.Y.) Int'l unfortunately reminded me of the old CART days. The only pass for the lead came on a restart.

■ The International Cricket Commission will spend \$300 million to further its sport in the U.S. It's too bad racing doesn't have such a benefactor. Well, there is NASCAR, which has billions of dollars in its coffers, but won't help anybody.

■ Trying to fit this column in a template at 25 Emerson Place Valley Stream, N.Y. 11580. E-mail to Racewri771@AOL.com.

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ALMS PHOTO

MAS TEQUILA! David Brabham and co-driver Scott Sharp took the Highcroft Patron Acura ARX-01B to victory at the American Le Mans Series Northeast Grand Prix at Lime Rock Park in Connecticut Saturday.

ALMS Victory Shot To Brabham

By Dan Jack

LAKEVILLE, Conn. — David Brabham drove his Highcroft Patron Acura ARX-01B around the outside of the Penske Porsche RS Spyder of Timo Bernhard with less than two minutes to go to take the win at the American Le Mans Series Northeast Grand Prix at Lime Rock Saturday.

ALMS

In his attempt to fend off Brabham, Bernhard spun off at Big Bend, but recovered to finish second ahead of the other Penske Porsche of Sascha Maassen. These LMP2 machines were the only cars on the lead lap, covering 168 laps around the 1.51-mile, 10-turn road course in the two hour, 45 minute timed event.

Fourth, and first in LMP1 class, was the Audi R10 of Marco Werner and Lucas Luhr.

At the start of the race, Maassen's teammate, Patrick Long, got a great start from his third place on the grid,

taking the lead on the first lap and leading the first seven laps. At that point, the Audi of Emanuele Pirro took the lead. Pirro started eighth, but used the blinding speed of the Audi to take a lead he held for 56 laps.

At that point, Pirro pitted, handing over the lead to the Long/Maassen Porsche. Nine laps later, the sister Penske Porsche of Romain Dumas and Timo Bernhard took the point and held it until lap 165 when Brabham made his winning move. Brabham took over for Scott Sharp at the one-hour mark when the first yellow came out, something of a surprise considering that the ALMS cars didn't seem to be able to make three laps without a red flag during practice Friday. The race ran fairly clean, with only four full-course cautions for 22 laps.

Both of the Dyson Racing Porsche RS Spyders were primed for a good result, but neither finished the race. First, Guy Smith, having taken over for Chris Dyson, tangled with the Flying Lizard Porsche of Darren Law

and spun into the Armco on No Name Straight, resulting in heavy damage.

With the laps winding down, the other Dyson Porsche, driven by Butch Leitzinger, was hit from behind at the reconfigured West Bend and pulled off the track with a damaged suspension. At one point, there were five cars on the lead lap, and two of them were from the Dyson stable.

In GT1, the Corvette of Johnny O'Connell and Jan Magnussen cruised home ahead of teammates Olivier Beretta and Oliver Gavin.

In GT2, Jorg Bergmeister won his third ALMS race at Lime Rock, this weekend teaming with Wolf Henzler. They were a lap better at the end than the Porsche of Dirk Werner and Richard Westbrook, with the Risi Ferrari of Mika Salo and Jamie Melo in third.

After a seven-week hiatus while many of the teams and drivers competed at Le Mans, it will be a quick turn around as the teams head to Mid-Ohio this coming weekend.

Lime Rock Changes Aren't Enough

By Dan Jack

LAKEVILLE, Conn. — Immediately following the Memorial Day Grand Am GT event, Lime Rock Park closed for five weeks while major changes were made to the track.

ALMS NOTES

The sweeping corner at the bottom of the Uphill was changed to a right-left-right complex, and another sweeper, West Bend, had the approach changed to slow the cars down before they dive down the hill that leads to the front straight. The entire track was milled down and repaved. While all the drivers appreciated the smoothness, many were outspoken about the changes, and they were not happy with them.

"Every year we come here, more than a million dollars in cars are torn up," said Corvette driver Johnny O'Connell, who has been outspoken about the dangers of the track in his other career as a television commentator.

"The track's involvement with the sanctioning body and teams is lacking. But the asphalt is really good!"

"West Bend was one of the best corners we had in the series and they took it away," offered LMP1 winner Lucas Luhr. "I like the new pavement — less bumpy — but everything is covered with sand and mud."

O'Connell added, "If you polled all the drivers and we had to drop one race, most drivers would say this one, and it's only because it's dangerous."

■ When practice started, the lap times started to come down by two or three seconds a lap, and officials discovered that drivers were cutting off the new corners, with all four wheels on the wrong side of the curbing. Between qualifying and the race, stacks of tires were strategically placed to force the drivers to stick to the track. Several drivers, including the LMP1 Audi of Emanuele Pirro, were penalized for shortcutting the course in qualifying.

■ Speaking of penalties, the Andretti Green Acura was moved to the back of the grid due to the fact that driver Marco Andretti didn't do any practice laps on Friday. Andretti was in Nashville, qualifying for the IRL race. Andretti was fastest in the morning warm-up and made headway to the front before turning over to co-driver Franck Montagny. The team finished seventh overall.

■ This is Dyson Racing's 25th anniversary in professional sports-car racing and before the start of the race, the organization was honored by IMSA. Rob Dyson brought out the Porsche 962 that Drake Olson drove to victory in the 1985 Camel GT event. Prior to the race, Rob took a lap in the 962, while being trailed by son Chris in the Porsche RS Spyder, which was painted in the color scheme from the 1985 race. Former long-time Dyson Racing driver James Weaver, who retired after the 2006 season, was on hand for the celebration.

Ferrari, McLaren Settle Disputes

By Dan Knutson
NSSN CORRESPONDENT

LONDON — McLaren and Ferrari agreed to bury the hatchet and bring closure to their remaining disputes over last year's spy scandal. The FIA fined McLaren \$100 million and stripped the team of its constructor points for illegally obtaining confidential Ferrari

F-1 NOTES

data.

"In light of the formal closure in December 2007 of the FIA and FIA World Motor Sport Council proceedings against McLaren, and of McLaren's public apology to Ferrari which we have reiterated, Ferrari and McLaren have agreed to bring the various disputes between them in relation to this matter to a final conclusion," McLaren said in a statement. "McLaren has also agreed to the reimbursement of Ferrari's costs and expenses relating to these matters and a concluding payment."

Ferrari issued its own statement: "Ferrari acknowledges McLaren's reiterated apology for the well-known events which occurred during the 2007 F-1 Championship and, in the best interests of Formula One and taking into account the formal closure in December 2007 of the FIA and FIA World Motor Sport Council proceedings against McLaren, it confirms that it has accepted to put an end to all outstanding controversies between the two teams. Ferrari will donate to charity the concluding payment received from McLaren."

However, Ferrari added that it will continue its legal proceedings against former employee Nigel Stepney, whom it alleges passed the secrets to McLaren's Mike Coughlan.

■ NASCAR Vice Chairman Jim France paid a visit to McLaren's Formula One headquarters in England.

"I am very impressed by what I see here at the McLaren Technology Center," he told *Autosport*. "I have seen a lot more technology than I would in the garages at the NASCAR and IRL levels where, obviously, they are also dedicated racers and working with whatever materials they have. However, I am impressed by the level of manufacturing capability at the McLaren Technology Center, and the development and engineering that goes on at this facility"

■ Takuma Sato says he refused offers to race in other series because he wants to stay in F-1.

■ Bernard Cahier, the well-known French photographer who covered F-1 and other forms of motorsport from 1950s into the 1980s, died at the age of 81.

■ FIA President Max Mosley spent much of last week in a London courtroom. He is suing the British tabloid *News of the World* for a breach of privacy after the paper revealed that

Mosley engaged in an S&M orgy and splashed out the news under the lurid headline "Formula 1 Boss Has Sick Nazi Orgy With 5 Hookers."

Mosley vehemently denies any Nazi links.

"A Nazi theme would be abhorrent to me," he said, "and I suspect none of the women would wish to take part."

The women testified in court, but were only identified as Woman A, Woman B, etc. Woman E, who allegedly received \$40,000 from the paper to film the orgy, failed to appear in court because she claimed she was under too much stress. The case continues this week.

■ All 10 teams tested at Hockenheim last week as they prepared for this weekend's German Grand Prix. Lewis Hamilton was quickest on the first two days in his McLaren Mercedes while Ferrari's Felipe Massa was fastest on the final day.

■ David Coulthard, who will retire from F-1 at the end of the season, says he has no intention of racing anything else.

"The only reason I said I haven't hung up my helmet is because in six months or one year if there is an opportunity to race something that I think could be interesting, then everybody will say he is coming out of retirement," he said.

■ McLaren chief Ron Dennis has denied rumors that there is any tension between him, Lewis Hamilton and Hamilton's father and manager, Anthony.

■ Organizers of the Donington circuit unveiled their plans to update the facility now that the track has the contract to host the British Grand Prix starting in 2010. However, the organizers have yet to apply for planning permission.

"Our approach will be dictated by the need to get things right for such a major global sporting event, while at the same time addressing whatever needs and concerns arise among the local residents," council spokesman Ian Hill told *The Guardian*. "Of course the sheer scale of this project is such that we will be working closely with the highways agency and the police authorities from the very start."

■ Bernie Ecclestone says that the British Grand Prix will be at Donington from 2010 and, if not, the country will not have a F-1 race.

■ Constant rumors of Toro Rosso being sold temporarily upset its employees, but team co-owner Dietrich Mateschitz stepped in to assure them.

"The message we have from Dietrich Mateschitz is clear: For 2009 everything will remain stable, not just in terms of employment but also in terms of the budget," team principal Franz Tost said. "Then, from 2010 we will see what happens."

McLaren and Toyota are the latest teams to try out a "shark fin" airbox similar to that used by Red Bull.

Ethanol Fuels Ryan Hunter-Reay to Victory at Watkins Glen!

Ryan Hunter-Reay won the Camping World Grand Prix at The Glen, giving the #17 Rahal Letterman Racing Team Ethanol entry it's first trip to Victory Lane. This is the second season the IndyCar® Series is racing on 100% fuel-grade ethanol. It's fitting that the win took place over the Independence Day weekend using domestically-produced, renewable fuel. Ethanol is the fuel of champions on the raceway and on the highway. **Congratulations, Ryan!**



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ORNESS CREATIONS PHOTO

NO EXIT: Brady Smith (2) crosses the finish line inside the lapped car of Joey Pederson (7p) as Shannon Babb climbs the outside wall on the final lap of Friday night's World of Outlaws Late Model Series feature at River Cities Speedway.

Brady Smith Out-Battles Babb

GRAND FORKS, N.D. — Brady Smith will always remember his first-career victory in the World of Outlaws Late Model Series.

The Solon Springs, Wis., driver came out on top of a classic 50-lap feature Friday night at River Cities Speedway, holding off a frenetic last-lap bid by Shannon Babb that had the quarter-mile oval's big crowd holding their collective breath.

Concluding a battle that raged for virtually the entire distance, Smith and Babb crossed the finish line straddling a lapped car. Babb blew off the outside of turn four with a head of steam and attempted to squeeze

between the slower machine and the outside wall, but he ran out of room and flashed under the checkered flag with the right-front wheel of his Bowyer Dirt Motorsports car climbing the concrete.

The 31-year-old Smith hit the stripe on the inside of the track a scant .121 second before Babb, while rubbing doors with the lapped car driven by Joey Pederson.

Shane Clanton finished less than a second behind the leaders in third, and Kelly Boen registered a career-best WoO LMS finish of fourth after overtaking point-leader Darrell Lanigan on the final lap.

"That race had to be exciting for the fans," said Smith, who earned \$10,650, including the \$500 WoO LMS Bonus Bucks prize for being the highest-finishing driver who had never won a tour event and wasn't ranked among the top 12 in the standings. "I know it was an exciting race for me. I worked hard for it."

Canadian Ricky Weiss, 19, upset the star-studded assemblage by setting fast time with a lap of 12.179 seconds.

The finish:

Brady Smith, Shannon Babb, Shane Clanton, Kelly Boen, Darrell Lanigan, Josh Richards, Steve Francis, Rick Eckert, Jimmy Mars, Tim Fuller, Clint Smith, Chub Frank, Vic Coffey, John Blankenship, Brad Seng, Joe Isabell, Mike Balcaen, Joey Pederson, Jeff Isabell, Jr., Sean Beardsley, Dustin Hapka, Ricky Weiss, Tom Corcoran, Harold Schill, Jr., Al Purkey.

Smith Makes It A WoO Winning Streak

ESTEVAN, Saskatchewan — Brady Smith has suddenly become the hottest driver in the World of Outlaws Late Model Series.

Twenty-four hours after capturing his first victory on the tour in a down-to-the-wire thriller, Smith made it two straight with an utterly dominant performance Saturday night at Estevan Motor Speedway.

Smith, 31, mastered the outside groove in the first WoO LMS event held in Saskatchewan. He drove forward from the 14th-starting spot to take the lead from Darrell Lanigan on lap 27 and sailed away from the field, beating Lanigan by a commanding 5.792 seconds — one of the largest victory margins of WoO LMS season.

Defending WoO LMS champion Steve Francis finished third, followed by 13th-starter Clint Smith and Al Purkey, who registered a career-best tour finish driving Smith's backup car.

"To win two World of Outlaws features is an accomplishment," said Smith. "But winning two in a row is just awesome. Doing this against the competition on this series, I couldn't

be more proud for our team."

Driving his familiar Amsoil-sponsored Bloomquist Chassis machine, Smith side-stepped a multi-car tangle on the opening lap that eliminated such top contenders as Shannon Babb, Rick Eckert and Shane Clanton and soon found himself sitting in fifth place. He proceeded to make mincemeat of the field following the race's third and final caution flag on lap 14, powering around the outside of the three-eighths-mile oval in peerless fashion.

"I shot up to fifth fairly early, and then I kinda rode around for a while," said Smith, who pocketed \$10,150. "Then, that caution came out (on lap 14) and I had to restart on the outside, so I thought, 'This is a perfect time to try the top (groove).'"

"And man, our car just worked like gangbusters up there. It was just unbelievable."

The finish:

Brady Smith, Darrell Lanigan, Steve Francis, Clint Smith, Al Purkey, Josh Richards, Jimmy Mars, Tim Fuller, Chub Frank, John Blankenship, Brad Seng, Mike Balcaen, Dustin Hapka, Joe Isabell, Ricky Weiss, Sean Beardsley, Ed Turnbull, Troy Heupel, Dave Smith, Jeff Isabell, Jr., Gary Webb, John Winge, Rick Eckert, Shannon Babb, Kelly Boen, Shane Clanton.



Brady Smith

Home, Sweet Home

Fuller Gets Another North Dakota Victory In The Series' First Visit To Williston Basin

WILLISTON, N.D. — Tim Fuller may consider taking up residence in North Dakota.

After running the outside line to a convincing victory in Sunday night's caution-free 50-lap World of Outlaws Late Model Series feature at Williston Basin Speedway, Fuller owns two-career wins on the tour — both in North Dakota.

"It is unbelievable that the two races we've won have been in North Dakota," said Fuller, whose previous WoO LMS triumph came on June 12, 2007, at River Cities Speedway in the eastern portion of the state. "I can't explain why this is the place we've had this success, but I hope that now we can duplicate it everywhere else we go."

Fuller, 40, of Watertown, N.Y., busted out of a frustrating sophomore slump in the WoO LMS in a big way. He slipped back two positions from the fifth-starting spot early in the event, but soon discovered a high lane around the third-mile track and used it to blast by the six cars ahead of him in a matter of nine stirring laps.

The winning pass came on lap 15 when Fuller surged ahead of Josh Richards, who led from the initial green flag after starting on the pole. Fuller dominated the remainder of

the distance, artfully negotiating lapped traffic with his Gypsum Express Rocket No. 19 to cross the finish line nearly a straightaway ahead of Richards.

Clint Smith made a strong high-side charge forward from the 11th-starting spot to finish third, hot on Richards's rear bumper at the checkered flag. WoO LMS point-leader Darrell Lanigan continued to roll with a fourth-place run and Shannon Babb placed fifth.

The victory was a welcomed dose of relief for the 2007 WoO LMS Rookie of the Year, who entered the Wild West Tour with just three top-five finishes to his credit this season in the series.

"It helps the bank account and it helps everybody's spirits," said Fuller, who pocketed \$10,150 for capturing the inaugural WoO LMS event at Williston Basin. "Hopefully, we can ride this momentum for the rest of the year."

Vic Coffey was the quickest in time trials, turning a track-record lap of 13.774 seconds.

The finish:

Tim Fuller, Josh Richards, Clint Smith, Darrell Lanigan, Shannon Babb, Chub Frank, Shane Clanton, Vic Coffey, Al Purkey, Steve Francis, Kelly Boen, Rick Eckert, Darryn Waldo, Ricky Weiss, John Blankenship, Troy Heupel, Gary Webb, Dustin Hapka, John Winge, Sean Beardsley, Joe Isabell, Jeff Isabell, Jr., Brady Smith, Brad Seng, Jimmy Mars.

Birkhofer Digs Deep, Dominates Gopher 50

SPRING VALLEY, Minn. — Brian Birkhofer surged into the lead at the initial green flag and never looked back, rolling to a flag-to-flag victory in the 29th annual Featherlite Trailers Gopher 50 charity late-model race July 9 at Deer Creek Speedway.

The 36-year-old from Muscatine, Iowa, was clearly the dominant force as the World of Outlaws Late Model Series Wild West Tour opened before a near-capacity crowd at the three-eighths-mile oval.

"I've had a hard time even finishing races here in the past," said Birkhofer, who earned \$10,250 for his first triumph at Deer Creek and second WoO LMS checkered flag of 2008. "But this is a fun place and it's only three-and-a-half hours from home, so I'm pumped to finally win one here — especially against the caliber of drivers that were here tonight."

Birkhofer was never seriously threatened after using his outside-pole starting spot to outgun defending WoO LMS champion Steve Francis for the lead when the race began. He was slowed only by two caution flags for minor incidents — both on lap 13 — en route to a 2.016-second victory over point-leader Darrell Lanigan.

Clint Smith started and finished third, less than a half-second ahead of fourth-place Shane Clanton. Josh Richards finished fifth.

Birkhofer's win was the sixth of his



Brian Birkhofer

career in the WoO LMS. He became the fourth repeat winner in 19 WoO LMS events this season, joining Richards (four wins), Billy Moyer of Batesville, Ark., (four), and Lanigan (two).

Clanton was the fast qualifier for the 46-car field.

The finish:

Brian Birkhofer, Darrell Lanigan, Clint Smith, Shane Clanton, Josh Richards, Rick Eckert, Jimmy Mars, Shannon Babb, Chub Frank, Brady Smith, Kerry Hansen, Danny Johnson, Tim Fuller, Vic Coffey, Mike Prochnow, John Blankenship, Tyler Bruening, Joe Isabell, Dennis Hillson, Penny Eckrich, Jeff Provinzino, Dustin Hapka, Chad Simpson, Steve Francis, Andrew McKay, Nick Herrick.

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



RUSTY JARRETT/GETTY IMAGES PHOTO

BUCKLED IN: NASCAR President Mike Helton gets ready for a ride around Chicagoland Speedway with Richard Petty, who is celebrating the 50th anniversary of his first NASCAR start.

▶ Hill Climb Time

No longer held on its traditional July 4 weekend date, the 86th-annual Pikes Peak Int'l Hill Climb is scheduled this week at the world renowned mountain located near Colorado Springs, Colo.

With practice and qualifying runs in the days leading up to the event, the Race To The Clouds will officially be held on Sunday (July 20).

This year, officials are offering a \$25,000 bonus for the first sub-10 minute run up the 12.42-mile course that includes 156 turns.

The race begins at the 9,390-foot mark and concludes at the mountain's summit at 14,110 feet. Last year's winner, Nobuhiro Tajima in a Suzuki XL7, completed the distance in 10 minutes and one second.

Eleven classes of vehicles and nearly 200 competitors are expected.

▶ BOOK OF THE WEEK

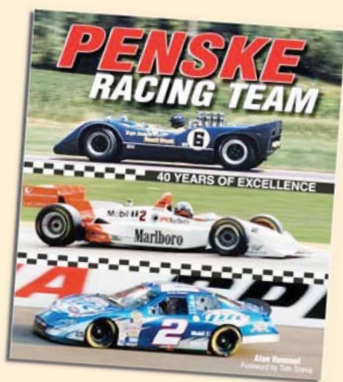
Penske Racing Team, 40 Years Of Excellence

By Allan Hummel

Released during the summer of 2007, this book documents the history of one of racing's most diverse and successful operations.

From its beginnings, with Roger Penske's road-racing career as a driver through participation in CART, IRL and NASCAR competition, this 270-page collection, which includes numerous color and black-and-white photographs, gives readers an up-close look at the team and how it achieved its many accomplishments.

\$44.95. Published by Iconografix, www.iconografixinc.com and amazon.com.



▶ BY THE NUMBERS

14

of 20 NASCAR Nationwide Series races this season won in a Toyota



Joey Logano

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"I can understand wanting to reunite with General Motors if that's where your heart truly lies, and maybe you really wanted a new challenge...But Haas CNC? Couldn't you have picked some other Chevrolet group to team up with? Are you really going to be able to turn that team around into a race-winning organization? If you wanted a challenge, you've certainly got one on your plate now."

— Sheena Baker, July 9 blog

■ Peter Sospenzo will take over as crew chief for NASCAR Sprint Cup rookie Michael McDowell at Indy.



TERRY THOMPSON/NASCAR PHOTO

THE GOOD STUFF: Eric Holmes scored his fourth NASCAR Camping World West Series victory of the season Friday night after setting a track record at Douglas County Speedway.

Flat-Out Holmes Wins

ROSEBURG, Ore. — Eric Holmes rebounded from a flat tire to battle past Jason Bowles with seven laps left to win Friday night's NASCAR Camping World Series West event at Douglas County Speedway.

Although Holmes had the dominant car, he had to make a late charge through the field to secure his fourth

CW WEST

victory of the season. Holmes was strong throughout the event, setting a track record of 90.168 miles per hour in winning his fourth pole of the season. He led the first 98 laps, but his run at the point came to a halt when he suddenly slowed with a flat right-front tire on his Toyota.

Holmes managed to stay on the lead lap, however, dashing to the pits as the caution flag waved. The 2006 champion quickly returned to the track and began a blistering charge through the field. He was up to second in the late

stages of the event and began nipping at the back bumper of Bowles, who was attempting to score his third-consecutive win.

Sparks flew as Holmes charged to the inside going into turn one on lap 143. As Bowles slid through turn two, Holmes pulled away.

"I leaned on everybody a little bit and they gave me plenty of room," Holmes said. "They knew I was faster. Jason Bowles did an awesome job protecting his line. He did everything he could. He was making it really tough on me. I got my nose under him two times. I had to go for it. Once I committed, I had to go. That's good hard racing on a good old short



Eric Holmes

track." Bowles had a different perspective on the incident, however. "I knew Eric had a good car and I knew he was coming," Bowles said. "But there was no way he was getting by me without moving me. When he tried to turn me down the straightaway, there was not much I could do."

Johnny Borneman also got by Bowles to take second. Bowles was third, with David Mayhew and Jeff Barkshire rounding out the top five.

Holmes extended his lead in the standings to 71 points over Bowles.

The finish:

Showing driver, car, laps completed and money won: 1. Eric Holmes, Toyota, 150, \$9,050; 2. Johnny Borneman, Ford, 150, \$4,000; 3. Jason Bowles, Ford, 150, \$3,400; 4. David Mayhew, Chevrolet, 150, \$3,300; 5. Jeff Barkshire, Dodge, 150, \$3,565; 6. Jim Inglebright, Chevrolet, 150, \$3,000; 7. Moses Smith, Toyota, 150, \$2,750; 8. Jim Warn, Chevrolet, 150, \$2,700; 9. Jonathan Gomez, Chevrolet, 150, \$2,100; 10. Jack Sellers, Chevrolet, 150, \$3,555; 11. Mike Gallegos, Chevrolet, 148, \$2,250; 12. Daryl Hair, Chevrolet, 147, \$2,630; 13. Jason Patison, Ford, 144, \$2,030; 14. Paul Pedroncelli, Jr., Chevrolet, 142, \$1,450; 15. Jamie Dick, Chevrolet, 137, \$1,925; 16. Jeff Jefferson, Chevrolet, 102, \$1,900; 17. Mike David, Ford, 69, \$2,475; 18. Austin Cameron, Toyota, 68, \$1,850; 19. Jonathan Hale, Chevrolet, 66, \$1,350.

Hirschman Capitalizes On Stefanik's Mishap

WILLIAMSON, N.Y. — Matt Hirschman reached victory lane for the first time in his NASCAR Whelen Modified Tour career Saturday night at Spencer Speedway when he led 79 laps and won the Mason Farms 100.

Hirschman, who won the second of two 25-lap heat races earlier in the evening, led four times throughout the 100-lap main and was the car to beat all night. After Mike Stefanik moved through the field and took the lead on lap 89, the veteran was caught up in an accident and Hirschman took back a lead he would never relinquish.

Hirschman's first victory came in

his 45th-career NASCAR Whelen Modified Tour start.

Ronnie Silk was the runner-up to Hirschman in the race, which marked his third top-10 finish in a row. Chuck Hossfeld, who won the first heat, came home third and has yet to finish outside the top five in six races this year.

Jimmy Blewett followed Hossfeld across the finish line, while Stefanik was fifth.

The finish:

Matt Hirschman, Ronnie Silk, Chuck Hossfeld, Jimmy Blewett, Mike Stefanik, Glen Reen, Todd Szegedy, Wade Cole, Danny Sammons, Bobby Grigas III, Anthony Sesely, Rowan Pennick, Glenn Tyler, Joe Hartmann, Jake Marosz, Ed Flemke, Jr., Eric Beers, Ken Heagy, Ted Christopher, Bill Hebing, Jamie Tomaino, Tom Abele, Jr., Richard Savary, Erick Rudolph, Ryan Preece, James Civali, Kevin Goodale, Jim Storace, Mike Leaty, Buck Catalano, Jan Leaty.



Matt Hirschman

Erb Clinches Second-Consecutive Summer Nationals Championship

July 9

CANTON, Ill. — It's safe to say Darren Miller likes to leave no questions unanswered.

The Milledgeville, Ill., stand-out took the lead from the outside pole at the start of the July 9 40-lap UMP DIRTcar Summer Nationals event at Spoon River Speedway and never looked back en route to his third victory of the tour.

Miller swept the night, registering the fastest lap (14.330 seconds) in the time-trial session and winning his heat before winning the feature. His third Summer Nationals triumph made him the tour's winningest driver in 2008.

"We hit it right on the nose tonight," said Miller. "That thing was good right from the drop of the green."

After battling for the runner-up spot for the length of the event, Kevin Weaver edged Wes Steidinger for second place. Jeep VanWormer and Steve Sheppard, Jr. completed the top five.

The finish:

Darren Miller, Kevin Weaver, Wes Steidinger, Jeep VanWormer, Steve Sheppard, Jr., Will Vaught, Eric Smith, Randy Korte, Scott Bull, Dennis Erb, Jr., Rickey Frankel, Brian Shirley, Kevin Cole, Ryan Unzicker, Jim Felker, Jr., Jason McBride, Jordan Bland, Brian Allen, Jason Feger, Brad Denney, Joe Harlen, Tim Lance.

Thursday

LA SALLE, Ill. — A late-afternoon thunderstorm swamped La Salle Speedway, creating the second rainout during the final week of the UMP DIRTcar Summer Nationals.

Neither event will be made up and it was the seventh event cancelled because of weather during this year's tour.

Friday

BROWNSTOWN, Ind. — Brian Shirley says he thinks of everything he needs to do to win 10 minutes before a race.

The Chatham, Ill., driver's pre-race ritual paid off Friday night, helping him to a thrilling victory in the 40-lap UMP DIRTcar Summer Nationals event at Brownstown Speedway.

With the triumph, Shirley moved to within four points of defending Summer Nationals champion Dennis Erb, Jr. entering Saturday's finale at Oakshade Raceway.

Shirley started sixth and ran a patient race until the late going.

"I was paying attention to what was going on," said Shirley, who earned \$10,000 for his third triumph of the 2008 Summer Nationals. "I saw it was really hard to get by lapped traffic. Luckily, my car stuck through the middle."

Polesitter Don O'Neal led the first 30 laps, but Jeep VanWormer used lapped traffic to pass O'Neal on the high side on lap 31.

Shirley disposed of VanWormer and drove through the middle groove as the leaders worked lapped traf-

fic, grabbing the lead on lap 37. From there, Shirley was gone, with VanWormer, O'Neal, Erb and Kevin Claycomb following.

The finish:

Brian Shirley, Jeep VanWormer, Don O'Neal, Dennis Erb, Jr., Kevin Claycomb, Wes Steidinger, Darren Miller, Terry English, Jordan Bland, Kevin Weaver, Ryan Unzicker, Jason Feger, Brad Neat, Matt Miller, Greg Johnson, Derek Fisher, Steve Sheppard, Jr., Shannon Reed, Cody Mahoney, Mike Jewell, Randy Korte.

Saturday

WAUSEON, Ohio — The third time was indeed the charm for Matt Miller on Saturday night at Oakshade Raceway, where the Waterville, Ohio, driver emerged victorious in the 60-lap UMP DIRTcar Summer Nationals birthday race.

Meanwhile, Dennis Erb, Jr.

registered a third-place finish in the Summer Nationals points finale to clinch his second-straight tour championship. He outdistanced Brian Shirley, who finished 19th after entering the event trailing Erb by only four points.

Erb started third and held his position throughout the event to claim the \$25,000 Summer

Nationals championship.

"I was able to get third and win a championship," said Erb. "That was the main goal. Right now, we're going to enjoy this one."

After running just "OK" in two other Summer Nationals appearances this year, Miller hit on all cylinders for the \$10,000 top prize.

Miller stalked the leaders throughout Saturday's feature before making his move late to claim his first 2008 Summer Nationals victory.

The finish:

Matt Miller, Jeep VanWormer, Dennis Erb, Jr., Doug Drown, Casey Noonan, Kris Patterson, Jon Henry, Ky Harper, Jason Feger, Zac Davis, Roddy Schroyer, Jason McBride, Steve Sheppard, Jr., Kevin Reeve, Dusty Moore, Rusty Seaver, Ronnie Perrine, Jr., Zack Ogler, Brian Shirley, Wes Steidinger, Jerry Bowersock.

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What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

No. 18 Toyotas, NASCAR Sprint Cup/Nationwide Series
Busch's sweep of Chicago solidified his spot atop the rankings.

NO. 1

Busch earned his seventh Sprint Cup victory of the season under the lights at Chicagoland Speedway, one night after running away with the Nationwide Series race there. He now has 13 victories among NASCAR's top-three series this season.



PHIL RIDER PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
A gamble delivered another victory and another Gibson Guitar for the IndyCar Series point leader Saturday night in rainy Nashville, Tenn.

3. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA
A mile high or 1,000 feet? It doesn't matter to Sarge, who captured his sixth Top Fuel Wally of the season Sunday night.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
In three races, including The Kings Royal, Schatz did not finish outside the top five — two fourths and a fifth.

5. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
With nine victories on the season, Tony Stewart drove the No. 20 to a ninth-place finish Friday at Chicagoland.

6. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
Grand Am's dominant duo will go for its sixth victory of the season at this weekend's Porsche 250 at Barber Motorsports Park in Alabama.

7. Greg Anderson

KB Racing Pontiac GXP, NHRA Pro Stock
Anderson is in search of a fourth Pro Stock championship and now has three-straight victories after a win in Colorado.

8. Lewis Hamilton

No. 2 Vodafone McLaren Mercedes, Formula One
Hamilton is coming off arguably the best drive of his young career as he prepares for this weekend's German Grand Prix.

9. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer's season-victory total remained at 13 this week as the veteran garnered a runner-up finish in Lucas Oil Late Model Series action.

10. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers picked up win No. 7 of the season and earned a second-place finish in Sunday's Kings Royal at Eldora.

Honorable Mention

Freddy Smith, 61, scored a Lucas Oil Late Model Series victory Friday at North Alabama Speedway, the 784th victory of his career... Ana Beatriz became the first woman to win an Indy Lights event.

Last Week

Scott Dixon moves up from fourth to second thanks to his win at Nashville, while Donny Schatz falls to fourth and the No. 20 to fifth. Jason Meyers re-enters the rankings at No. 10.

Belle Isle Construction Under Way

Grand Prix To Host IndyCar,
ALMS, Speed Challenge GTs

DETROIT, Mich. — Construction began last week on the Raceway at Belle Isle Park in preparation for the 2008 Detroit Belle Isle Grand Prix Aug. 29-31.

The 2.07-mile, 14-turn street course will host the IndyCar Series, the American Le Mans Series and the SCCA Speed Worth Challenge GT class for this year's grand prix.

In order to transform the island streets into a race course, workers must move into place about 2,000 concrete-barrier walls and assemble six massive grandstands around the circuit.

Penske Racing Mourns Loss Of Employee

JOLIET, Ill. — This past weekend at Chicagoland Speedway, all three Penske Racing NASCAR Sprint Cup Series entries carried a special decal in memory of Penske South employee Bill Passwater. The decal was also on Penske IndyCar Series entries at Nashville Superspeedway and the American Le Mans Series entries at Lime Rock.

Passwater, 33, passed away July 9. He is survived by his wife, Heather, and their baby daughter, Lyla Grace.

He had been employed at Penske Racing since 2005. He was the transportation coordinator for the NASCAR Cup Series teams.

"We lost a valued member of the Penske Racing family, Billy Passwater," said Tim Cindric, president of Penske Racing. "Billy came to our organization in 2005 and we will miss him as we all appreciated his personable nature, sense of humor and his commitment to do the right thing. Our thoughts and prayers go out to Heather and Billy's families."

Hensley Joins BHR As Competition Director

MARTINSVILLE, Va. — Veteran crew chief Jeff Hensley joined Bobby Hamilton Racing as the director of competition for the race team's two-truck stable of Dodges Rams, including the No. 4 Dodge Dealers Dodge driven by Stacy Compton and the No. 18 Tahoe Dodge driven by Dennis Setzer.

Hensley takes over the role formerly filled by Charlie Wilson, who is moving into "a more hands-on-role" with Dodge Engineering and the No. 18 team.

Hensley is no stranger to the Dodge Research and Engineering team. Before making the jump to Bill Davis Racing in 2004, he spent two years as an engineer at Arrington Manufacturing, helping with the development of the Dodge NASCAR Craftsman Truck Series engine. In four short seasons at BDR, he served as crew chief of the No. 5 Toyota driven by Mike Skinner and led his team to eight NASCAR Craftsman Truck Series victories, 28 pole awards and 37 top-five finishes.



SHAWN PAYNE/IRL INDYCAR PHOTO

DARREN MOVE: Darren Manning navigates a turn in front of a fountain on the street course at Belle Isle during last year's Detroit Belle Isle Grand Prix.

Annual Women's Luncheon Scheduled

INDIANAPOLIS — The sixth-annual Women in the Winner's Circle Luncheon is scheduled for July 24 at Indianapolis Motor Speedway.

A reception is to begin at 11:30 a.m. with lunch served at noon. The luncheon is hosted by former driver Lyn St. James and motorsports television reporter Jamie Little. It is held each year in order to raise funds to sustain the Women in the Winner's Circle Foundation programs, which support, educate and train aspiring young female drivers.

The recipients of the inaugural Leadership Awards will be announced and awarded to individuals who have shown support to women's motorsports programs. Also, the Mildred Marcum Pioneer Award will be presented to two female drivers as well as the USAC Kara Hendrick Spirit Award and the Opportunity Award, which will be given

to a race team or sponsor that created a significant opportunity for a female driver to excel in the industry.

Open Wheel Week Offers Up \$20,000

LINCOLN, Neb. — Set for July 27-Aug. 3, SpeedwayMotors.com Open Wheel Week offers sprint-car and midget drivers a chance to win more than \$20,000 in prizes and awards.

The week kicks off with four nights of racing in Nebraska. The Cornhusker Midget Classic is set for July 27-28 at Eagle Raceway in Lincoln, Neb., and on July 28 at Butler County Motorplex in Rising City. The Cornhusker Midget Challenge follows July 29-30 at Junction Motor Speedway in McCool Junction, Neb. The finale is set for the Speedway Motors Belleville Midget Nationals in Belleville, Kan., Aug. 1-2.

Sprint-car action begins July 31 as the O'Reilly All Star Circuit of Champions kicks off its Thunder Through the Plains

series at the Belleville High Banks. From there, the 410 sprint cars head to Thunderhill Speedway in Mayetta, Kan., Eagle Raceway and South Dakota's Huset's Speedway.

ECO Racing Adds Three U.S. Races

ROCKINGHAM, England — The environmentally inspired British racing team, ECO Racing, is set to race its production-engined bio-diesel sports, prototype race car in three American Le Mans Series races, including the final two races of the season at Road America, Road Atlanta and Laguna Seca.

Between the Road America and Atlanta events, the team will also race in the final round of the European Le Mans Series, the 1000k-classic at Silverstone Sept. 13-14.

The four-hour races at Road America and Laguna Seca, the six-hour test at Silverstone and the 10 hours of Petit Le Mans at Road Atlanta constitute a unique 24-hour challenge that will stretch Eco Racing's LMP1 race car and production V10 engine to the limits of endurance.

The drivers of the ECO Racing Radical LMP1 sports prototype will be announced in the coming weeks.

Illinois Fall Nationals Returns To WoO Slate

LA SALLE, Ill. — The 17th-annual Best Western Illinois Fall Nationals Sept. 14 at La Salle Speedway will return to the World of Outlaws Late Model Series schedule this season.

A fixture on the dirt late-model scene in the "Land of Lincoln" for nearly two decades, the Illinois Fall Nationals will be run over a 40-lap distance and offer a \$7,000 top prize.

The La Salle date will create a WoO LMS doubleheader with I-55 Raceway in Pevely, Mo., which is scheduled to run its annual Pepsi Nationals under the national tour's banner Sept. 13.

NUTS AND BOLTS



USAC Western States midget driver **Darrin Bolton** has signed a representation and management agreement with Representation For Racers. . . Veteran NHRA Communications Dept. members

Michael Padian and **Lachelle Seymour** received promotions last week. Padian was promoted to director of public relations, and Seymour was promoted to senior media relations manager. . . Each of the **Playboy Mazda MX-5 Cup's** eight 2008 races will be televised thanks to a TV package with DirecTV and the Dish Network. Each of the races will be broadcast in an expanded 60-minute format and will be aired multiple times on several different channels, including MavTV, Time Warner Sports Net, Comcast 900 Sports, LoneStar Sports Net, AmericaOne Network and AMGTV. . . Dates for NASCAR's **Camping World Series East** and **West** championship banquets have been set. The West will hold its banquet Nov. 1 at the Sacramento (Calif.) Convention Center. The East's banquet is scheduled for Dec. 12 at the Mohegan Sun Resort in Uncasville, Conn. . . West Coast 500cc Formula 3 stalwart **Bob Wenz** had his name added to the Autbooks-Aerobooks Harry Morrow Award on Saturday. Wenz, 81, was a close friend and racing associate of the late Harry Morrow, the founder of Autbooks and one of the leading lights of early small-bore formula road racing in California. The award is aimed at recognizing exemplary service in the cause of 500cc formula car racing, now and in the past.



LONNIE WHEATLEY PHOTO

REBOUND: Gary Wright (9) battles with Matt Covington during Saturday night's 16th-annual ASCS Sizzlin' Summer Speedweek action at I-30 Speedway in Arkansas.

Gary Gets Wright At I-30

LITTLE ROCK, Ark. — Just one night after surrendering the O'Reilly American Sprint Cars on Tour National point lead, Gary Wright rebounded in strong fashion by winning round two of the 16th annual ASCS Sizzlin' Summer Speedweek at I-30 Speedway Saturday night.

ASCOT

Wright snatched the lead away from Zach Chappell on the 13th round and led the rest of the way in the 30-lapper, taking top honors in the 100th Speedweek event in ASCS his-

tory aboard the Wesmar-powered Richwood Construction/Whiteco Commercial Funding No. 9 Maxim. "Last night was disastrous," Wright explained of a rare DNF and his first of the season that dropped him behind Jason Johnson in the standings. "We can still get there, we've just got to start winning some races. I think we've got the car for it now."

Wright only managed to chop four points off of Johnson's advantage on Saturday night though, as Johnson emerged from a last-lap scrum with

Zach Chappell to take the runner-up slot in front of 12th-starter Travis Rilat and Wayne Johnson, with Chappell relegated to fifth.

Wright snapped a 14-race winless streak with his 121st-career ASCS National Tour triumph and 28th-career Speedweek triumph.

Johnson escaped with a 22-point lead over Wright.

The finish:

Gary Wright, Jason Johnson, Travis Rilat, Wayne Johnson, Zach Chappell, Zach Pringle, Claud Estes, Kenneth Walker, Gary Taylor, Brad Bowden, Justin Sturch, Lee Sowell, Nick Smith, Garry Lee Maier, Sean McClelland, Joe Young, Eric Baldaccini, Jamie Passmore, J.J. Hickle, Matt Covington, Bryce Vowan, Gavin Punch, A.G. Rains, Channin Tankersley.

Taylor Sizzles In Texarkana

TEXARKANA, Ark. — There was a new face in O'Reilly American Sprint Cars on Tour National victory lane Friday night, as Gary Taylor wired the field in the opening round of the 16th annual Toyota Tundra ASCS Sizzlin' Summer Speedweek at Sixty-Seven Speedway.

ASCOT

The Washington native led all 30 laps of the quarter-mile oval for his first ASCoT triumph aboard Mike and Megan Eubanks's Wesmar-powered Tel-Star Communications No. 5* Triple-X.

While the former ASCS Rocky Mountain Region champion had the race well in hand much of the way, Wayne Johnson closed in as lapped traffic became a factor in the final 10 rounds. And when Justin Sturch and Brad Bowden tangled and spun directly in front of the leaders on the 24th lap, it nearly spelled disaster for Taylor.

"I had to get on the brakes so hard to keep from getting into them that I about locked it up," Taylor explained. "The rear end actually did lock up for just a split second, I was just thinking, 'There it went.' I was about ready to reach up and flip the switch and then it got going again."

With a clear track over the final seven circuits, Taylor, who already won three ASCS Sooner region events this season, cruised to victory.

Wayne Johnson finished second, while Jason Johnson romped from 18th-starting position to finish third. Nick Smith and Garry Lee Maier rounded out the top five.

With Gary Wright dropping out while running second, J. Johnson claimed the series point lead.

The finish:

Gary Taylor, Wayne Johnson, Jason Johnson, Nick Smith, Garry Lee Maier, Matt Covington, Kevin Ramey, Zach Chappell, Jamie Passmore, Travis Rilat, Eric Baldaccini, Sean McClelland, Justin Sturch, Brad Bowden, J.J. Hickle, Kathryn Minter, Channin Tankersley, Claud Estes, Ryan Hall, Gary Wright, Zach Pringle, Kenneth Walker, Mark Huddleston.



Gary Taylor

Lapped Traffic Helps Linder

WOODSTOCK, Ga. — Matt Linder saved the best for last in taking top honors during Saturday night's 25-lap American Sprint Car Series Rebel Region feature event at Dixie Speedway.

REBEL

Linder took advantage of lapped traffic on the final round to deny point-leader Kenny Adams his sixth ASCS victory of the season. Linder pocketed the \$2,000 winner's share for his efforts.

Adams took the lead away from initial pacesetter Matt Tiffany on the fourth lap. Weathering several cautions along the way including a red flag after nine laps for a Matt Kurtz flip, Adams appeared to be on his way to another Rebel score.

But Linder had other ideas, shooting into the lead for the win on the final lap when Adams found himself boxed in behind a pair of lapped cars. Adams settled for second, with Bryn Gohn in third. Australian shoe Stephen Lines was fourth, with Tiffany rebounding from an early scrape to round out the top five.

The finish:

Matt Linder, Kenny Adams, Bryn Gohn, Stephen Lines, Matt Tiffany, Tyler Godwin, Gavin Thomas, Michael Miller, Samantha Taylor, Brian Thomas, Nick Defeo, David Adkins, Brad Wickham, Bob Auld, Matt Kurtz, Jeremy Scott, Red Stauffer.

Ortega Nabs Victory No. 2

NORTH PLATTE, Neb. — Albuquerque's Derrik Ortega made the most of his 700-mile journey to the Cornhusker state by racing to victory lane in Saturday night's 25-lap American Sprint Car Series

Rocky Mountain Region feature at Lincoln County Raceway.

The 18-year-old padded his series point lead in the process with his second victory of the season aboard the Wesmar-powered Hodges Automotive/Ortega's Appliance Service No. 35 Maxim.

Ortega took the lead away from early pacesetter Jeremy McCune on the sixth lap and survived a close call in lapped traffic 11 laps later to secure the victory.

McCune settled for runner-up honors, with fellow Montana shoe Jerry Brey taking the show position. Jeff Heffner was fourth with Bob Schaeffer rounding out the top five.

The finish:

Derrik Ortega, Jeremy McCune, Jerry Brey, Jeff Heffner, Bob Schaeffer, Danielle Ossenfort, Chad Corken, Tommy Williams, Michelle Dodge, Joe McCarthy, Tim West, Bob Dvorak, Justin Wolf, Zach Merritt, Tom Belsky, Gary Herbst, Roger Sundquist, Mark Sweet, Billy Pate, Jake Ossenfort.



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KATHY BOND PHOTO

FIRST TIME: Benny Gordon (66) holds Mark McFarland (81) back en route to his first victory of season in the Hooters Pro Cup Championship Series Kmart 250 at Virginia's Motor Mile Speedway.

Gordon Turns Things Around

RADFORD, Va. — If the Kmart 250 at Motor Mile Speedway Saturday night was any indication of what the Hooters Pro Cup Championship Series is going to be like, race fans will be in for a treat.

HOOTERS PRO CUP

Benny Gordon, the Sears Auto Center Northern Division point-leader, and Mark McFarland, the Greased Lightning Southern Division point-leader, battled down to the finish of the 250-lap event before Gordon inched away for his first victory of the season.

"We had a lot of changes on the team this year, and it just takes a little while to build back to where we have been," said Gordon, driver of the No. 66n Samuel Metals Ford. "I could see the momentum in the shop and the enthusiasm in the guys. I was really thinking it was going to turn around tonight."

Though the premonition may have buoyed Gordon's confidence, Motor Mile is a track that he needs little extra incentive.

With his win Saturday night, Gordon has now won four races in seven starts at the .416-mile track.

"I don't what it is about this track,

but I love it," said Gordon, who took home \$11,000 for his win. "I grew up racing on a track that reminds me of this track, and I remembered a lot of secrets about how to set the car up and race the track."

After starting third in the 32-car field, Gordon took the lead from pole-sitter Clay Rogers on the 19th circuit and held on until pitting on lap 38. Most of the leaders followed Gordon's decision to short pit and came to pit road behind the No. 66 Ford.

Tim Baaney, Jr. and Allen Purkhiser took turns at the point until Jay Fogleman made his presence known at his former home track, taking the lead on lap 97.

Once out front, Fogleman, driver of the No. 4n Speedco/The Works Ford, built a lead of two seconds over the field before Gordon began to reel him in around lap 175.

Gordon ducked under Fogleman for the lead on lap 189. A caution negated the pass, but Fogleman decided to give up the lead and come to pit road.

With Fogleman trying to rally from the back, Gordon's focus turned to holding off McFarland.

McFarland, driver of the No. 81s Sears Auto Center Chevrolet, lurked around in the top three all night

before pressuring Gordon for the win over the final 30 laps. McFarland closed to within a car length on several occasions, but he came up .305 second shy of his third victory in a row.

"My car was as good as it was all night at the end, handling-wise," said McFarland. "We were having brake problems all race and the (brake) pedal went soft. I really didn't know what I had each lap until I got to the corner; it was kind of scary. I didn't want to go in there and wipe Benny out."

Fogleman came home third, while Brandon Ward and Jeff Agnew filled the top five.

The finish:

Showing driver, car, laps completed money won: 1. Benny Gordon, Ford, 250, \$11,200; 2. Mark McFarland, Chevrolet, 250, \$6,000; 3. Jay Fogleman, Ford, \$7,400; 4. Brandon Ward, Ford, 250, \$5,000; 5. Jeff Agnew, Ford, 250, \$3,500; 6. Gary St. Amant, Chevrolet, 250, \$4,300; 7. Joey Coulter, Ford, 250, \$2,600; 8. Mart Nesbitt, Ford, 250, \$2,900; 9. Jason Sarvis, Chevrolet, 250, \$2,700; 10. Allen Purkhiser, Ford, 250, \$2,200; 11. Sam Fullone, Chevrolet, 250, \$2,500; 12. Derrick Kelley, Ford, 249, \$2,000; 13. Kerek Kale, Chevrolet, 249, \$2,300; 14. Tim Baaney, Jr., Ford, 248, \$1,800; 15. Tyler Young, Chevrolet, 246, \$3,100; 16. Travis Miller, Chevrolet, 244, \$1,600; 17. Michael Kidd, Chevrolet, 237, \$1,600; 18. Ronnie Souders, Chevrolet, 236, \$1,600; 19. Danny Abold, Chevrolet, 221, \$1,600; 20. Dwayne Tatman, Chevrolet, 206, \$1,600; 21. Lonnie Rush, Jr., Chevrolet, 191, \$1,400; 22. Matt Merrell, Chevrolet, 167, \$1,400; 23. Joe Harrison, Jr., Chevrolet, 159, \$1,400; 24. Danny Jackson, Chevrolet, 157, \$1,800; 25. Mikey Kile, Chevrolet, 153, \$2,200; 26. Tim Kerr, Ford, 152, \$1,200; 27. Mike Hampton, Ford, 125, \$1,900; 28. Brett Butler, Ford, 105, \$1,200; 29. Ray Love, Jr., Chevrolet, 47, \$1,200; 30. Clay Rogers, Chevrolet, 47, \$2,200; 31. Scott Leach, Chevrolet, 7, \$1,200; 32. Caleb Holman, Chevrolet, 250, \$1,200.

Speechless James Victorious At Concord

By MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — It's not very often a race driver is speechless after a big victory, but that was the case Saturday night at Concord Motorsport Park after Colt James topped the Supersonic 100 for the ASA Late Model Series Southern Division.

Racing in front of a huge contingent of family and friends, the Texan, who now calls Troutman, N.C., home, claimed a hard-fought, emotional victory at the three-eighths-mile asphalt oval.

"I don't know what to say," the 25-year-old driver said while wiping tears from his eyes. "This is for my dad. He pours so much money into this operation and he really believes in me."

James battled with 15-year-old Drew Brannon, who had become the youngest winner in ASALMS history

the previous weekend at I-70 Speedway in Missouri, throughout the 100-lap event.

Brannon led from the pole, but James moved ahead on lap 26. However, Brannon used a three-wide move through lapped traffic to regain the point on lap 34.

James was finally able to retake the lead on lap 68 and held on for the victory. Brannon finished second.

Point-leader Jimmy Lang, who won the first three events of the season, finished third after a flat tire sent him to the rear of the field during the first third of the event. Rookie-driver Blake Lehr was fourth, while NASCAR Nationwide Series driver Landon Cassill, who also came back from a flat right-front tire, finished fifth.

The finish:

Colt James, Drew Brannon, Jimmy Lang, Blake Lehr, Landon Cassill, Brandon Johnson, Jeff Choquette, Butch Miller, Justin Larson, Jeremy Gerstner, Victor Pfluger, Logan Ruffin, A.J. Fulgenzi, Jerick Johnson, Chad Pierce, Casey Caudill, Dustin Dunn, Preston Peltier, Jessica Murphy, Bobby East, Scott Rueschenberg, Will Hannah, Todd Bradberry, Trent Snyder, Brian Blum, David Odell.



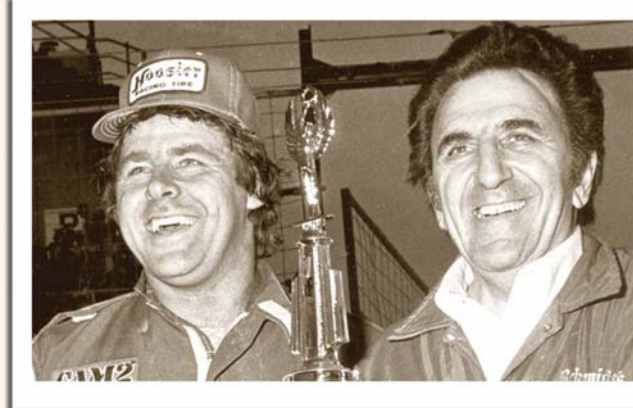
Colt James

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A look back at the formative years of racing



ACE LANE PHOTO

50 GRAND: Kenny Brightbill (left) and late promoter Lindy Vicari are shown here in 1982. The following year, Brightbill won Vicari's \$50,000-to-win event at Nazareth, Pa.

Fifty Grand At Nazareth Was A Unique Racing Event

By AL ROBINSON

Thirteen years before the Indianapolis 500 faced competition from a same-day rival, the U.S. 500 at Michigan Int'l Speedway on Memorial Day weekend 1996, the same scenario played out in the Northeastern big-block modified ranks.

Former Reading Fairgrounds promoter Lindy Vicari had resurrected the long-dormant 1.125-mile dirt Nazareth National Motor Speedway two years earlier, and as his crown jewel he scheduled a Columbus Day weekend spectacular in October, paying \$50,000 to win in cash — directly opposite Super DIRT Week at the Syracuse Mile, about 180 miles to the North.

The event had no title sponsor, in fact it never really had a name — NSSN's report labeled it the Lehigh Valley 200, but thousands of bumper stickers merely said, "I'm Going To Nazareth for \$50,000 To Win On October 9, 1983." In most respects the Vicari promotion was a clone of Glenn Donnelly's Syracuse event. It included a big-money sprint-car race, but instead of the Saturday attraction in New York, Nazareth's was to run Sunday before the modified event. And it was to feature 33 sprint cars starting in rows of three.

Will Cagle, Jack Johnson and Danny Johnson were the only major names to defect from Syracuse, but Jimmy Spencer, soon to be a NASCAR modified champion on pavement, was there as a teammate to big Tom Hager. With Reading only recently closed, Flemington in its heyday and the still-operating Bridgeport and U.S. 13 Speedways to draw from, there were a ton of big blocks in the Pennsylvania-New Jersey-Delaware region and plenty of regionally popular drivers. Nearly 150 modifieds took time, along with nearly 50 sprint cars.

A near-capacity crowd watched the sprint-car feature take the green flag. Seconds later, they watched most of the field implode in a mammoth first-turn pileup. Several cars flipped. Remarkably, no one was seriously hurt and the 22 cars able to resume, starting in the normal rows of two. Frankie Kerr, a 23-year-old newcomer, passed Van May with four laps to go to win the \$10,000.

The long delay to clean up the sprint-car crash meant the October afternoon was well along when the 56 modified drivers were introduced with full pomp and circumstance. The sun was low in the sky when the 125-lapper was flagged off at a track with no lights.

Pole-winner Harold Bunting and Cagle exchanged the lead early in the event that saw 17 yellow flags eat up 65 of the 125 scheduled laps. Kenny Brightbill took over at the 100-lap mark, but a late yellow flag created more yellow flags and with the green-white-checked rule in effect, the race was finally finished after 132 circuits, with Brightbill the \$50,000 winner in almost complete darkness.

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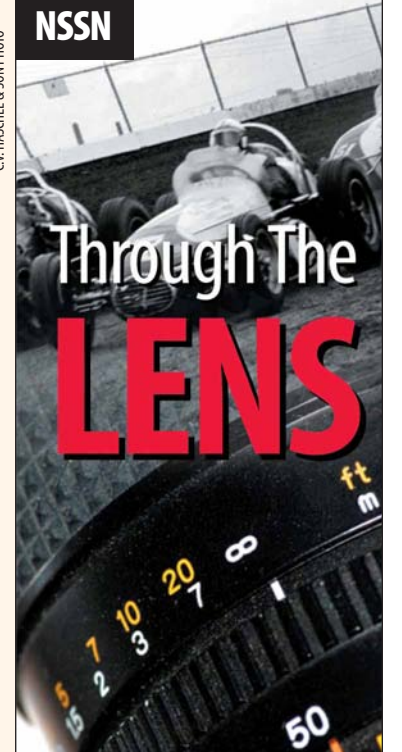
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Through The LENS

A visual tour through the history of motorsports

SAM HANKS

▶ California racer Sam Hanks won his first championship in 1937 and quickly became a successful midget, sprint-car and championship-car driver, racing all across the United States.

Hanks won the 1949 AAA national midget championship, the 1953 AAA big-car championship and claimed the Pacific Coast championship for USAC stock cars in 1956 and 1957.

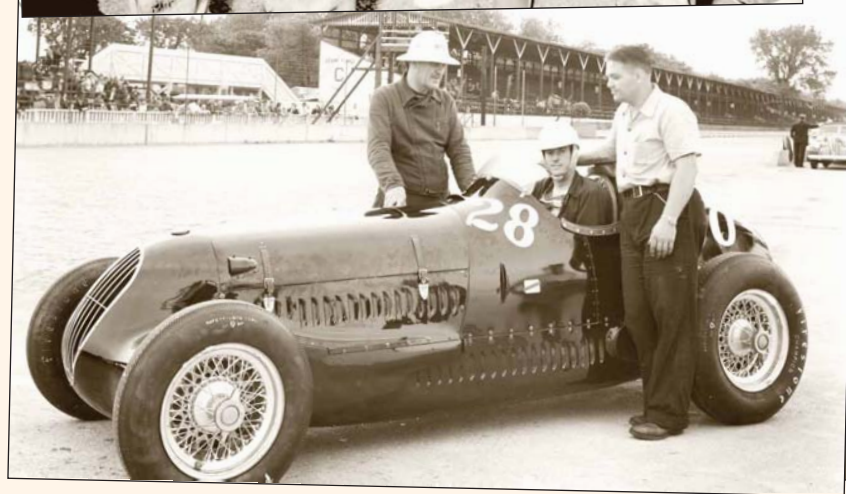
Hanks raced in the Indianapolis 500 13 times and retired at the age of 43 after winning the prestigious event in 1957.

Hanks died in 1994 at age 79. He is a member of the National Midget Racing Hall of Fame, National Sprint Car Hall of Fame and Motorsports Hall of Fame of America.

Featured here (clockwise from top left): Aboard the winning car after the 1957 Indy 500; With the help of the late Indianapolis Motor Speedway owner Tony Hulman (left), helping actress Shirley MaClaine make her footprints at the speedway in May 1958; In June 1978; Ready for his first Indianapolis 500 start in 1940; Shaking hands with runner-up Jim Rathmann (right) after winning the 1957 Indianapolis 500; The multi-time champion ready to race.

— NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: July 17-20.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2005 NHRA Toyo Tires Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Lifelock.com 400 (taped), 12 p.m., Speed
- Indy Lights from Nashville SuperSpeedway, 2:30 p.m., ESPN2
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 12:30 a.m., ESPN2
- F-1 German Grand Prix practice, 8 a.m., Speed
- Classic Drag Racing: 2005 NHRA Americquest Nationals, 11 a.m., ESPN Classic
- NASCAR Whelen Modified Series from Loudon, N.H. (taped), 12 p.m., Speed
- NASCAR Camping World Series West from Irwindale, Calif. (taped), 1:30 p.m., Speed
- ARCA RE/MAX Series Kentucky 150 qualifying, 4:30 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- NASCAR Craftsman Truck Series Built Ford Tough 225 practice, 6:30 p.m., Speed
- NASCAR Nationwide Series Missouri-Illinois Dodge Dealers 250 practice, 7 p.m., ESPN2
- ARCA RE/MAX Kentucky 150, 8 p.m., Speed
- Prelude to the Dream (taped), 10 p.m., Speed
- USAR Hooters Pro Cup Kmart 250 (taped), 11 p.m., Vs.

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "Inside Grand Prix," 1 a.m., Speed
- ARCA RE/MAX Kentucky 150 (taped) 1:30 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- "Inside Grand Prix," 7:30 a.m., Speed
- F-1 German Grand Prix qualifying,

TUNE IN TO ...

The American Le Mans Series Acura Sports Car Challenge from Lexington, Ohio, starting at noon Sunday on NBC.

8 a.m., Speed

- World of Outlaws from Eldora Speedway (taped), 1 p.m., Speed
- "NCTS Midyear Report," 3 p.m., Speed
- NASCAR Craftsman Truck Series Built Ford Tough 225 qualifying, 3:30 p.m., Speed
- NASCAR Nationwide Series Missouri-Illinois Dodge Dealers 250 qualifying, 5 p.m., ESPN2
- "NCTS Setup," 6 p.m., Speed
- NASCAR Craftsman Truck Series Built Ford Tough 225, 7 p.m., Speed
- NHRA Schuck's Auto Supply Nationals qualifying, 8 p.m., ESPN2
- "NASCAR Countdown," 9 p.m., ESPN2
- NASCAR Nationwide Series Missouri-Illinois Dodge Dealers 250, 9:30 p.m., ESPN2

Sunday

- GP2 Championship from Hockenheim, Germany, 11 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- American Le Mans Series Acura Sports Car Challenge, 12 p.m., NBC
- "Formula One Preview," 12:30 p.m., Speed
- F-1 German Grand Prix, 1 p.m., Fox
- IndyCar Series Honda Indy 200, 1:30 p.m., ABC
- Grand Am Rolex Porsche 250, 3 p.m., Speed
- "Inside Drag Racing," 5 p.m., Ion
- "Speed Report," 7 p.m., Speed
- "NASCAR Confidential," 8 p.m., Speed
- NHRA Schuck's Auto Supply Nationals, 9 p.m., ESPN2
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- July 16 World of Outlaws Late Model Series
Gillette Thunder Speedway, Gillette, Wyo., Late Models
- July 16 Advance Auto Parts Super DIRTcar Series
Grandview Speedway, Bechtelsville, Pa., Modifieds
- July 16 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midgets
- July 16 ASCS Northwest Region
Willamette Speedway, Lebanon, Ore., Sprint Cars
- July 17 USAC Lucas Oil National Sprint Car Series
Kamp Motor Speedway, Boswell, Ind., Sprint Cars
- July 17 O'Reilly American Sprint Cars on Tour
Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
- July 17 ASCS Northwest Region
Sunset Speedway, Banks, Ore., Sprint Cars
- July 17 ASCS Northern Plains Region
Park Jefferson Speedway, Jefferson, S.D., Sprint Cars
- July 17-20 Speed World Challenge Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Sports Cars
- July 18 World of Outlaws Late Model Series
Brown County Speedway, Aberdeen, S.D., Late Models
- July 18 ARCA RE/MAX Series
Kentucky Speedway, Sparta, Ky., Stock Cars
- July 18 USAC Lucas Oil National Sprint Car Series
Bloomington Speedway, Bloomington, Ind., Sprint Cars
- July 18 Lucas Oil Late Model Series
Tri-City Speedway, Pontoon Beach, Ill., Late Models
- July 18 O'Reilly American Sprint Cars on Tour
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- July 18 Golden State Challenge
Ocean Speedway, Watsonville, Calif., Sprint Cars
- July 18 United Racing Company
Big Diamond Raceway, Minersville, Pa., Sprint Cars
- July 18 Empire Super Sprints
Autodrome Edelweiss Speedway, Cantley, Quebec, Sprint Cars
- July 18 Interstate Racing Ass'n
Hancock County Speedway, Britt, Iowa, Sprint Cars
- July 18 O'Reilly United Sprint Car Series
Crossville Speedway USA, Crossville, Tenn., Sprint Cars
- July 18-19 Advance Auto Parts World of Outlaws
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- July 18-19 ASCS Northwest Region
Grays Harbor Raceway, Elma, Wash., Sprint Cars
- July 18-20 National Hot Rod Ass'n
Pacific Raceways, Kent, Wash., Dragsters
- July 18-20 International Hot Rod Ass'n
Grand Bend Motorplex, Grand Bend, Ontario, Dragsters
- July 19 NASCAR Nationwide Series
Gateway Int'l Raceway, Madison, Ill., Stock Cars
- July 19 NASCAR Craftsman Truck Series
Kentucky Speedway, Sparta, Ky., Stock Cars
- July 19 American Le Mans Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Sports Cars
- July 19 USAC Lucas Oil National Sprint Car Series
Tri-State Speedway, Haubstadt, Ind., Sprint Cars
- July 19 USAC Western Sprint Car, Midget Series
Altamont Raceway Park, Tracy, Calif., Sprint and Midget Cars
- July 19 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- July 19 NASCAR Camping World West Series
Evergreen Speedway, Monroe, Wash., Stock Cars
- July 19 Hooters Pro Cup Series
Southern National Raceway Park, Kenly, N.C., Stock Cars
- July 19 ASA Late Model Series
Salem Speedway, Salem, Ind., Late Models
- July 19 Grand Am Koni Challenge
Barber Motorsports Park, Birmingham, Ala., Sports Cars
- July 19 NASCAR Camping World East Series
Music City Motorplex, Nashville, Tenn., Stock Cars
- July 19 Lucas Oil Late Model Series
Lucas Oil Speedway, Wheatland, Mo., Late Models



JIM HAINES/IRL INDYCAR PHOTO

TARGET SPOT: Scott Dixon leads Sam Hornish, Jr. (6) and Darren Manning last season at Mid-Ohio Sports Car Course.

MARK IT DOWN!

July 20, IRL IndyCar Series Honda Indy 200 at Mid-Ohio

Mid-Ohio Sports Car Course, Lexington, Ohio, Indy Cars

The IRL IndyCar Series makes its second stop at the 2.258-mile, 13-turn Mid-Ohio Sports Car Course for the fifth event in the series' six-race summer stretch. Last season, Scott Dixon notched his third-straight victory and used the momentum to challenge series point-leader Dario Franchitti for the championship.

- July 19 UMP DIRTcar Racing Summer Nationals
Lincoln Speedway, Lincoln, Ill., Late Models
- July 19 O'Reilly American Sprint Cars on Tour
Lawton Speedway, Lawton, Okla., Sprint Cars
- July 19 ASCS Midwest, Northern Plains Regions
Eagle Raceway, Eagle, Neb., Sprint Cars
- July 19 ASCS Gulf South Region
Gator Motorplex, Willis, Texas, Sprint Cars
- July 19 ASCS Sprints on Dirt
Crystal Motor Speedway, Crystal, Mich., Sprint Cars
- July 19 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- July 19 All Star Circuit of Champions
Butler Battlegrounds, Quincy, Mich., Sprint Cars
- July 19 Interstate Racing Ass'n
Deer Creek Speedway, Spring Valley, Minn., Sprint Cars
- July 19 O'Reilly POWRi National Midget Series
Belle-Claire Speedway, Belleville, Ill., Midget Cars
- July 19 Golden State Challenge
Antioch Speedway, Antioch, Calif., Sprint Cars
- July 19 United Racing Company
Selinsgrove Speedway, Selinsgrove, Pa., Sprint Cars
- July 19 Empire Super Sprints
Brockville Ontario Speedway, Brockville, Ontario, Sprint Cars
- July 19 O'Reilly United Sprint Car Series
Volunteer Speedway, Bulls Gap, Tenn., Sprint Cars
- July 19 Bay Cities Area Racing Ass'n
Madera Speedway, Madera, Calif., Midget Cars
- July 19-20 Indy Pro Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Indy Cars
- July 20 IRL IndyCar Series
Mid-Ohio Sports Car Course, Lexington, Ohio, Indy Cars
- July 20 Formula One World Championship
Hockenheimring, Hockenheim, Germany, Formula Cars
- July 20 Advance Auto Parts World of Outlaws
Lebanon Valley Speedway, West Lebanon, N.Y., Sprint Cars
- July 20 World of Outlaws Late Model Series
Belleville High Banks, Belleville, Kan., Late Models
- July 20 Grand Am Rolex Series
Barber Motorsports Park, Birmingham, Ala., Sports Cars
- July 20 ARCA Lincoln Welders Truck Series
Iowa Speeway, Newton, Iowa, Stock Cars
- July 20 American-Canadian Tour
Oxford Plains Speedway, Oxford, Maine, Late Models
- July 20 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- July 21 World of Outlaws Late Model Series
Boone County Speedway, Albion, Neb., Late Models
- July 22-23 Advance Auto Parts World of Outlaws
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- July 23 USAC K&N Silver Crown Series
Terre Haute Action Track, Terre Haute, Ind., Silver Crown Cars
- July 24 World of Outlaws Late Model Series
Muskingum County Speedway, Zanesville, Ohio, Late Models
- July 24 USAC Silver Crown and Midget Series
O'Reilly Raceway Park, Clermont, Ind., Silver Crown and Midget Cars
- July 25 NASCAR Craftsman Truck Series
O'Reilly Raceway Park, Clermont, Ind., Stock Cars
- July 25 Advance Auto Parts World of Outlaws
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- July 25 World of Outlaws Late Model Series
Eldora Speedway, Rossburg, Ohio, Late Models

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



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PAT HIRSCHFELD PHOTO

NOT SO BLAND: Jeff Bland, Jr. slides through a turn during the USAC Indiana Sprint Week opener at Lawrenceburg (Ind.) Speedway July 9.

Bland, Jr. Is Spicy In Sprint Week Opener

LAWRENCEBURG, Ind. — Jeff Bland, Jr. started on the pole and drove to victory lane on the opening night of USAC Indiana Sprint Week at Lawrenceburg Speedway July 9.

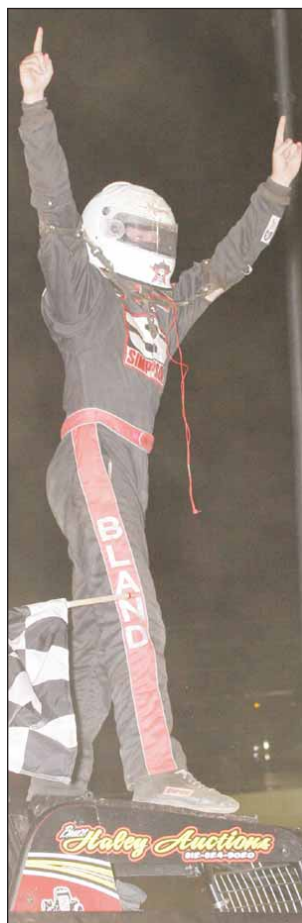
But his drive to his first USAC National Sprint Car Series triumph was far from easy.

Bland led the first seven laps, but gave up the point to Robert Ballou on lap eight. Ballou had the field covered on the quarter-mile oval until the left-rear tire on his No. 81 went flat during a yellow flag on lap 24 after Jon Stanbrough stopped on the track with a flat right-rear tire. Bland inherited the lead for the restart and paced the remainder of 30-lap event, keeping point-leader Levi Jones, who was also the fast qualifier, at bay during the closing laps.

Damion Gardner finished third, with Shane Cottle, who started 18th, and Dave Darland rounding out the top five.

USAC SPRINTS

The summary:
Qualifications: 1. Levi Jones, Stewart 20, 12.926; 2. Tracy Hines, Stewart 21, 13.222; 3. Cory Kruseman, Kruseman 21k, 13.246; 4. Neil Shepherd, Shepherd 4n, 13.314; 5. Robert Ballou, MPHG 81, 13.334; 6. Ted Hines, Hines 12, 13.343; 7. Damion Gardner, Leffler 71, 13.386; 8. Jeff Bland, Bland 21s, 13.390; 9. Scotty Weir, Edison 10e, 13.399; 10. Chris Windom, Triple Crown 1h, 13.414; 11. Brad Sweet, Kahne 9, 13.442; 12. Cole Whitt, Kunz 67k, 13.455; 13. Jerry Coons, Jr., Dynamics 69, 13.485; 14. Dave Darland, 2B Racing 2b, 13.487; 15. Jesse Hockett, VKCC 75, 13.506; 16. Daron Clayton, R & B 10, 13.506; 17. Thomas Meseraull, R & B 10t, 13.537; 18. Chad Boat, Boat 30, 13.539; 19. Josh Spencer, Batchelder 66, 13.546; 20. Jon Stanbrough, Fox 53, 13.557; 21. John Memmer, Memmer 4n, 13.616; 22. Hunter Schuenerberg, Walker/Guiducci 11, 13.645; 23. Shane Cottle, Contos 4, 13.650; 24. Brady Bacon, Kahne 99, 13.699; 25. Brett Burdette, Burdette 17b, 13.705; 26. Ryan Pace, Pace 44, 13.705; 27. Brady Short, Short 36, 13.710; 28. Bret Mellenberndt, Mellenberndt 97, 13.727; 29. Jimmy Light, Light 23, 13.778; 30. Zach Martini, Rose 6, 13.799; 31. Darren Hagen, Kunz 67, 13.800; 32. Blake Fitzpatrick, Fitzpatrick 10f, 13.816; 33. Brad Kuhn, Riggs 37, 13.847; 34. Cole Carter, Carter 7, 13.897; 35. Matt Goodnight, Goodnight 39, 14.013; 36. Kyle Robbins, Robbins 17r, 14.052; 37. Mat Neely, Ellis 73, 14.053; 38. Mike Weber, Weber 22w, 14.071; 39. Derek Franks, Law 77, 14.089; 40. Kevin Studley, Studley 57, 14.117; 41. Sammy Imel, Imel 35, 14.154; 42. Kyle Wissmiller, Price 0, 14.166; 43. Dustin Morgan, M & M 93, 14.221; 44. Chad Boespflug, Gatten 98, 14.265; 45. Shain Mathews, Mathews 1m, 14.494; 46.



Jeff Bland, Jr.

Henry Clarke, Kruseman 41k, 14.641; 47. Austin Mero, Kruseman 71k, 14.659; 48. Kevin Thomas, Jr., Thomas 9k, 14.697.
First Qualifying Race (8 laps): Kuhn, Imel, Mero, Mathews, Goodnight, Neely, Franks, Morgan.
Second Qualifying Race (8 laps): Robbins, Boespflug, Carter, Wissmiller, Thomas, Weber, Studley, Clarke.
First Heat (10 laps): Coons, Meseraull, Weir, Ballou, Jones, Kuhn, Memmer, Burdette, Mero, Light.
Second Heat (10 laps): Darland, Schuenerberg, Pace, Windom, Boat, Tr. Hines, Mathews, Te. Hines, Imel, Martini.
Third Heat (10 laps): Short, Hagen, Cottle, Gardner, Hockett, Sweet, Robbins, Spencer, Carter, Kruseman.
Fourth Heat (10 laps): Bacon, Stanbrough, Whitt, Bland, Boespflug, Fitzpatrick, Clayton, Shepherd, Wissmiller, Mellenberndt.
Semi (12 laps): Tr. Hines, Shepherd, Sweet, Jones, Hockett, Boat, Memmer, Spencer, Robbins, Kuhn, Imel, Boespflug, Fitzpatrick, Carter, Burdette, Te. Hines, Wissmiller, Mero, Mathews, Clayton, Mellenberndt, Martini.
Feature (30 laps): Bland, Jones, Gardner, Cottle, Darland, Hines, Sweet, Bacon, Schuenerberg, Hagen, Coons, Windom, Weir, Hockett, Pace, Ballou, Meseraull, Boat, Clayton, Stanbrough, Whitt, Morgan, Shepherd, Short.

Five Winners Taste Victory In Dakota Swing

July 7

ESTEVAN, Saskatchewan — Two familiar foes from north-west Iowa made an international trip to decide round two of the Big Dog Chassis Dakota Classic Tour for IMCA modifieds.

Jay Noteboom regained the lead from fellow Mike Hansen on the 25th of 30 laps July 7 at Estevan Motor Speedway, and led the rest of the distance.

David Murray, Jr. was third ahead of Aaron Turnbull and Shawn Strand in the top five.

The finish:
Jay Noteboom, Mike Hahnsen, David Murray, Jr., Aaron Turnbull, Shawn Strand, Marlyn Seidler, Hank Berry, Jay Steffens, Will Brack, Stacey Wilhelm, David Emmel, Devin Raynard, Les McLenehan, Joren Boyce, Noel Dube, Troy Heupel, Tyson Turnbull, Mike Hagen, Dan Carl, Dennis Knudson, Rich Lewerke, Wyatt Olson, Robby Haines, Ben Seidler.

July 8

WILLISTON, N.D. — Once he made it to the front spot, there

was no catching Will Brack on night three of the Big Dog Chassis Dakota Classic Tour for IMCA modifieds.

Brack made his way into the July 8 feature at Williston Basin Speedway by winning his B main. He started 13th in the 30-lap feature and won in convincing fashion.

Hank Berry started from the pole, but lost the lead to Brack on lap 17 and settled for second place. Reese Coffee, Mike Hansen and Troy Heupel followed Berry across the stripe.

The finish:
Will Brack, Hank Berry, Reese Coffee, Mike Hansen, Troy Heupel, Ben Seidler, John Flory, Jay Noteboom, Wayne Johnson, Joren Boyce, Robert Hellebust, Shawn Strand, Eric Folstad, Jay Steffens, Chris Abelson, Stacey Wilhelm, Steven Pfeifer, John Barber, David Murray, Jr., Marlyn Seidler, Matt Brack, Rich Lewerke, Les McLenehan, Robby Haines.

July 9

WILLISTON, N.D. — Rich Lewerke saw his luck turn around on night four of the Big Dog Chassis Dakota Classic Tour.

Lewerke borrowed Robbie

Haines's backup car and led all 30 laps of the IMCA modified feature July 9 at Williston Basin Speedway.

Lewerke crashed on opening night at Minot, then followed with 21st- and 22nd-place finishes before turning things around.

Will Brack was second, followed by Marlyn Seidler, Mike Hansen and Troy Heupel.

The finish:
Rich Lewerke, Will Brack, Marlyn Seidler, Mike Hansen, Troy Heupel, Steve Pfeifer, Davin Emmel, Reese Coffee, Shawn Strand, Robert Hellebust, Hank Berry, Matt Brack, Dan Carl, Chris Abelson, Jay Steffens, Joren Boyce, Thomas Lee, Pete Bradley, Drew Christianson, Les McLenehan, Rusty Corneliusen, Mike Hagen, Jay Noteboom, John Flory.

Thursday

DICKINSON, N.D. — A home-state driver won Thursday night's Big Dog Chassis Dakota Classic Tour feature for IMCA modifieds at Southwest Speedway.

Ben Seidler, who took the lead for the final time on lap 24, became the fifth different winner in as many events.

Robby Haines was second, ahead of Devin Raynard, Dan Carl and Troy Heupel.

The finish:
Ben Seidler, Robby Haines, Devin Raynard, Dan Carl, Troy Heupel, Will Brack, David Murray, Jr., Jarret Wold, Les McLenehan, Eric Folstad, Stacey Wilhelm, Darrel Bauer, Mike Hansen, Jeff Decker, Pete Bradley, Shawn Strand, Troy Hollinger, Steven Kuntz, Marlyn Seidler, Drew Christianson, Jay Noteboom, Mark Dahl, Rich Lewerke, Jeff Hooker.

Saturday

MANDAN, N.D. — Everything that needed to happen for Hank Berry to win the Big Dog Chassis Dakota Classic Tour championship did.

Berry led Saturday's 30-lap IMCA modified feature at Dacotah Speedway from start to finish.

Ben Seidler was second. Matt Brack, Jay Noteboom and Jeff Decker filled the top five.

The finish:
Hank Berry, Ben Seidler, Matt Brack, Jay Noteboom, Jeff Decker, Steve Pfeifer, Mike Hansen, Shawn Strand, David Murray, Jr., Troy Heupel, Marlyn Seidler, Drew Christianson, Robert Hellebust, Jay Steffens, Rusty Corneliusen, Dan Carl, Joren Boyce, Eric Folstad, Will Brack, Daryn Schuler, Aaron Turnbull, Wyatt Olson, Mark Dahl, Darrel Bauer.

Young Kenseth Tops Big 8

WISCONSIN RAPIDS, Wis. — Ross Kenseth became the second-youngest driver to win a BRP Big 8 Late Model feature

BIG 8 LM
Saturday night when he earned his first series victory at Golden Sands Speedway.

At 15 years, 48 days old, Kenseth, the son of NASCAR driver Matt Kenseth, is one day older than Michael Bilderback when he notched his first

victory on Oct. 1, 2006.

Kenseth took the lead from Jim Duchow with five laps remaining.

The veteran Duchow settled for second ahead of Eric Klawitter. Jeremy Miller took fourth place and the series points lead, while Bilderback completed the top five.

The finish:
Ross Kenseth, Jim Duchow, Eric Klawitter, Jeremy Miller, Michael Bilderback, Steve Dobbratz, Brady Liddle, Ryan Miles, Skylar Holzhausen, Brian Back, Jimmy Ganski, Rich Schumann, Jr., Wes Coon, Ryan Carolson, Becca Kasten, Nathan Opplinger, Ed Szelagowski, Jr., Scott Broughton, Tim Sargent, Brad Keith, Tyler Bauknecht, Kenny Richards, Bernie Fritz, Matt Byrne.



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HISTORY:

Museums Have Important Task Of Telling Sport's History

CONTINUED FROM PAGE 2

street machines, is permeated with stories of "barn finds" — supposedly lost cars discovered and rescued one step from the junkyard. Dick Trickle's A&W Root Beer Mustang, which won more than 60 features on Wisconsin and Illinois paved tracks in 1972, now restored and owned by Ken Schrader, is a real-life example. Are there any more still to be found?

"Sure, there are cars out there that have been locked in barns and garages for 40 years untouched. We hear about them every year," said Tom Schmech, curator of the National Sprint Car Hall of Fame and Museum in Knoxville, Iowa. When it comes to validating such a discovery, "The most important thing is the frame and chassis. If you can authenticate that, you understand that some of the other parts will have to be reproduced," he added.

Schmech emphasized that those whose task it is to preserve the history of the sport need to recognize the importance of contributors who are not household names. "Our Hall of Fame is intended to honor the highest achievers in sprint-car racing. Our museum honors the entire sport, from the all-time greats to the grass-roots sprint-car racer," he explained.

When it comes to authenticating cars and other artifacts like helmets and uniforms, "Photographs are the best source," Schmech declared. "There was a Jan Opperman helmet with a distinctive paint scheme. When it was brought to us, we were able to authenticate it based on the contemporary photos of Opperman."

The geographical expanse of the sprint-car universe, with separate centers of activity in Pennsylvania, the Midwest and the West Coast, puts a premium on local knowledge. Fortunately, there are preservationists like Lynn Paxton of the Eastern Museum of Motor Racing in York



NATIONAL SPRINT CAR HALL OF FAME AND MUSEUM PHOTO

BACK IN TIME: The National Sprint Car Hall of Fame and Museum at Knoxville (Iowa) Raceway features, among other displays, a recreation of sprint-car builder Johnny Gerber's garage.

Springs, Pa., who combine technical expertise in restoration with vast experience on the track and personal acquaintance with the drivers, owners, builders and mechanics who made them famous.

Buz McKim, historian for the NASCAR Hall of Fame, pointed out that the collections and exhibits he is in the process of assembling need to appeal to the widest possible audience, just as the Rock & Roll Hall of Fame in Cleveland reaches beyond hard-core music fans.

"We can preach to the choir all we want, but we have to reach the non-race fan, to show them and explain to them why this sport has become so big and why it is important," he explained. As an example, McKim cited an obscure driver in the first

NASCAR road race at Linden, N.J., in 1954 listed as "J. Christopher." An amateur racer who concealed his identity to avoid SCCA banishment for accepting prize money, research showed "J. Christopher" to be the pseudonym of jazz musician and actor Conrad Janis, later to gain popularity fame as the father on the "Mork and Mindy" TV series.

"One advantage we have is that many of the people who made the history are still alive, going all the way back to (pioneer stock-car owner) Raymond Parks, who was there even before NASCAR," McKim noted, pointing out that for many who have passed away, family members or friends remain as caretakers of their memorabilia.

As director of the most famous rac-

ing museum in the U.S.A., Ellen Bireley of the Indianapolis Motor Speedway Hall of Fame Museum is approached with offers to donate memorabilia on a regular basis. "A lot of times we get contacted by families who have had a loved one pass away, and they will come to us and say that in cleaning out they found some memorabilia. We follow every inquiry because you can always find a gem," she explained.

"The majority are photos and programs and tickets that people want to go to a good home. We ask them to provide us with a list of what they have," Bireley continued. "If it's something that we've never seen before, or if it's a photo from a different angle, we'd be very interested in it. If it's something we already have

we would then lead them toward some of the collectors who can give them a price should they wish to sell it. With programs, we see if it is in better condition than what we already have," she added.

At the other end of the spectrum are the historic cars for front-and-center display, the stars of the show which bring people to the speedway museum the 45 weeks a year when there is not practice, qualifying or racing in progress. "Our most recent acquisition is Danica Patrick's rookie car that was donated to us. With her current media frenzy, that was very important to the museum," Bireley said.

Like the Sprint Car Hall of Fame, the IMS museum keeps a close eye on historic vehicles around the country. "There were many car builders who raced here at Indianapolis who were from California and their roots are there, so we're constantly watching what goes on out there. We track and keep tabs on collections as dealers are buying and as collections, for one reason or another, are sold or split up," Bireley concluded.

It is ultimately the public that decides what aspects of racing history appeal to them. Traditionalists will study Wilbur Shaw's Maserati or Bill Vukovich's Fuel Injection Special Kurtis roadster from every angle. For those whose interests emphasize the drivers, the Opperman collection in Knoxville or the faithfully reconstructed shop of Tommy Hinnershitz at the EMMR in York Springs, Pa., can hold greater fascination.

For the newcomer, interactive displays like the planned two-story ramp at the NASCAR Hall of Fame, with its pitch rising to the 33-degree angle of the banking at Talladega Superspeedway while displaying 18 historic cars from Red Byron's coupe to the Car of Tomorrow along the way, may bring the sport's history into focus most effectively.

The men and women who acquire, authenticate, decide to exhibit and finally, put on display all these aspects of racing history carry a heavy responsibility and deserve recognition for their contributions to keeping the rich past of motor-sports alive.

FEMALE:

Beatriz Is First Woman To Win Indy Lights Race

CONTINUED FROM PAGE 3

Schmidt Motorsports at Nashville. The team won with Thiago Medeiros in 2004, Jaime Camara in 2005 and Alex Lloyd in 2006.

Beatriz was brought to the United States by former CART driver Andre Ribeiro, who serves as her manager.

"It's hard work, but Sam Schmidt has taught me everything about ovals and I was able to win my first race on an oval," Beatriz said. "I'm really, really happy to win as a driver, not so much as a driver of my gender."

"I look forward to having a great career in America."

Bobby Wilson finished second with Arie Luyendyk, Jr.,

third.

"I was trying to work on Ana there lap after lap, and stay out of trouble," Wilson said. "I tried not to make any mistakes, and that got us up to second. It was all about timing for me. That's how I made the passes. I didn't have much of a problem with that. It was a scorcher out there."

The high heat and humidity made Luyendyk's third-place finish harder work than his runner-up finish at Iowa last month.

"We had a downforce package that wasn't great in traffic, but it was in clean air," Luyendyk said.

The finish:

Showing driver, laps completed, money won: 1. Ana Beatriz, 77, \$32,500; 2. Bobby Wilson, 77, \$25,000; 3. Arie Luyendyk, Jr., 77, \$21,000; 4. J.R. Hildebrand, 77, \$17,000; 5. Raphael Matos, 77, \$16,000; 6. Logan Gomez, 77, \$15,500; 7. Franck Perera, 77, \$15,000; 8. Sean Guthrie, 77, \$14,500; 9. Andrew Prendeville, 77, \$14,000; 10. Pablo Donoso, 77, \$13,500; 11. Brent Sherman, 77, \$14,000; 12. Richard Antinucci, 75, \$11,500; 13. Gynidie Alleman, 75, \$10,500; 14. Robbie Pecorari, 75, \$10,000; 15. Jeff Simmons, 73, \$9,500; 16. James Davison, 44, \$9,000; 17. Jonny Reid, 43, \$8,500; 18. Chris Festa, 39, \$8,000; 19. Dillon Battistini, 23, \$8,500; 20. Micky Gilbert, 9, \$5,500.

IRL Axing Nashville In 2009?

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NASHVILLE, Tenn. — After eight years of loyal fan support, including sold-out or near sell-out crowds, Nashville Superspeedway is about to fall off the IndyCar Series schedule.

IRL INDYCAR

Although fans of the Tennessee track have been very supportive of the series, the concrete surface does not lend itself to a competitive IndyCar Series race, making it a one-groove track.

Combine that with one of the lowest sanctioning fees in the series and IndyCar Series officials are prepared to replace the 25,000-seat facility on next year's schedule in order to make room for some new venues.

"There are a lot of tracks that I think want IndyCar races," said driver Dan

Wheldon.

That means one of IndyCar racing's coolest trophies — a specially-painted Gibson Guitar — may have been awarded for the final time to Scott Dixon on Saturday night.

"The guitar trophy is the only thing I will miss about this place," said Tony Kanaan. "It's one groove, really hard on the equipment. The concrete is really abrasive and you have a lot of marbles out there and cannot run two lines. When it is difficult, we have a tendency to not like it and I don't like it very well at all."

Ironically, the track is in the home area of Firestone, which makes it a very important market for IndyCar's tire supplier. It is also the one track that eats up tires because of the abrasive concrete surface.

Third-place finisher Helio Castroneves believes it will be a shame to

leave a track that had some solid fan support.

"There is nothing we can do about it," Castroneves said. "Obviously, this place is great. You see folks out there. If the series sees the best interest in not coming back, there's nothing we can do. Certainly, the drivers like to be here."

"Definitely the concrete, I believe, is the issue. Firestone has been doing fantastic trying to make better tires. But it's just the concrete, which has a lack of grip. Our cars, it's tough for us. We depend a lot on the downforce as well. When the tire is gone, basically for us, it's difficult to stay right behind another guy or try a second groove."

IndyCar will add a street race in Toronto to the schedule next season and possibly a return to the ovals at New Hampshire Motor Speedway and Las Vegas Motor Speedway.



JIM MORRISON PHOTO

SIDEWAYS: Jason Johnson wheels his No. 41 sprint car under Mike Brecht (7c) at Ohio's Eldora Speedway during heat-race action for the Ollie's Mart 360 Challenge July 8.

Schatz Denied As Johnson Wins

By JIM MORRISON

ROSSBURG, Ohio — It seemed early in the Ollie's Mart 360 Challenge July 8 at Eldora Speedway that Donny Schatz had an easy drive to a \$56,000 payday.

That went up in smoke as his engine gave up on the 27th lap, handing Jason Johnson his first victory at the high-banked half-mile dirt track.

When the race was restarted on lap 26 for the final four green-flag laps, Johnson moved easily ahead.

"This is my first win at Eldora," Johnson said. "This is sweet."

Schatz, who drives for Eldora Speedway-owner Tony Stewart

on the World of Outlaws circuit, would have won \$6,000 for winning the 30-lap feature and \$50,000 for being the first driver to repeat in victory lane in the three-race series that includes Sharon Speedway, Williams Grove Speedway and Eldora Speedway.

Schatz won the opening round at Sharon Speedway.

Johnson and Schatz are the drivers eligible for the bonus at the Aug. 19 finale at Williams Grove.

World of Outlaws regular Sam Hafertepe, Jr. finished second, ahead of Fred Rahmer, Greg Wilson and Kasey Kahne.

A disappointment for some fans was the absence of Tony Stewart from the competition. Eldora Speedway posted a notice on its Web site mid-day

July 8 that the two-time NASCAR Cup champion would be unable to compete.

The action was delayed by some 30 minutes because of rain earlier in the day.

Action was stopped for several minutes after Luke Hall hit the wall between the first and second turns and flipped. Hall was placed on a backboard and transported to a local hospital.

Forty-three cars were on hand with Rahmer, Hafertepe, J.R. Stewart, Schatz and Brian Brown winning heats. The B mains went to Dale Blaney and Danny Smith.

The finish:
Jason Johnson, Sam Hafertepe, Jr., Fred Rahmer, Greg Wilson, Kasey Kahne, Dustin Daggett, Tony Bruce, Jr., Dave Blaney, Tim Shaffer, Chad Kemenah, Dale Blaney, Danny Smith, Butch Schroeder, Terry McCarl, Trevor Lewis, Kent Wolters, Ron Blair, Brian Brown, Joey Saldana, Donny Schatz, J.R. Stewart, Mike Brecht, Cap Henry, Darren Long.

Experience Pays Off For Worley In VA Sprints

MANASSAS, Va. — Veteran Satch Worley drew upon his years of experience to fend off

VSS

challenges from second-running Jerald

Harris Saturday as the Virginia Sprint Series made its

return to the asphalt of Old Dominion Speedway.

Harris challenged Worley on every corner as the laps wound down, but Worley reached the stripe first with Harris on his tail and with third-running French Grimes a second behind.

Scott Vasbinder and Mike Marr completed the top five as the VSS made its second appearance on asphalt this season.

The finish:
Satch Worley, Jerald Harris, French Grimes, Scott Vasbinder, Mike Marr, Glenn Worrell, Billy Norfleet, Bill Rice, Carl Simmonds, P.J. White, Anthony Linkenhoker, Ron Moyers.

Decker, Hearn, Planck Score In Canada

Thursday

BROCKVILLE, Ontario — Billy Decker put the flashy red L.J.L. Racing No. 91 Bicknell entry in

Advance Auto Parts Super DIRTcar Series victory lane for a third-straight show Thursday night at Brockville Ontario Speedway.

The 30-car starting field never knew what hit it after Decker took the lead from Pat O'Brien on lap four and cruised to another \$6,000 score. "So far, so good. I'm surrounded by good people and a good race team as they give me a gun to drive every night and I'm very appreciative of that," said Decker.

Jimmy Phelps trailed by six car lengths in finishing second. Steve Paine followed Phelps to the checkers with Dale Planck and Frankie Caprara filling out the front five.

The finish:
Billy Decker, Jimmy Phelps, Steve Paine, Dale Planck, Frankie Caprara, Billy Dunn, Matt Sheppard, Gary Tomkins, Danny O'Brien, Brett Hearn, Alan Johnson, Ryan Phelps, Justin Haers, Jessica Zemken, Mike Adderley, Mario Clair, Scott Parliament, Stephane LaFrance, Larry Wight, John Lazore, Yan Bussiere, Jason Potter, Adam Moore, Pat O'Brien, Danny Johnson, Todd Stewart, Kyle Dingwall, Ryan Poole, Clayton Benedict, Bryan Rogers.

Friday

GRANBY, Quebec — Reigning Mr. DIRTcar Brett

Hearn found his way back to the throne Friday night after registering the 99th Advance Auto Parts Super DIRTcar Series triumph of his career at Autodrome Granby.

Hearn's narrow victory on foreign soil was his seventh at Granby, where no other driver has reached the winner's circle more often than Hearn since the "Great Canadian Tour" began in 1990.

"Quebec has been very good to me...the people have been very good and the tracks have been very good, so it feels even better to finally pick up our first win here," said Hearn.

Hearn held off a race-long rally by Jimmy Phelps to move within one win of the milestone mark of 100 on DIRTcar Racing NorthEast's premier traveling tour for big-block modifieds.

Despite settling for his second-straight runner-up finish, Phelps was nearly content after charging from 22nd. Dale Planck, current Advance Series point-leader Billy Decker and Gary Tomkins filled out the top five.

The finish:
Brett Hearn, Jimmy Phelps, Dale Planck, Billy Decker, Gary Tomkins, Matt Sheppard, Billy Dunn, Yan Bussiere, Frankie Caprara, Kayle Robidoux, Justin Haers, Alain Boisvert, Claude Brouillard, Alan Johnson, Ryan Phelps, Michel Dusseault, Dominic Dufault, Martin Roy, David Langlois, Carl Labonte, Steve Paine, Mario Clair, David Hebert, Larry Wight, Alex Fortier, Danny Johnson, Steve Bernard, Eric Landry, Martin Gagne, Yannick Ledoux, Jasmine Leveille, Dany Bilodeau.

Saturday

DRUMMONDVILLE, Quebec — Staging his most dominant performance in Advance Auto Parts Super DIRTcar Series competition, Dale Planck led flag to flag and staved off a late race-challenge by tour point-leader Billy Decker to capture the 31st-annual Hyundai 100 at Autodrome Drummond on Saturday.

The third extra-distance big-block modified victory for Planck was worth \$6,000.

"I was lucky there at the end, I didn't know who was coming on the outside and I just kept getting slower and slower on the bottom," said Planck. "I was lucky to hang on with the same tires we used for 100 laps last night at Granby, so we definitely got our money's worth out of these rear tires."

Planck set the tone early, blasting from third to first on the opening circuit before the 31-car starting field even reached the back straightaway.

Decker finished second ahead of Steve Paine in third. Gary Tompkins and Brett Hearn completed the top five.

The finish:
Dale Planck, Billy Decker, Steve Paine, Gary Tomkins, Brett Hearn, Frankie Caprara, Jimmy Phelps, Matt Sheppard, Justin Haers, Kayle Robidoux, Ryan Phelps, Mario Clair, Dany Bilodeau, Billy Dunn, Alan Johnson, Michel Chicoine, Danny Johnson, Alex Boisvert, Frederic Gamache, David Hebert, Yan Bussiere, Claude Brouillard, Steve Bernard, Carl Labonte, Larry Wight, Wallace Stacey, Sebastien Gougeon, Martin Gagne, Alan Therrien, Michel Dusseault, Dominic Dufault.

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Crawley Just Misses 10 Grand In Lucas Challenge

WEST MEMPHIS, Ark. — O'Reilly United Sprint Car Series Mid-South Thunder point-leader Tim Crawley got two-thirds of the way to the \$10,000 top prize in the Lucas Oil Triple Crown Challenge at Riverside Speedway on Thursday night.

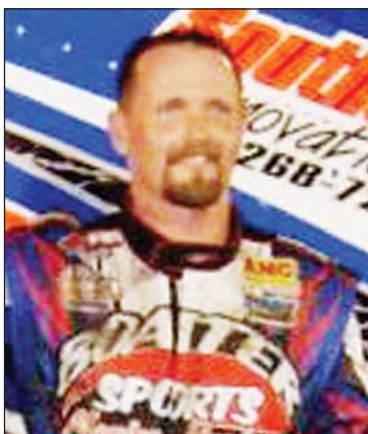
The \$10,000 bonus was offered to any driver that could win the USCS sprint-car feature, USCS modified feature and local stock-car feature in the same night.

Crawley easily won the 15-lap stock-car opener, putting him in position for the triple.

Next to the track was the sprint-car feature, which Crawley had to start 18th after struggling in his heat. While ARCA RE/MAX Series point-leader Ricky Stenhouse, Jr. paced the sprint-car feature, Crawley was blasting Mike Ward's No. 88 through the field.

He finally caught Stenhouse and took the lead on the 26th tour of the quarter-mile oval. He led the rest of the way, with Stenhouse, Terry Gray, Eddie Gallagher and Marshall Skinner rounding out the top five.

The huge midweek crowd went wild as Crawley took his sixth USAC triumph of the season.



Tim Crawley

Crawley started fourth in the modified event and quickly moved to third, but he spun exiting the fourth turn, damaging his ride and ending his night.

Hunter Rasdon ended up earning his first USCS modified triumph, leading all 25 laps and beating Duke Palasini to the checkered flag.

The finish:

Tim Crawley, Ricky Stenhouse, Jr., Terry Gray, Eddie Gallagher, Marshall Skinner, Ernie Ainsworth, Anthony Nicholson, Kenny Coke, Jeff Swindell, Lee Sowell, Don Young, Henry Gustavus, Justin Carver, Raymond Stull, Chris Williams, Tim Sites, Andy McElhannon, Joe Young, Ronny Howard, DeWayne Prince, Jon Stinson, A.G. Raines, Greg Merritt.



JEFF ARNS PHOTO

GOING ON 30: Scott Hatton en route to his Badger Midget Series victory Sunday at Angell Park Speedway. It was his 30th feature win at the track.

Waelti & Hatton Share Badger Glory

Saturday

BY BRYAN GAPINSKI

BEAVER DAM, Wis. — Brandon Waelti scored his second feature victory of the season, winning round three of the Duel at the Dam Badger Midget Series feature Saturday night at Charter Raceway Park.

Due to curfew regulations, the event's final seven laps were not completed.

Chad DeSelle moved from outside of row two to take the lead on the opening lap followed by Brad Loyet, who improved two positions. The first seven laps of the race were slowed by four caution flags, including a five-car accident on lap seven involving series point-leader Mike Hess. On the restart, Dan Mecum flipped, but escaped injury.

The turning point of the event came on lap 11 when Waelti moved into second position. One lap later, Waelti took the lead from DeSelle. Waelti maintained a three-car-length advantage over Loyet when a multi-car spin occurred on lap 23, forcing the completion of the event due to curfew regulations.

Waelti finished ahead of Loyet. Matt Smith scored a career-best feature finish, coming home in third place. Aaron Fiscus and Hess, who recovered from the lap-seven accident, completed the top five.

Kaiser Rolls To New Paris Victory

NEW PARIS, Ind. — Fast-qualifier Geoff Kaiser took the victory Saturday as the Hoosier Outlaw Spring Series made its lone visit of the season to New Paris Speedway.

Kaiser took the lead from Eddie Kelly on lap 22 and held on for the victory.

The finish:

Brandon Waelti, Brad Loyet, Matt Smith, Aaron Fiscus, Mike Hess, Scott Hatton, Chad DeSelle, Robbie Ray, Tim Noble, David Gough, A.J. Fike, Joe Wipperfurth, Dakota Armstrong, Davey Ray, Kris Hoegsted, Jason Dull, Bryon Walters, Buddy Luebke, Jake Slotten, Michael Pickens, Dan Mecum, Nick Lundgreen, Bobby East, Jim Fuerst, Zach Daum, Derrick Myers.

Sunday

BY BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Scott Hatton won the 50-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The win marked the 30th-career feature victory at the track for Hatton, who is seventh on the track's all-time feature-win list.

Hatton took over the point from Bobby East on lap 10 and by running the cushion on a rough track increased his lead each lap. He led by one-third lap when the red flag appeared on lap 26 for a flip involving fast-qualifier Nick Lundgreen.

On the restart, Hatton quickly pulled away from the field again and was lapping cars by lap 35.

Robbie Ray flipped on lap 48 and the race ended under the red flag due to curfew regulations. Ray was uninjured.

Brandon Waelti settled for second place ahead of Brad Loyet in third, Mike Hess in fourth and Matt Smith in fifth.

The finish:

Scott Hatton, Brandon Waelti, Brad Loyet, Mike Hess, Matt Smith, Robbie Ray, Joe Wipperfurth, A.J. Fike, Chad DeSelle, Dakota Armstrong, Joey Moughan, Rob Keelan, Jim Fuerst, Kurt Mayhew, Bobby East, Nick Lundgreen, Tim Noble, Steve Irwin, Bryon Walters, Michael Pickens, David Gough, Jake Slotten.

Kristan Finally Breaks Through With IRA Win

BEAVER DAM, Wis. — The long wait is finally over for Brian Kristan. Brian Kristan won his first Bumper to Bumper IRA Outlaw Sprint Series feature by capturing round three of Charter Raceway Park's Duel At The Dam Series Saturday at Charter Raceway Park.

The second-generation driver drove the bottom of the banked third-mile to perfection, holding off multiple challenges by runner-up Donny Goeden. But Kristan, aboard his Weiland Racing Enerprises/J&J Powdercoating Maxim, opened up a comfortable margin at the checkered.

Goeden came home a strong second over series point-leader Billy Balog, with the charging duo of Bill Warren and Scott Biertzer completing the top five.

The finish:

Brian Kristan, Donny Goeden, Billy Balog, Bill Warren, Scott Biertzer, Mike Kertscher, Tommy Sexton, Mike Reinke, Kurt Winker, Todd Hepfner, John Haeni, Johnny Fahl, Scotty Neitzel, Scott Uttech, Scott Young, Kim Mock, Tim Vandervere, Dave Uttech, Russel Borland, Ryan Irwin, Steve Meyer, Billy Hafemann.

'Jersey Jet' Grasso Owns New Egypt For 3rd URC Prize

NEW EGYPT, N.J. — J.J. Grasso won for the third-straight time this season at New Egypt Speedway, dominating the 25-lap Rislone URC sprint feature Saturday night.

It was also Grasso's third URC victory in nine 2008 races. He took the lead after a lap-six restart and pulled away as battles for position went on behind him.

Chris Coyle won the battle for the runner-up spot ahead of Ed Aikin in third. Billy Pauch finished in the fourth spot and Gary Gollub was fifth.

The finish:

J.J. Grasso, Chris Coyle, Ed Aikin, Billy Pauch, Gary Gollub, Becca Anderson, Curt Michael, Dave Ely, Mark Bitner, Trevor Lewis, Robbie Stillwaggon, Danny Massey, Joey Biasi, Josh Weller, Jason Clauss, Davey Sammons, Chuck Palmucci, Todd Rittenhouse, Jr., Dave Gravel, Art Liedl, Jimmy Reppert, Kyle Purks, Kevin Welsh, Ken Carberry, Mike Kostic.

Teen Dover Takes 2nd In Midwest

CAMERON, Mo. — Jack Dover captured his second-career American Sprint Car Series Midwest Region feature Friday night at U.S. 36 Raceway.

Starting from the pole, the 18-year-old driver gunned into the lead at the outset and led all the way to take his third-overall ASCS triumph of the season aboard the Eckley-powered 3D Auto Transport No. 53 Eagle.

Dover was chased to the stripe by Billy Alley, Brian Brown, Bobby Becker and Kim Kennedy.

The finish:

Jack Dover, Billy Alley, Brian Brown, Bobby Becker, Kim Kennedy, Matt Fox, Mike Boston, Jason Schroeder, Randy Hibbs, Chris Walker, Jay Russell, Natalie Sather, Mike Lefholz.

Barger, Sparks Strike Back In Empire Sprint Weekend

Friday

BY AL ROBINSON
NSSN CORRESPONDENT

MACKEYVILLE, Pa. — Justin Barger conducted a seminar in traffic driving Friday night at Clinton County Raceway, scoring the Empire Super Sprints feature win before a capacity crowd in the first sanctioned sprint-car race at the scenic quarter-mile oval.

With the last 18 of the 25 laps run consecutively under green, lapped cars were a constant companion to the leaders. Barger, who started fourth, swung to the outside to pass leader Blaine Heimbach in turn two on lap 14, and Bobby Howard soon followed. The remaining laps were a game of cat and mouse with Howard trying to set up Barger and Barger finding a way out of every trap. At the checkered flag, it was Barger by a couple of car lengths as Colby Wormer caught Heimbach on the last lap for third.

George Suprick took hard-charger honors by racing from 13th at the start to fifth at the finish. Winner Barger was the only ESS driver in the top five. Howard, Heimbach and Suprick are Clinton County regulars and Wormer calls Selinsgrove Speedway home.

The finish:

Justin Barger, Bobby Howard, Colby Wormer, Blaine Heimbach, George Suprick, Lance Yonge, Adam Gordon, Steve Poirier, Matt Heimbach, Andy Haus, Anthony Cain, Alain Bergeron, Brian McDonald, Cory Sparks, Lee Ladouceur, Bubby Kerrick, Bill Schoffstall, Roger Fickett, Michael Parent, Matt Miller, Jeff Cook, Tim Kelly.

Saturday

BY AL ROBINSON
NSSN CORRESPONDENT

WOODHULL, N.Y. — Cory Sparks said he planned to run the outside around Woodhull Raceway's high banks in Saturday night's 25-lap Empire Super Sprints feature, and only went to the bottom when he was squeezed down in traffic. Once there, he never left the inside in scoring his first-career sprint-car win.

Staying glued to the bottom after a lap-11 restart, fourth-place starter Sparks took second from Chuck Hebing, then grabbed the lead from Brian McDonald at the halfway sign. George Suprick, up from 11th on the grid, moved into the picture shortly before the final slowdown with five laps to go.

These final circuits saw Hebing shift from the high line to the ultra-high line, almost going over the edge in turn four coming to the two-to-go sign. Suprick was able to get under Hebing, giving Sparks the break he needed.

At the checkered flag, it was Sparks by a couple of car lengths with Suprick just failing to catch Hebing for second.

Point-leader Steve Poirier took fourth and early leader McDonald held on for fifth.

The finish:

Cory Sparks, Chuck Hebing, George Suprick, Steve Poirier, Brian McDonald, Gary Troutman, Jeff Cook, Lance Yonge, Anthony Cain, Bobby Howard, Alain Bergeron, Gordy Button, Michael Parent, Matt Heimbach, Jeff VanDusen, Lee Ladouceur, Mike Stelter, Howard Singer, Bubby Kerrick, Tim Kelly, John Smith III, Jeff Frasier, Justin Barger.

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NOT JUST FOR SAFETY

These Days, Helmets Go Beyond Providing Protection



Safety remains as the primary function of the racing helmet, but that is no longer its only function. In a sport that very often has paint schemes, logos and signage relentlessly dictated by sponsors on cars, caps and uniforms, drivers use their helmets to convey as well as protect what is in their heads.

"Our helmet is the thing we get to personalize a little bit," said former IndyCar Series and Indianapolis 500 champion Dan Wheldon. "It can show a bit of who we are... It's nice to be able to design your own helmet because you really don't have any input on the car design because that's the sponsor's choice."

Wheldon should know a thing or two about customized helmets — he wears a different one in every IndyCar Series race. While all of the helmets he wears carry similar graphic elements, the designs — ranging from powerful to whimsical — and color schemes change with Wheldon's input.

By JOHN CLAYTON
STAFF WRITER

"I kind of like to reflect somewhat my personality — a little different, kind of funky, and I like to have special paint schemes for the races that are special to me, like Miami — where I've been very successful in the past — and, of course, Indianapolis."

And those two helmets, both customized by England-based JLF Designs, show two distinctly different sides of Wheldon, while keeping his two major design elements — the Union Jack and King Richard III (Richard the Lionheart) — on the helmets.

One of the Miami helmets includes palm trees and cartoon likenesses of King Richard III in armor next to a bikini-clad girl and a convertible with the license plate, "Dan 10."

On the other hand, Wheldon's Indianapolis 500 helmets have featured more dramatic likenesses of the Borg Warner Trophy, the track's famed pagoda-styled scoring stand and the yard of bricks mixed with a portrait-styled and serious armor-clad Richard III with the word "Lionheart" underneath.

The "Lionheart" tradition began when Wheldon was a young kart driver. His team owners — Terry Fullerton and Mark Rose — commented on how Wheldon drove with such heart. A bit later, Fullerton took Wheldon's helmet to a local artist who painted Richard the Lionhearted there for the first time.

And a tradition was born. Wheldon now has the sponsorship clout of a former Indy 500 winner. A sponsorship arrangement with Bell Helmets allows him to acquire the helmets that later become works of art.

But some other drivers, who may "express themselves" through their helmet designs once a year instead of once per race, usually buy a blank shell from a helmet manufacturer and have it sent to their designer/artist of choice where it is customized before being sent back to the manufacturer for assembly.

Those helmets range in price starting around \$500 but can easily cost \$1,000 or more, depending on the model and manufacturer. The driver can then spend several hundred or several thousand dollars to have the helmet customized, depending on the artist/designer they choose and how elaborate their design becomes.

Just as in the art world, the more in-demand an artist is, the more he or she can charge for his or her work.

"Every painter has a certain idea of prices of what their artwork is really worth," said artist Noah Ennis, who owns and operates Eagle Graphix based in Moravia, N.Y. "Some of them think what they do is worth a lot of money and have no problem charging \$500 to three grand."

"I've done a paintjob for three grand, but it was a very, very expensive paintjob."

While some helmets are rather pricey, others have become priceless. For example, Wheldon's helmet for this year's IndyCar race at The Milwaukee Mile was designed by 9-year-old Sophie Banker, a cancer patient at

Peyton Manning Children's Hospital at St. Vincent in Indianapolis.

Banker designed it after the blanket she carried with her during radiation and chemotherapy treatments. The helmet was to be auctioned with proceeds benefiting the hospital. Other helmets have been designed to raise awareness for other worthy causes, including autism, domestic violence and other children's charities.

"Sophie had a lot that she had to get through, and the way she did it was very inspirational to me," Wheldon said. "It's just a nice way of giving back and seeing what it did for Sophie and her family. It will be a memory that hopefully Sophie will cherish. When you do something that you're privileged to do, you should try to give back at every opportunity."

Ennis counts among his clientele sprint-car drivers Robert Ballou and Daron Clayton as well as the King of Indiana Sprint Series, which contracted Ennis to design and produce the custom helmet presented to its champion as trophy.

After some problems with the first designer hired for the job, Ennis took over and turned out the first KISS championship helmet, which was won by Jon Stanbrough last year.

"It was quite an honor that they even asked me," said Ennis, a life-long race fan, adding that the majority of his business comes from Midwest-based race-car drivers. "It was very different than every other helmet I'd done. Because it was a trophy, I wanted to capture the whole essence of Indiana and what sprint-car racing is all about in Indiana."

Stanbrough was presented the helmet at a gathering following last season. He wore it in the KISS season finale last month as he once again clinched the KISS crown.

"That was the one and only time I'll wear it," said Stanbrough. "Now, it will go up on the wall."

There, he will have to make room for the 2008 helmet, which Ennis said he was able to spend significantly more time on. The 2008 KISS helmet was gold-dipped in 24-karat



STEVE SHOODY/IRL INDYCAR PHOTO

HEAD GEAR: Former IRL IndyCar champion Dan Wheldon is known for his unique racing helmets, which always feature the Union Jack and King Richard III. (Opposite page) Noah Ennis customizes race helmets for drivers.



team of Carl Edwards in NASCAR's Sprint Cup Series.

Like Ennis, Kehm can easily spend 15-20 hours or more producing a custom helmet, something he couldn't have imagined doing regularly back when helmets came only in colors.

"When a Bell helmet came out with little blue pinstripes on it back in the '80s, everybody had to have one of them," Kehm said. "Now, it seems like most drivers are identified by what they wear on their helmets, which is kind of cool."

While large companies may use computer graphics to spice up helmet design to mass consumption, Kehm said most of what has changed at his shop over the years has been an improvement in the quality of paints, but other than that, "everything comes out of my feeble brain."

chrome and incorporates once again the KISS logo and a roadmap motif, highlighting the tracks that contest KISS races.

This year's KISS helmet was a little flashier than those he usually wears because Stanbrough generally designs helmets that reflect his admittedly low-key personality, something Ohio-based artist Clay Kehm of

CA Kustoms knows well. "Jon's personality is kind of reserved, so we don't go whole-hog on his stuff, but we like to give him a little style, too," said Kehm, who has designed helmets for the similarly dispositioned Frankie Kerr as well as more dramatic Office Depot-inspired examples for Joe Karasinski, fueler for the No. 99 over-the-wall

CHRIS JONES/IRL INDYCAR PHOTO

RACE REWIND

Race 19 of 36: LifeLock.com 400, Saturday, July 12
Chicagoland Speedway, Joliet, Ill.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	18	Kyle Busch	M&M'S Toyota	267	\$331,175	Running
2	5	48	Jimmie Johnson	Lowe's Chevrolet	267	251,086	Running
3	13	29	Kevin Harvick	Shell/Pennzoil Chevrolet	267	219,436	Running
4	11	16	Greg Biffle	3M Ford	267	153,550	Running
5	12	20	Tony Stewart	Home Depot Toyota	267	164,011	Running
6	15	83	Brian Vickers	Red Bull Toyota	267	119,875	Running
7	9	17	Matt Kenseth	USG Ford	267	152,291	Running
8	14	6	David Ragan	AAA Insurance Ford	267	114,300	Running
9	19	1	Martin Truex, Jr.	Bass Pro Shops/Cub Cadet Chevrolet	267	135,583	Running
10	17	12	Ryan Newman	Kodak/The Mummy Dodge	267	143,400	Running
11	6	24	Jeff Gordon	DuPont/Nicorette Chevrolet	267	146,811	Running
12	26	19	Elliott Sadler	Best Buy Dodge	267	124,870	Running
13	39	84	A.J. Allmendinger	Red Bull Toyota	267	95,525	Running
14	29	44	David Reutimann	UPS Toyota	267	95,700	Running
15	8	9	Kasey Kahne	Budweiser Dodge	267	125,241	Running
16	2	88	Dale Earnhardt, Jr.	AMP Energy Chevrolet	267	101,150	Running
17	16	8	Mark Martin	U.S. Army Chevrolet	267	126,608	Running
18	22	42	Juan Pablo Montoya	Wrigley's Juicy Fruit Dodge	267	119,658	Running
19	3	31	Jeff Burton	AT&T Mobility Chevrolet	267	132,958	Running
20	38	66	Scott Riggs	Haas Automation Chevrolet	267	115,958	Running
21	24	26	Jamie McMurray	Crown Royal Ford	267	98,100	Running
22	10	07	Clint Bowyer	Jack Daniel's Chevrolet	267	103,750	Running
23	30	22	Dave Blaney	Caterpillar Toyota	267	105,558	Running
24	40	96	J.J. Yeley	DLP HDTV Toyota	267	96,050	Running
25	31	7	Robby Gordon	Jim Beam Dodge	267	109,708	Running
26	27	15	Paul Menard	Menards/Quaker State Chevrolet	267	94,325	Running
27	43	70	Jason Leffler	Haas Automation Chevrolet	267	82,725	Running
28	18	2	Kurt Busch	Miller Lite Dodge	267	85,125	Running
29	20	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	267	121,361	Running
30	42	10	Patrick Carpentier	LifeLock Dodge	266	83,675	Running
31	32	41	Reed Sorenson	Target/Maxwell House/Tums Dodge	266	108,689	Running
32	4	99	Carl Edwards	Office Depot Ford	266	128,700	Running
33	25	5	Casey Mears	Carquest/Kellogg's Chevrolet	266	100,025	Running
34	33	01	Regan Smith	Principal Financial Group Chevrolet	266	88,875	Running
35	37	21	Bill Elliott	U.S. Air Force Ford	266	98,995	Running
36	28	55	Michael Waltrip	NAPA Toyota	265	92,108	Running
37	35	77	Sam Hornish, Jr.	Mobil 1 Dodge	264	125,800	Running
38	36	45	Terry Labonte	Marathon American Spirit Dodge	264	89,547	Running
39	41	78	Joe Nemechek	Furniture Row Racing Chevrolet	264	79,800	Running
40	7	11	Denny Hamlin	FedEx Express Toyota	263	114,571	Running
41	21	28	Travis Kvapil	freecreditreport.com Ford	261	106,594	Running
42	23	38	David Gilliland	freecreditreport.com Ford	259	79,210	Engine
43	34	00	Michael McDowell	Champion Mortgage Toyota	259	79,377	Running

RACE STATISTICS

Race time: 2 hours, 59 minutes, 20 seconds
Average speed: 133.996 miles per hour
Victory margin: .159 second
Caution flags: Nine for 33 laps
Lead changes: 16 among 10 drivers
Lap leaders: Kyle Busch 1-43; Carl Edwards 44-49; Jeff Gordon 50-55; Greg Biffle 56-91; Brian Vickers 92; Tony Stewart 93-103; Martin Truex, Jr. 104-105; Biffle 106-112; Vickers 113; Matt Kenseth 114-120; Kyle Busch 121-202; Edwards 203-211; Kyle Busch 212-227; Kurt Busch 228; Kyle Busch 229-250; Jimmie Johnson 251-265; Kyle Busch 266-267.

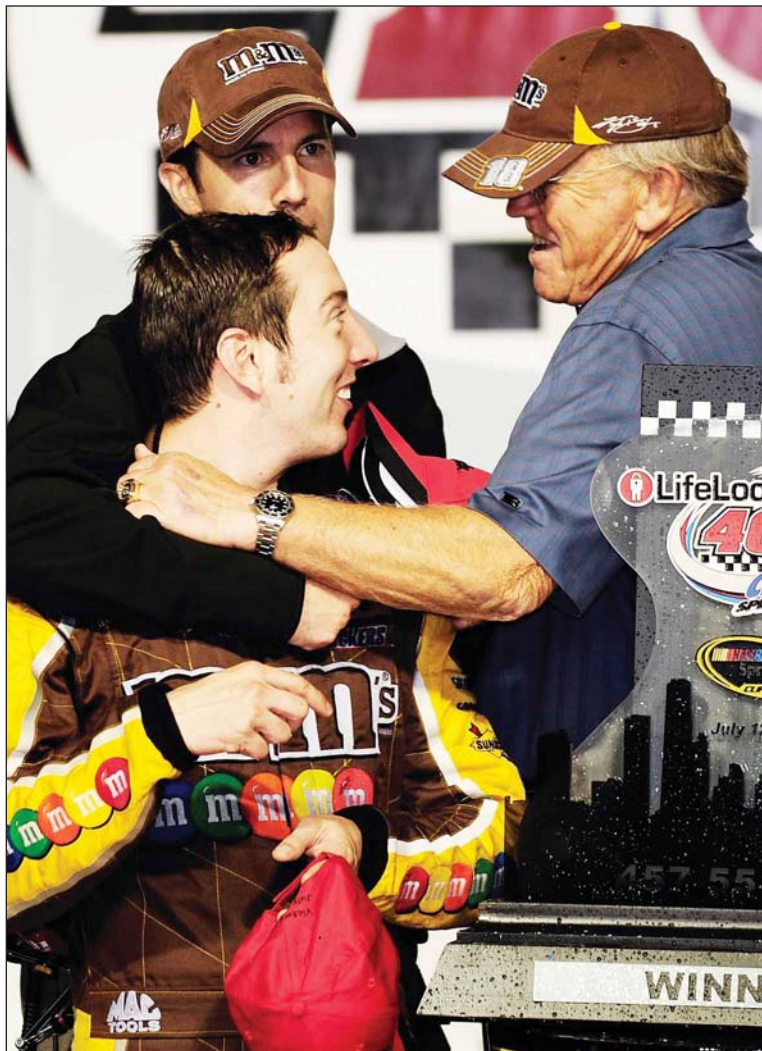
TALK OF TIME TRIALS

Mother Nature won out in qualifying for Saturday's LifeLock.com 400, and the field was set by owner's points. Series point-leader Kyle Busch started on the pole in the No. 18 Toyota alongside Dale Earnhardt, Jr. in the No. 88 Chevrolet.

STANDINGS



Top 12	
1. Kyle Busch	2,881
2. Dale Earnhardt, Jr.	2,619
3. Jeff Burton	2,590
4. Carl Edwards	2,509
5. Jimmie Johnson	2,494
6. Jeff Gordon	2,384
7. Greg Biffle	2,318
8. Matt Kenseth	2,317
9. Kevin Harvick	2,308
10. Tony Stewart	2,305
11. Kasey Kahne	2,295
12. Denny Hamlin	2,283



TEAM MEETING: Car-owner Joe Gibbs (right) and JGR President J.D. Gibbs congratulate Kyle Busch on his victory Saturday night in Joliet, Ill.

CHICAGO: Busch Edges Johnson For Seventh Victory In '08

CONTINUED FROM PAGE 3

evidence of his mindset moments later with a question: "Anyone ever seen Jimmie Johnson give one up? No."

"I gave up on it," Busch said of his second Chicagoland victory in two nights "I didn't think I could do it. I don't know how I did that. This is just an amazing season. I can't believe it."

Johnson knew he had been dealt a fatal blow when Busch passed him for the final time.

"There's no way, I thought. I couldn't get away from him through (turns) one and two," Johnson said. "But as soon as he broke the plane of my bumper, I knew I was in trouble, and sure enough, I was."

Johnson, who led 15 laps, didn't get to the front until lap 251 when he was able to muscle past Busch. With clean air in front of him, he appeared in command until Gilliland's engine let go on lap 262.

The track was ready to race for the final two laps without the need for NASCAR to declare a green-white-checked overtime.

Busch won the race by a scant .159 second, with Kevin Harvick trailing the two top combatants in third.

While Busch and Johnson were battling it out on the last restart,

Harvick, sitting in third place, was considering his chances.

"I thought I was in a pretty good spot, to tell you the truth," said the driver of the No. 29 Chevrolet. "(Johnson) looked like his car was free and he needed to carry the moment all the way to the outside. (Busch) was there and made his car stick and made it happen. I thought we might stick one through there."

Busch led a race-record 165 laps Saturday night, but it looked for a time that the trio of Greg Biffle, Carl Edwards and Tony Stewart would be in the mix at the end. Biffle, who led 43 laps in the 3M Ford, wound up fourth.

Edwards, who suffered a flat tire that resulted in damage to the splitter on his Office Depot Ford, dropped a lap off the pace near the end of the race.

Stewart drove to a fifth-place finish in the Home Depot Toyota after leading 15 laps.

Busch pushed his Sprint Cup lead to 262 points over second-place Dale Earnhardt, Jr., who finished 16th at the 1.5-mile speedway.

It was the fourth Sprint Cup victory in a row for the Brothers Busch. Kyle won at Infineon Raceway to start the streak, but Kurt won at New Hampshire Motor Speedway. Kyle won again at Daytona Int'l Speedway, and made it two in a row by winning at Chicagoland.

The last time brothers won four-straight races was in 1956 when Tim and Fonty Flock did it.

STEWART: Two-Time Champ Entering Co-Ownership Of Cup Team

CONTINUED FROM PAGE 3

making process, something that was not made overnight. It wasn't easy by any means and we weighed our options heavily as far as what was available out there and what our options were."

It was Stewart's talent and abilities behind the wheel, not his checkbook, that brought the deal to fruition. In fact, Stewart was given his half slice of the pie simply for signing with the team.

"I don't think an offer like this has ever been made to a driver in this series," he said. "I'm very honored that (Haas CNC general manager Joe Custer) and his organization have welcomed us aboard, not only as a driver but as an owner."

A number of decisions remain to be decided before the team begins the joint venture, but Stewart was already in rumor-squelching mode. Asked if it was true that Ryan Newman would drive the second car next season, Stewart pointed out that Scott Riggs has not been eliminated as the second driver.

Sponsorship, a choice of numbers, a crew chief and many other decisions remain to be made. Rumors are rampant, with the most prevalent being that Office Depot will sponsor Stewart's car.

The No. 20 that he has used for all of his 10 years at Joe Gibbs Racing won't be going with Stewart.

Asked about that possibility at a later press conference, JGR President J.D. Gibbs had the definitive one-word answer: "No." Stewart made it clear that his focus remained in the current season, underlining the fact that he is under contract to Gibbs until the end of the season.

"My dedication the rest of this year is to worry about doing everything I can for the Home Depot team and Joe Gibbs Racing to try to win races and try to win the championship this season," he said. "That focus isn't changing."

Stewart also made it clear that his ownership stake in the new team wouldn't jeopardize his race tracks or his open-wheel teams.

"None of the business ventures I'm currently involved in are going to change because of this," he said. "We have a pretty good staff. This is just another big candle that we'll be burning each week."

Whether this is the end of Stewart's expansion remains to be seen.

Asked if he would be interested in eventually owning an IndyCar team, Stewart left the door open at least a crack.

"I guess I've learned in this sport to never say never," he said, "because eight years ago, I said I'd never be a NASCAR owner."

"I don't think an offer like this has ever been made to a driver in this series."

TONY STEWART

NASCAR SPRINT CUP RACE REWIND



HHP/ALAN MARLER PHOTO

THE KING AND HIS COURT: Richard Petty (center) signs a cowboy hat for Jimmie Johnson prior to Saturday's LifeLock.com 400. Petty is celebrating his 50th anniversary in NASCAR.

Newman Out At Penske Racing

By **RON LEMASTERS, JR.**
NSSN CORRESPONDENT

JOLIET, ILL. — Speculation that Daytona 500 winner **Ryan Newman** will join two-time NASCAR champion **Tony Stewart** as the second driver at Stewart Haas Racing next season gained momentum Monday with the announcement from Penske Racing that Newman will not return to the team next season.

"We want to thank Ryan for his hard work and contributions to Penske Racing over the past nine years," said team owner **Roger Penske**. "We wish Ryan all the best for the future and we'll continue to focus our efforts on making The Chase with Ryan and the Alltel Dodge team this season."

Newman, driver of the No. 12 Alltel Dodge Charger, is currently in his ninth season at Penske Racing.

"I appreciate Penske Racing and all they have done for me, but more importantly, I appreciate their friendship and what they have done for my career," said Newman. "I would also like to thank all of the sponsors, especially Alltel, who have supported me."

■ **Richard Petty**, who is celebrating his 50th anniversary in NASCAR racing, was joined on-stage Saturday before the start of the LifeLock.com 400 by the entire starting field, all decked out in official trademark-black Richard Petty cowboy hats. Petty was also presented a commemorative Steuben glass bowl from NASCAR President **Mike Helton**.

Petty's Sprint Cup career as a driver spanned 34 years and included 200 victories and seven championships. "I went to the first NASCAR race in 1949, so I guess I've been there from the start," he said.

Petty joins **A.J. Foyt** in the 50-year

club. Foyt a frequent competitor — and winner — in NASCAR, celebrated his 50th season at the Indianapolis 500 last May.

■ As expected, NASCAR penalized the No. 1 team of **Dale Earnhardt, Inc.** for rules infractions found on its car July 4 at Daytona Int'l Speedway.

The car driven by **Martin Truex, Jr.**, was found to be in violation of Sections 12-4-A (actions detrimental to stock car racing); 12-4-Q (car, car parts, components and/or equipment used do not conform to NASCAR rules) and 20-3.8A (roof of the car does not conform to the specifications) of the 2008 NASCAR Sprint Cup Series rule book.

The car did not fit NASCAR's roof template, though team officials said it fit their own templates perfectly.

Truex Jr. and car owner **Teresa Earnhardt** have been penalized 150 championship driver and 150 championship owner points, respectively. Both the crew chief, **Kevin Manion**, and the car chief, **Gary Putnam**, have been suspended from the next six NASCAR Sprint Cup Series events, suspended from NASCAR until Aug. 27 and placed on NASCAR probation until Dec. 31. Additionally, Manion has been fined \$100,000.

The team is appealing the penalty.

■ Not only is he out of a Sprint Cup ride, at least temporarily, 2007 Indianapolis 500 winner **Dario Franchitti** might have a niggling doubt about his decision to leave the IRL.

Or maybe not.

"I was thinking about that the other day," Franchitti said during an interview at Chicagoland Speedway on Thursday. "When I made the decision to leave Indy Car, it was because I felt I had run my course, but I didn't feel I was going to have the determination to get back in the (Indy) car again this year. I really felt it was time to do something else. Had I not

come to NASCAR, I would have done something else apart from Indy Car."

Still, it was a blow to have car owner **Chip Ganassi** parked the No. 40 Dodge for lack of sponsorship.

"It was a shock that it happened, but I understand that when there is no money, there is no money."

Franchitti said he would continue to look elsewhere in NASCAR while driving a Ganassi car in the Nationwide series.

■ Veteran wrench **Peter Sospenzo** has been hired by **Michael Waltrip** Racing as the new crew chief for the No. 00 Toyota wheeled by **Michael McDowell**. Former crew chief **Bill Pappas** will become head of engineering for the team.

■ Crew chief **Jimmy Elledge** found a new home at Team Red Bull, working with driver **A.J. Allmendinger**.

■ Nationwide Insurance, in its first year as sponsor of a NASCAR series, has stepped up to be presenting sponsor of the NASCAR Foundation's third-annual blood-and-marrow drive.

The drive is a partnership involving the NASCAR Foundation, **Jimmie Johnson** Foundation, Hendrick Marrow Program and 30 NASCAR Nationwide, Sprint Cup and local tracks.

■ The Burton brothers will have an added topic of conversation come the Christmas holiday. Over turkey and plum pudding, they can talk Caterpillar.

Jeff Burton, currently second in Sprint Cup points, will drive the No. 31 Caterpillar Chevrolet for **Richard Childress** Racing in 2009. A formal announcement of the new sponsorship was made last Thursday at Chicagoland Speedway. His brother, **Ward**, drove for **Bill Davis** Racing under Caterpillar sponsorship.

Stewart, Zippy Moving On After 10-Year Union

JOLIET, ILL.

On the surface, Tony Stewart's move to acquire a 50-percent stake in Haas CNC racing for the 2009 racing season and beyond was strictly a business deal.

One part of it, however, the 37-year-old Stewart likened to a divorce.

After 10 years together, he and long-time crew chief Greg Zipadelli will be on competing teams for the first time in Stewart's 10-year Sprint Cup career.

"I think this is the single hardest part of this whole thing. It was kind of like a marriage," Stewart said during a Chicagoland Speedway press conference. "He's been there for me professionally, and like a big brother on the personal side. That relationship is very important to me, not only now, but down the road. He knows me better than 99 percent of the girlfriends I've ever had in my life, I think."

Stewart and Zipadelli have combined to bring 32 Cup victories and a pair of championships to Joe Gibbs Racing. They also won the Allstate 400 at the Brickyard twice.

Zipadelli expressed a lot of those feelings from his side, but minced no words on the subject of professional loyalty.

"I don't want to get into that," he said of questions about Stewart's attempts to get him to go to work at Stewart Haas Racing next season. "This feels like the right deal for me and I think it's the right one for him. My loyalty is to Joe Gibbs Racing and to my guys, and that helped make my decision for me."

Zipadelli acknowledged the relationship was a partnership that both of them grew into.

"Even the bad times were good," he said, adding that Stewart's sometimes-mercurial emotions and his steadier hands both helped to make it work.

"In the early years, I was more stubborn than he was," Zipadelli said, "and in the end, it made us both better."

THEN AND NOW



RON LEMASTERS, SR.

Stewart admitted that his decision was a gamble of sorts and the indication in his remarks was that it was a gamble with which he was comfortable.

"There's no guarantee we'll be successful," he said, "but we'll do everything we can to make it work. We'll go down swinging."

Haas CNC Racing General Manager Joe Custer said the team's goal, in his view, was victory-oriented.

"We're in this sport to win," he said. "We're here to win. We want the trophies, not to make money, not for the fame or the glory."

A bit of the Tony Stewart humor bubbled to the top at that remark in his response to his soon-to-be partner:

"I kind of like the girl part of it," he grinned. "The fame and glory is kind of cool, too. If you don't want that, I'll be glad to take it in my 50

percent."

On the subject of the cost of running a competitive Sprint Cup program, Stewart gave Custer some assurance of his experience in such matters.

"Don't worry," he said. "I'll show you how to spend money."

As a driver and soon-to-be Sprint Cup car owner, Stewart drew the line. Stewart was asked jokingly if he would be interested in also being the crew chief since Zipadelli is staying at Joe Gibbs Racing.

"If you're trying to put me in the hospital today, that will do it," he said in mock horror. "You couldn't pay me enough to be a crew chief."

While the move will also reunite Stewart with General Motors and Chevrolet, which pumps a great deal of money into Stewart's short-track teams, it will likely pair Zipadelli with up-and-coming 18-year-old driver Joey Logano.

And they say, the first step to recovering from a divorce is moving on.

"Even the bad times were good."

GREG ZIPADELLI
CREW CHIEF, NO. 20

UP NEXT

Indianapolis Motor Speedway Indianapolis

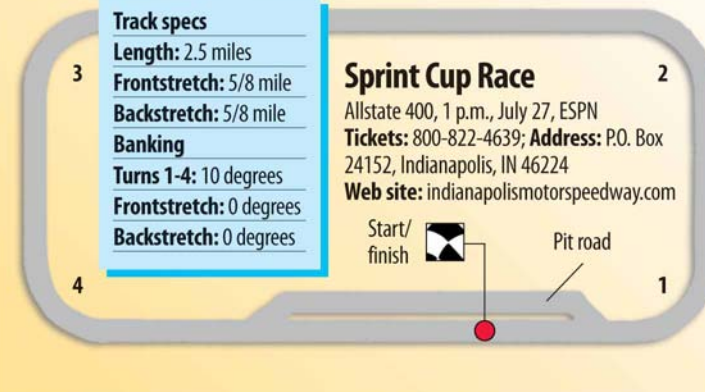
Track specs

Length: 2.5 miles
Frontstretch: 5/8 mile
Backstretch: 5/8 mile
Banking
Turns 1-4: 10 degrees
Frontstretch: 0 degrees
Backstretch: 0 degrees

Sprint Cup Race

Allstate 400, 1 p.m., July 27, ESPN
Tickets: 800-822-4639; **Address:** P.O. Box 24152, Indianapolis, IN 46224
Web site: indianapolismotorspeedway.com

Start/finish Pit road



RACE REWIND

Race 12 of 19: Firestone Indy 200, Saturday, July 12
Nashville Superspeedway, Nashville, Tenn.

FINAL RESULTS

FIRST



Scott Dixon

SECOND



Dan Wheldon

THIRD



Helio Castroneves

Fin.	St.	Car	Driver	Car	Laps	Status
1	5	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	171	Running
2	6	10	Dan Wheldon	Target Chip Ganassi Racing Dallara-Honda	171	Running
3	1	3	Helio Castroneves	Team Penske Dallara-Honda	171	Running
4	7	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	171	Running
5	2	7	Danica Patrick	Motorola Dallara-Honda	171	Running
6	15	4	Vitor Meira	Delphi National Guard Dallara-Honda	171	Running
7	12	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	171	Running
8	8	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	171	Running
9	18	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	171	Running
10	20	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	170	Running
11	14	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	170	Running
12	10	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	170	Running
13	21	25	Marty Roth	Roth Racing Dallara-Honda	170	Running
14	3	27	Hideki Mutoh	Formula Dream Dallara-Honda	169	Running
15	22	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	169	Running
16	17	5	Oriol Servia	KV Racing Technology Dallara-Honda	169	Running
17	16	23	Milka Duno	CITGO/Dreyer & Reinbold Racing Dallara-Honda	168	Running
18	13	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	143	Running
19	4	17	Ryan Hunter-Reay	Rahal Letterman Racing Team Dallara-Honda	99	Contact
20	19	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	66	Handling
21	23	34	Jaime Camara	Sangari Dallara-Honda	50	Handling
22	24	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	45	Handling
23	9	6	Ryan Briscoe	Team Penske Dallara-Honda	3	Mechanical
24	11	26	Marco Andretti	Blockbuster Dallara-Honda	2	Contact

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

RACE STATISTICS

Race time: 1 hour, 30 minutes, 4 seconds
Average speed: 148.072 miles per hour
Victory margin: Under red
Caution flags: Four for 37 laps
Lead changes: Five among four drivers

Lap leaders: Helio Castroneves 1-54; Scott Dixon 55-62; Oriol Servia 63-67; Dixon 68-89; Tony Kanaan 90-148; Dixon 149-171.

TALK OF TIME TRIALS

Helio Castroneves turned in a four-lap average at 204.519 miles per hour to earn his second pole of the season in his Team Penske Dallara-Honda. Danica Patrick qualified second.



DANA GARRETT/IRL PHOTO

POLESITTER: Helio Castroneves danced his way to the pole for Saturday night's Indy 200 at Nashville.

STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dan Wheldon

Top 10

1. Scott Dixon	420	6. Hideki Mutoh	254
2. Helio Castroneves	357	7. Marco Andretti	253
3. Dan Wheldon	351	8. Ryan Briscoe	243
4. Tony Kanaan	339	9. Ryan Hunter-Reay	232
5. Danica Patrick	266	10. Ed Carpenter	222

Dixon Keeps Going And Going

By BRUCE MARTIN
NSSN CORRESPONDENT

NASHVILLE, Tenn. — One of the hallmarks of Scott Dixon's stunning success as an IndyCar driver is his near-flawless ability behind the wheel combined with equally superb race strategy at Target Chip Ganassi Racing.

But in Saturday night's Firestone Indy 200 at Nashville Superspeedway, Dixon won by making an uncharacteristic mistake.

Dixon missed his call to pit until it was too late and that left him on the race track, high in the fourth turn. Realizing it was too late to pit as the rest of his main contenders pitted on lap 148, Dixon was in the lead on lap 149. When the green flag waved to restart the race on lap 152, he knew he would have to pit for fuel before the end of the race.

But the team's salvation came in the form of a storm that stopped the race after 171 laps of the 200 scheduled laps.

After a brief delay, IndyCar officials flagged the race as complete and Dixon proved it's sometimes better to be lucky and good.

"You couldn't get more luck than what we had tonight," Dixon said. "It was a bit of a miscommunication on our pit call. That's the only reason I didn't come in. And it worked out for us."

Dixon got the checkered flag for the third year in a row at the 1.33-mile concrete oval in what is likely to be the final IndyCar Series race at the Tennessee track. IndyCar Series officials are expected to drop the track from the 2009 schedule in order to fit more street and road course races into its mix.

It was also the 100th auto-racing victory for team-owner Chip Ganassi, which includes 22 in the IndyCar Series.

Before Dixon could claim his fourth IndyCar win of the season and the 14th of his career, he was fuming behind the wheel of his race car after the "miscommunication."

"I was pretty angry for a few laps," Dixon admitted. "But then when I saw that rain coming down, I thought, 'Oh, this might actually work out pretty good.'"

"It was a fantastic night. T.K. (Tony Kanaan) was definitely very strong. I feel bad for him because he definitely got the worst part of it."



DAN HELRIGEL/IRL PHOTO

ALL SMILES: Scott Dixon's sponsor, the Energizer Bunny, wishes him good luck before the start of Saturday night's Indy 200 at Nashville.

Kanaan led the race one time for 59 laps, the most of any driver in the race before he finished fourth when he was unable to race his way to the 200th lap, which would have included one more pit stop for the Dixon.

"I support my team 100 percent," Kanaan said. "It was the right call to come in on Lap 148. Who can predict the rain? Unfortunately, the rain and I don't get along too well. But, the 7-Eleven guys have great momentum, and the guys at the front know we are coming. I'll take fourth place today."

"When it is your year, it is your year. You have to get a little lucky to win the championship, and I got my share of the luck in 2004."

Pole-winner Helio Castroneves led the first 54 laps of the race before finishing third, and Dixon led three times for 53 laps. Oriol Servia led the other five laps in the race.

Dixon finished ahead of teammate Dan Wheldon when the race was stopped to give Target Chip Ganassi Racing a one-two finish. It was the 26th time in IndyCar Series history that teammates have swept the top two positions. The last time was at Belle Isle in 2007 when Andretti

Green Racing teammates Kanaan and Danica Patrick finished in the top two positions.

"I absolutely did not (have a second-place car tonight), but sometimes it's better to be lucky than good," Wheldon said. "It's a great night for Target Chip Ganassi Racing in the end. To finish 1-2, and the rain seemed to be powered by Energizer Batteries because it kept coming down. I had a lot of drag in the car and it made it very difficult. I had to lift a lot in traffic, and as I said, sometimes it is better to be lucky than good."

Patrick rounded out the top five in Saturday night's race, which saw Dixon collect his third Gibson Guitar trophy in a row.

"Every year I keep saying I'm going to learn how to play them," Dixon said beneath an umbrella on pit lane as rain fell. "Every one of the guitars is very special. They are all very unique with the paint job. After winning the Indianapolis 500 this year this is the second-best trophy for an IndyCar driver."

"I'm definitely 'Singing in the Rain' now."

Wheldon Stays With Target Chip Ganassi Racing

By BRUCE MARTIN
NSSN CORRESPONDENT

NASHVILLE, Tenn. — Another one of IndyCar's "big names" has agreed on terms to stay with his current team.

Dan Wheldon confirmed on Saturday that he has agreed to terms to remain with Target Chip Ganassi Racing in the IndyCar Series. Wheldon, who won the 2005 IndyCar title for Andretti Green Racing, has been with the Target team since 2006.

"The deal has been agreed, it hasn't been signed," Wheldon said. "Racing is a very fickle business. I very much enjoy being part of this team, although the performance of myself and the 10 car is not to my liking right now. We have to improve, but we have to keep plugging away."

"I definitely want to keep scoring more victories in IndyCar racing."

Prior to unification, Wheldon talked about trying NASCAR, but said now that the IndyCar Series is whole, he plans on remaining an IndyCar driver.

"I think, obviously, the IndyCar Series is in a very good position right now where there's a lot of momentum that the league has created," Wheldon said. "I think you can obviously see the field is very competitive. You've got some great teams involved. You have people like Danica Patrick, who are mainstream media. You have Helio Castroneves, who can dance like the best of them."

Wheldon finished second to teammate Scott Dixon in Saturday night's Firestone Indy 200.



RON MCQUEENEY/IRL PHOTO

LEADER: Helio Castroneves leads the IndyCar Series field into turn one at Nashville Superspeedway at the start of the Firestone Indy 200 Saturday night.

Viso's Mumps Cause Concern

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NASHVILLE, Tenn. — After driver **E.J. Viso** was diagnosed with the mumps and was unable to participate in Saturday night's race at Nashville Superspeedway, participants, IndyCar Series officials and even the media that had contact with the Venezuelan driver were affected by the rare outbreak.

IRL NOTES

IndyCar officials requested medical certification showing that an individual had been inoculated for the mumps, had the illness earlier in their lives, which made them immune, or had to give a blood sample to a member of the IndyCar medical staff to be tested.

So, when the series arrived at Nashville for Friday morning's practice, the race was already nicknamed the "Mumps 200."

"I just went and had my blood tested," said **Scott Dixon**. "Coming from New Zealand, it would have taken me a full week to try and get the paperwork back. So, I just went ahead and had my blood tested."

Ryan Briscoe said he never heard of any mumps cases in his lifetime.

"I just hope it doesn't spread through the paddock, but I got my shot when I was a little baby," Briscoe said.

"It's unfortunate for E.J.," said **Oriol Servia**. "It's one of those sicknesses, just like catching a cold. You don't know who you get it from."

Tony Kanaan is another driver who got shots when he was younger and was tested again when he got his Green Card to work in the United States.

Vitor Meira was ready to strangle Viso after the two were involved in a crash at Watkins Glen (N.Y.) Int'l. It's a good thing he didn't because Viso was diagnosed with the mumps the next day.

"It depends on which way you look at it, but what counts is we are here for one more day of racing," Meira said. "I kept thinking, 'Nobody gets

the mumps anymore.' It's so ironic because I think he needed a penalty, so he ended up missing a race after all."

■ **Graham Rahal** said this is the first time he's lost a competitor to the mumps.

"I hope I don't lose myself to the mumps because I know I shook the dude's hand and then bit my nails," Rahal said. "Justin Wilson did the same thing because he's the only other guy I know that bites his own nails."

■ **Marco Andretti** competed in two races in the same day on Saturday, competing in the American Le Mans Series race at Lime Rock, Conn., in the afternoon and then flying to Nashville for Saturday night's IndyCar race.

It didn't quite go as expected for the 21-year-old son of **Michael Andretti**, who ran 73 laps at Lime Rock in eighth place, one lap down before turning the car over to **Franck Montagny**. Andretti crashed on the second lap at Nashville when his car broke loose from the groove and ran into Ryan Briscoe, taking both cars out of the race.

"It was a little disappointing on my run," Andretti said of the ALMS race. "My radio wasn't connected right and I couldn't hear the team for a while. Then, I was able to run pretty well through the traffic after fixing the radio. It's very tough to come from behind here. I had to drive through all the GT cars. The P1 cars are very hard to pass too, because of their straightaway speed. The leaders got a huge gap early and we were running through traffic at the end, so that was difficult."

"It was fun to drive the Acura again."

■ After impressing the IndyCar Series when **John Andretti** was competing for the team at the Indy 500 and during the month of June, it appears the wheels have fallen off Roth Racing following some questionable decisions by owner/driver

Marty Roth.

Andretti, who gave the team its best finish ever with an 11th place at Iowa Speedway, was let go by the team following the Richmond race last month, leading to speculation that **Jay Howard** was back in the seat.

But Roth shut down that side of the operation before the Watkins Glen race two weeks ago.

Roth then fired team engineer **Larry Curry** and is prepared to finish out the season as a one-car team with Roth as the driver.

"I offered some suggestions to Marty and his response was, 'I accept your resignation,'" said Curry, who has already been hired by Dreyer & Reinbold Racing. "We had built up a pretty good team with John Andretti, but it seemed like the better John finished, the more upset Marty became."

Ironically, Roth finished 13th, just one lap down to the race winner on Saturday night.

■ **Dan Ellis**, the starting goaltender for the Nashville Predators of the National Hockey League, was the grand marshal for the race.

"Bridgestone Firestone is such a great partner of our team and the NHL and when the opportunity arose I jumped at it," Ellis said. "I know these IndyCar Series cars are really, really fast machines and they put on a great show under the lights at Nashville Superspeedway. I'm excited to have the opportunity not only to serve as the grand marshal but to also get behind the scenes at the track, meet some of these talented drivers and just take in the action."

■ The Presidential Campaign made it to Nashville as **Cindy McCain**, the wife of Republican nominee Arizona Senator **John McCain**, arrived at Nashville Superspeedway before the race. McCain had a pace-car ride with three-time Indy 500 winner **Johnny Rutherford** and met with **Danica Patrick**, who lives in Scottsdale, Ariz. McCain also attended the drivers meeting.

Blocking Controversy Again For Danica

NASHVILLE, TENN.

After being accused of blocking at Iowa last month, Danica Patrick was on the receiving end of some blocking maneuvers at Nashville Superspeedway in Saturday night's Firestone Indy 200. Starting second on the grid, Patrick tried to pass polesitter Helio Castroneves early in the race, but a slippery concrete racing surface allows for only one racing groove. So, Castroneves made sure he impeded Patrick's progress in order to protect his position.

"Once you get off line here, it is trouble," Patrick said. "Every time I tried something, I dropped back. In the beginning, I tried to pass Helio and he blocked me down low. That's what everybody

is kind of doing. He did it quite a few times and I dropped back because I got checked up. I tried to pass some lapped traffic in turns three and four and the marbles are so bad, I slid up the track.

"Gambling here at this track doesn't pay off so well."

Patrick was able to dodge blocked cars, marbles on the race track and lightning to finish fifth in what was probably the final IndyCar Series race at Nashville.

"I've always done well here and I think it's a cool track," Patrick said. "We get a bunch of fans here, so I would like to see us come back. The best thing we can do as drivers is put on a good show. But it is a one-groove track and since it is not a side-by-side action kind of track, it brings the excitement down a notch. Trying to pass lapped traffic in turns three and four, you get up into the marbles and people go by, it's a different kind of excitement."

Patrick gave a weather report to her crew when she saw lightning approaching on lap 70. It was the impending storm that would ultimately end the race early with Scott Dixon in the lead.

But lightning wasn't as bad as being blocked early in the race by

LAST WORD



BRUCE MARTIN

Castroneves.

"I got to the inside of him and he just drove down," Patrick said. "He cut in front of me and washed me out and I was down to third gear, which is why I got passed by Scott Dixon and Tony Kanaan. It just didn't work out for me tonight. Helio was definitely blocking me."

"I'd be lying if I said I didn't partially defend at times on restarts, driving down the inside. But the bottom line, it gets so thick here. It's not going to happen. It's all right if you are up front because you can pick them off here and there as traffic

comes. But if you have to pick up ground through traffic, it's always frustrating here."

Castroneves admitted he did what he had to do to protect his position.

"It's tough to pass, but the crowd always enjoyed having us here," Castroneves said. "Early in the race, they need to give us a break on blocking. I could see she was doing the same thing with the cars behind her. It's tough early in the race to not do that. There were times when I would have let her go, but it wasn't time yet."

With the abrasive concrete surface, the tires get worn down like a cheese-grater, which creates marbles on the track. Once a car gets into that marble area, it loses grip and creates treacherous racing.

So getting out of Nashville with a top-five finish is an accomplishment for any driver:

"With the way our season has gone, I guess I can walk away all right with a top five," Patrick said. "Tony Kanaan had a really strong car and I might have had the next strongest car if I had stayed up in the second position because Dixon's car struggled in traffic. But their gamble paid off by not pitting at the end."

"Gambling here at this track doesn't pay off so well."

DANICA PATRICK

UP NEXT

Mid-Ohio Sports Car Course
Lexington, Ohio

IRL Race
Honda 200 At Mid-Ohio,
1:30 p.m. Sunday, ABC

Circuit specs
Length: 2.258 miles
Number of laps: 85
Distance: 191.25 miles

Tickets:
1-800-643-6446
Address: 7721 Steam Corners
Road Lexington, Ohio 44904
Web site: midohio.com



DON HOLBROOK PHOTO

1,000 FEET: Double yellow lines mark the 1,000-foot finish line for the NHRA nitro classes at Bandimere Speedway over the weekend, 320 feet short of the traditional quarter-mile finish line.

New Hides Get Good Review

*Teammates Race Early;
High Qualifiers Lose First*

MORRISON, Colo. — Almost lost during the Mile-High Mopar Nationals at Bandimere Speedway in the commotion of 1,000-foot racing and new mandatory chassis was the fact that all nitro drivers were running on the newest Goodyear compound.

Funny Car driver **Gary Scelzi**, driver of the Mopar/Oakley Dodge Charger, said, "This was the first time on the new Goodyear tires, and I don't think they've ever built a tire as good as the one we have now."

"We're spinning the tire to the finish line, and there's not any shredding or chunking," he said. "They're round. They're balanced. They're fabulous. Kudos to Goodyear. They've done a great job and they need to be commended on it."

■ The first three Top Fuel pairings in Sunday's eliminations featured teammates against teammates. **Doug Kalitta** defeated **Dave Grubnic**.

Morgan Lucas beat 2006 event-winner **J.R. Todd** and **Antron Brown** knocked off last year's winner, **Rod Fuller**.

■ With economics knocking the car count to just barely 250 overall, including only 15 in the Top Fuel class, No. 1 qualifier **Cory McClenathan** took only the second bye of his career to advance to the quarterfinals. It was a fortunate break for McClenathan, who lost close pal **Scott Kalitta** June 21 and grandmother **Dorothy Jones** July 5.

"She recently had a hip replacement and died due to complications following the procedure," he said. "This is the third person who has died in my life in the last few weeks and nobody can be prepared for something like this. It has really

rocked my world. She spent a lot of time with me when I was a kid, and I feel very lucky to have had her in my life."

■ In back-to-back pairings in the opening round of Funny Car action, the top-two qualifiers were out of the race. No. 15 qualifier **Gary Densham** dismissed No. 2 **Melanie Troxel** on her hometown track, and No. 16 and final qualifier Gary Scelzi upset reigning series champion **Tony Pedregon**. The upsets continued in succession: No. 11 **Ron Capps** over No. 6 **Bob Tasca**, No. 12 **Mike Neff** over No. 5 boss **John Force**, and No. 10 **Jack Beckman** over **Tommy Johnson**, the No. 7 starter and husband of Troxel.

■ John Force Racing had good news and bad news heading into eliminations. All four Ford Mustang Funny Cars qualified. What's wrong with that? John Force drew (and lost to) teammate Mike Neff in the first round, and all four Force Mustangs started on the same side of the ladder.

That meant that in a best-case scenario, only one had the chance to reach the final round. None did. **Tim Wilkerson**, in his Levi, Ray & Shoup Chevy Impala, defeated JFR teammates **Ashley Force**, Mike Neff, and **Robert Hight** to advance to the final.

Only Tony Pedregon at Atlanta in 2006 had beaten three Force team cars at the same event. "It was pretty cool going against all the Force cars," Wilkerson said. "Those guys are always tough. You know when you race anything with the name of Force on it that it's going to be tough. But luckily for us, three of the Mustangs went down to our Impala...That stinking thing just goes right down the track."

■ Five first-round Pro Stock winners advanced with margins of victory that were six feet or fewer. **Johnny Gray** beat **Mike Edwards** by just three feet, and that's how close **Allen**

Johnson's victory was over **Warren Johnson**. **Jeg Coughlin** won against **Justin Humphreys** by a mere four feet, while **Larry Morgan** ended **Dave Connolly's** day by just five feet. **Jason Line** beat **Greg Stanfield** by six feet.

■ The NHRA announced on the eve of the race that it changed its oil-down policy. Monetary fines imposed on pro drivers for oil downs at national events will be eliminated until further notice. However, point deductions will still be enforced.

Sanctioning-body official **Graham Light** said the decision was "designed to ease the financial burden on the race teams, given the cooperation we've experienced by everyone in the racing community to minimize oil downs at national events." NHRA said it will monitor teams that experience chronic oil-down problems and reserves the right to take further action, if necessary.

■ Schumacher Electric Suzuki Pro Stock Motorcycle rider **Chip Ellis** was among four who fouled out in the first round of eliminations. Not only were half of the first-round races decided at the Christmas Tree, but so were two of the four quarterfinal races. (One semifinal was no contest because **Eddie Krawiec's** Harley-Davidson broke after the burnout against **Steve Johnson**.)

"I think the track here has a short roll-out (the distance you can roll before the staging beam reconnects), because I red-lighted on every run except one in qualifying (red lights do not count in qualifying)," Ellis said. "All the red lights were within a hundredth of a second of each other and I told (crew chief) **Steve Tartaglia** this morning that I was concerned. When you see Funny Cars cutting .020- and .030-second reaction times (.000 is perfect) and the bikes all going double 0s, that's not typical."

It was the first red light for Ellis since Memphis in 2007 and only his 10th-career foul start in 58 races.

IHRA & NHRA Should Work Together For Safety

SEATTLE

The inherent sickness of watching videos depicting fiery, nasty, spectacular motorsports accidents can be a subject for another day. Though we can thank God for the crashes that don't leave so much as a scratch, we need to recognize that some racers do not walk away.

Blaine Johnson didn't. Darrell Russell didn't. Eric Medlen didn't. Scott Kalitta didn't. Those are four precious lives, and they're four too many to lose.

John Force was battered and broken last September, and now we have one more championship Funny Car racer whose left leg was crushed, twisted and nearly severed.

Perhaps overlooked in the National Hot Rod Ass'n's news of safety initiatives, task force, mandatory upgraded Funny Car chassis, improved Goodyear tires and the advent of 1,000-foot racing was the news of longtime Funny Car driver Dale Creasy, Jr.'s severe leg injuries at the International Hot Rod Ass'n race July 4-7 at Edmonton.

The popular two-time defending IHRA champion known affectionately as "Peanut" underwent two surgeries last week to repair a left leg ravaged by a broken transmission housed underneath his calves and feet. He also suffered a broken right foot. Creasy said doctors told him it might be six months before he can walk again. He is facing a rehabilitation period of six to nine months.

The incident wasn't lost on Graham Light, NHRA's vice president of racing operations. He phoned Creasy to express his concern and encouragement. Steve Creasy spoke with Light and, according to teammate and event winner Matt Hagan, he urged NHRA to address the issue of possible catastrophic transmission failures and the notion of mounting them in a safer position.

But that's precisely what the Professional Racers Organization, the new safety task force and individual racers and team owners need to do — tell NHRA how to run its business when it comes to safety. That can happen in a civil, productive way.

Moreover, the IHRA should reach out to the NHRA, offer ideas and

THE STRAIGHTLINE



SUSAN WADE

resources and join the effort.

Perhaps it can offer suggestions about what has been successful for the Norwalk, Ohio-based sanctioning body. Perhaps it can offer the use of its tracks for testing various pieces of equipment or experimental parts.

Perhaps it can arrange a meeting of its drivers and crew chiefs who have researched everything from alternative fuel (Mark Thomas) to perhaps-safer chassis designs (Mike Kloeber) to the advancement of science and technology in education (Paul Lee) to the maybe more mundane, but effective art of decreasing parts attrition (Paul Smith). IHRA has its engineers, engine and chassis experts, machinists, construction workers and self-made successes in business. They can contribute to the solutions.

The NHRA should reach out to the IHRA. Light did it with a phone call. That's a splendid start. Tom

Compton, you're the NHRA president — call Aaron Polburn. He is as friendly as you are reserved, so why not let Polburn articulate your shared initiatives and pitch the concept to the individuals in Corporate America who might participate and provide some key input? Invite the IHRA to join in resource-pooling, perhaps even incentive programs for engineering students to lend their creativity in addressing some of the technical issues.

The NHRA, with its newly formed safety task force, has a chance to do what Eric Medlen's father, John (crew chief for John Force Racing Funny Car rookie Mike Neff), urged last summer: not to add any more names to the list of fallen drivers.

That's a sobering mission, and the men on that task force — chair Dan Olson and members Austin Coil, Jim Head, Alan Johnson, Jon Oberhofer, Mark Oswald and Tim Wilkerson — are thoughtful, deliberate individuals capable of carrying out the responsibility.

But the accountability doesn't need to rest on only their shoulders. Everybody wins when everybody works together.

UP NEXT

Schuck's Auto Supply NHRA Nationals, July 18-20, Pacific Raceways, Kent, Wash.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

1. Tony Schumacher	1,179
2. Antron Brown	904
3. Larry Dixon	867

1. Tim Wilkerson	978
2. Robert Hight	763
3. Tony Pedregon	750

1. Greg Anderson	996
2. Kurt Johnson	900
3. Jason Line	828

RACE REWIND

Race 20 of 35: Dollar General 300, Friday, July 11
Chicagoland Speedway, Joliet, Ill.

FINAL RESULTS

FIRST



Kyle Busch

SECOND



Denny Hamlin

THIRD



Brad Keselowski

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	10	18	Kyle Busch	Z-Line Designs Toyota	200	\$84,845	Running
2	41	32	Denny Hamlin	Hass Avocados from Mexico Toyota	200	63,175	Running
3	13	88	Brad Keselowski	U.S. Navy Chevrolet	200	59,318	Running
4	8	10	Brian Vickers	Dollar General Stores Toyota	200	38,275	Running
5	1	99	David Reutimann	Aaron's Dream Machine Toyota	200	37,200	Running
6	27	16	Greg Biffle	CitiFinancial Ford	200	30,450	Running
7	9	2	Clint Bowyer	RVs.com/Camping World Chevrolet	200	28,500	Running
8	7	29	Jeff Burton	Holiday Inn Chevrolet	200	27,450	Running
9	2	20	Tony Stewart	Old Spice Toyota	200	28,210	Running
10	5	5	Landon Cassill	National Guard Chevrolet	200	34,593	Running
11	21	1	Mike Bliss	Miccosukee Resorts Chevrolet	200	34,618	Running
12	22	47	Kelly Bires	Clorox Ford	200	30,918	Running
13	3	6	David Ragan	Discount Tire Ford	200	25,700	Running
14	33	11	Jason Keller	America's Incredible Pizza Chevrolet	200	29,858	Running
15	24	59	Marcos Ambrose	Kingsford Match Light Ford	199	30,073	Running
16	12	60	Carl Edwards	World Financial Group Ford	199	24,020	Running
17	19	17	Matt Kenseth	Valvoline Ford	199	22,435	Running
18	4	33	Kevin Harvick	Camping World RV Sales Chevrolet	199	22,925	Running
19	14	25	Bobby Hamilton, Jr.	Eckrich Ford	199	28,433	Running
20	17	7	Mike Wallace	GEICO Toyota	198	29,223	Running
21	16	9	Elliott Sadler	Auto Value Part Stores Dodge	198	21,645	Running
22	30	70	Mark Green	ForeTravel/BIOMET Chevrolet	198	30,003	Running
23	18	64	David Stremme	Atreus Home & Communities	197	28,268	Running
24	20	66	Steve Wallace	Jimmy John's Gourmet Chevrolet	196	27,758	Running
25	34	22	Josh Wise	Supercuts Dodge	196	27,798	Running
26	6	40	Dario Franchitti	Fastenal Dodge	196	27,513	Running
27	11	38	Jason Leffler	Great Clips/comcast Toyota	195	27,403	Running
28	37	28	Kenny Wallace	U.S. Border Patrol Chevrolet	195	27,283	Running
29	31	55	Robby Gordon	Menards/MAPEI Dodge	194	20,665	Running
30	15	27	Brad Coleman	Pull-Ups/Jewel-Osco Ford	194	27,273	Running
31	39	81	D.J. Kennington	Mahindra Tractor/NPPL Dodge	192	26,888	Running
32	36	24	Eric McClure	Hefty Chevrolet	190	26,778	Running
33	42	01	Danny Efland	SponsorDavis.com Chevrolet	189	26,668	Running
34	40	52	Kevin Lepage	Dale Jr.'s Whiskey River Chevrolet	109	26,558	Engine
35	28	30	Stanton Barrett	Interush Chevrolet	57	26,448	Engine
36	23	05	Burney Lamar	31W Insulation/Certainfeed Ford	47	26,338	Transmission
37	43	90	Johnny Chapman	MSRP Motorsports Chevrolet	34	26,228	Overheating
38	35	4	Derrick Cope	JVC Chevrolet	31	26,168	Overheating
39	26	02	Andy Ponstein	StottClassicRacing.com Chevrolet	30	19,590	Engine
40	29	31	Kenny Hendrick	Interush Chevrolet	30	19,480	Vibration
41	38	61	Brandon Whitt	Un-sponsored Ford	20	25,838	Driveshaft
42	32	49	Kertus Davis	Un-sponsored Chevrolet	9	19,190	Rear End
43	25	0	Larry Gunselman	SponsorDavis.com Chevrolet	7	19,064	Vibration

RACE STATISTICS

Race time: 2 hours, 4 minutes, 37 seconds
Average speed: 144.443 miles per hour
Victory margin: 3.120 seconds
Caution flags: Three for 15 laps
Lead changes: 10 among six drivers

Lap leaders: David Reutimann 1-53; Jeff Burton 54-58; Reutimann 59-87; Burton 88-90; Brad Keselowski 91-94; Kyle Busch 95-148; Reutimann 149; Greg Biffle 150; Clint Bowyer 151; Burton 152-153; Busch 154-200.

TALK OF TIME TRIALS

David Reutimann earned his second-career Nationwide Series pole with a lap of 30.606 seconds at 176.436 miles per hour in the No. 00 Aaron's Dream Machine Toyota. Tony Stewart in the No. 20 Old Spice Toyota started second.

STANDINGS

FIRST



Clint Bowyer

SECOND



Brad Keselowski

THIRD



David Reutimann

Top 10

1. Clint Bowyer	2,965	6. David Ragan	2,613
2. Brad Keselowski	2,782	7. Mike Bliss	2,603
3. David Reutimann	2,748	8. Mike Wallace	2,376
4. Carl Edwards	2,711	9. David Stremme	2,325
5. Kyle Busch	2,633	10. Jason Keller	2,278

Night Ranger



AUTOSTOCK PHOTO

ON A ROLL: Kyle Busch celebrates his fifth NASCAR Nationwide Series victory Friday night at Chicagoland Speedway in Joliet, Ill. It was the 13th victory for Joe Gibbs Racing this season.

By **RON LEMASTERS, Sr.**
NSSN CORRESPONDENT

JOLIET, Ill. — Kyle Busch won the first night race at Chicagoland Speedway Friday night, a feat he termed “unbelievable,” but his victory in the NASCAR Nationwide Dollar General 300 didn’t support his assessment.

It was the 13th victory in 20 Nationwide races for Joe Gibbs Racing, four of them by Busch, who led 101 of the 200 laps to score his fifth series win this season.

Gibbs Racing Sprint Cup Series teammate Denny Hamlin, who was driving for Braun Racing, chased Busch to the finish, 3.120 seconds behind, followed by Brad Keselowski in third. It was Keselowski’s 12th top-10 finish in 20 Nationwide races this season. “The car was tight early,” Busch said of the No. 18 Z-Line Designs Toyota, “but (crew chief Jason Ratcliff) made a bunch of changes and the car came to life and took off all of a sudden.”

A long green-flag run over the last half of the race dashed Hamlin’s

hopes of victory.

Once out to a lead of 10 seconds, Busch confessed to backing off the pace and keeping an eye on Hamlin.

“I was working the traffic easily and trying to save the right-front tire in case I needed to get after it late in the race,” Busch said.

For Hamlin, who was second in the Hass Avocados from Mexico Toyota after starting 41st, it was a frustrating finish for a number of reasons. However, it was Hamlin’s ninth top-10 finish in 11 Nationwide races.

“We had a good car, but we just had so many problems after we got here,” he said. “We had just three laps of practice and a half-lap of qualifying.”

Hamlin had a mechanical problem during qualifying that forced the team to make repairs, which sent him to the rear of the field for the start. By the end of the race, Hamlin was among the fastest cars on the track.

“We really ran the 18 car (Busch) down on that last run,” he said. “He just got too far ahead and we couldn’t make up the track position. We needed a late caution.”

Unfortunately for Hamlin, the final

106 laps ran caution free.

Keselowski, who was third in the U.S. Navy Chevrolet, also felt he had a shot at winning.

“We had a car that was strong for sure, great on the long runs,” Keselowski said. “It was close to Kyle’s, but he’s pretty good and there’s a reason he’s winning all these races.”

Keselowski said a late caution wouldn’t have helped him much.

“What we needed was about 50 laps less racing,” he said. “I’m feeling miserable. It was a night race, but the car wasn’t doing me any favors. It was pretty loose and that makes you work even harder.”

Keselowski, second in the standings, cut Clint Bowyer’s lead to 183 points.

For the first half of the race, it appeared that David Reutimann would have things his own way in the No. 99 Aaron’s Dream Machine Toyota, leading 82 of the first 87 laps until the handling went away.

JGR’s 13th-series victory of the season tied the record set by Richard Childress Racing in 2007 for the most victories by an owner in an NNS season.

Bayne Triumphs In Thompson Shootout

THOMPSON, Conn. — Seventeen-year-old Dale Earnhardt, Inc. development-driver Trevor Bayne scored his first-career NASCAR Camping World Series East victory Saturday night at Thompson Int’l Speedway.

CW EAST

The triumph came in Bayne’s sixth-career start. Bayne took the lead from DEI teammate Jesus Hernandez on a lap-97 restart and won by a car length. Hernandez finished second, followed by veteran Brad Leighton, Marc Davis and Jeffrey Earnhardt in a third DEI Chevrolet.

Bayne and Hernandez swapped the lead five times over the second half of the race.

“It was a great race for a great organization. Our cars were equal,” Bayne added about the final shootout with Hernandez. “I had the preferred outside line on the final restart, and everything just fell into place.”

The win topped off a huge day for Bayne, who won the pole earlier in the day.

Shadowed by Bayne, Hernandez took the lead on a lap-38 restart. The two waged a close-quarters battle for the win. On the race’s final restart with three laps to go, Bayne took the

lead and won the three-lap sprint to the finish.

The finish:

Showing driver, car, laps completed and money won: 1. Trevor Bayne, Chevrolet, 100, \$8,815; 2. Jesus Hernandez, Chevrolet, 100, \$5,215; 3. Brad Leighton, Chevrolet, 100, \$2,700; 4. Marc Davis, Toyota, 100, \$3,000; 5. Jeffrey Earnhardt, Chevrolet, 100, \$2,500; 6. Jody Lavender, Ford, 100, \$1,950; 7. Matt Kobyluck, Chevrolet, 100, \$1,600; 8. Rogelio Lopez, Chevrolet, 100, \$3,050; 9. Austin Dillon, Chevrolet, 100, \$1,520; 10. Jeff Anton, Chevrolet, 100, \$1,500; 11. Max Dumarey, Chevrolet, 100, \$1,000; 12. Dustin Delaney, Chevrolet, 100, \$1,000; 13. Jonathan Smith, Dodge, 100, \$1,000; 14. Jamie Hayes, Chevrolet, 100, \$1,500; 15. Eddie MacDonald, Chevrolet, 100, \$1,475; 16. Joe Polewarczyk, Chevrolet, 100, \$975; 17. Ricky Carmichael, Chevrolet, 100, \$1,450; 18. Peyton Sellers, Chevrolet, 100, \$950; 19. Brian Ickler, Chevrolet, 100, \$1,425; 20. Alex Kennedy, Chevrolet, 100, \$925; 21. Ryan Duff, Chevrolet, 100, \$900; 22. Steve Park, Chevrolet, 100, \$1,400; 23. Eric Lux, Toyota, 100, \$900; 24. Craig Goess, Toyota, 99, \$900; 25. Bryon Chew, Chevrolet, 83, \$1,400; 26. James Pritchard, Dodge, 73, \$900; 27. Joe Oliver, Chevrolet, 71, \$900; 28. Mike Johnson, Ford, 43, \$900.

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- Jan. 18-20 Motorsports Race Car Show 2008 • Atlantic City Convention Center • Atlantic City, NJ
- Feb. 23 Arena Racing • Cricket Arena • Charlotte, NC
- Feb. 29-Mar. 2 Speedway Expo • The Big E • Springfield, MA
- March 15-16 Food City 500 • Bristol Motor Speedway • Bristol, TN
- April 13 Kentuckiana Ford Dealers ARCA 200 • Salem Speedway • Salem Indiana
- April 18 Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- April 20 Rich Vogler Classic • Winchester Speedway • Winchester, IN*
- May 4 ARCA/RE-MAX Series • Rockingham Speedway • Rockingham, NC
- May 9-10 SUPER CLEAN Diamond Nationals • Lucas Oil Speedway • Wheatland, MO
- May 16 NHRA O'Reilly Thunder Valley Nationals • Bristol Dragway • Bristol, TN
- May 17 NASCAR Sprint All-Star Challenge • Lowe's Motor Speedway • Concord, NC
- May 17 ARCA Lincoln Welders Truck Series • Toledo Speedway • Toledo, OH
- May 17-18 4th Annual ARCA Fan Festival • Toledo Speedway • Toledo, OH
- May 18 ARCA RE/MAX Series • Toledo Speedway • Toledo, OH
- May 23 World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 24-25 NASCAR • Lowe's Motor Speedway • Concord, NC
- May 26 United Sprint Car Series Speedweek • Clay Hill Motorsports Park • Atwood, TN
- May 27 United Sprint Car Series Speedweek • Clarksville Speedway • Clarksville, TN
- May 29 United Sprint Car Series Speedweek • Camden Speedway • Camden, TN
- May 30 United Sprint Car Series Speedweek • North Alabama Speedway • Tusculumbia, AL
- May 30 Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI*
- June 4 Prelude to the Dream • Eldora Speedway • New Weston, OH
- June 6-7 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 20 USAC Midgets • Knoxville Raceway • Knoxville, IA
- June 22 Iowa Corn Indy 250 • Iowa Speedway • Newton, IA
- June 24 All Star Circuit of Champions • Hilltop Speedway • Millersburg, OH
- June 25 All Star Circuit of Champions • Skyline Speedway • Stewart, OH
- June 26 All Star Circuit of Champions • Fremont Speedway • Fremont, OH
- June 28 PA Speedweeks • Lincoln Speedway • Lincoln, PA
- June 29 PA Speedweeks • Bedford Speedway • Bedford, PA
- July 1 PA Speedweeks • Grandview Speedway • Bechtelsville, PA
- July 2 PA Speedweeks • Hagerstown Speedway • Hagerstown, PA
- July 3 PA Speedweeks • Port Royal Speedway • Port Royal, PA
- July 4 PA Speedweeks • Williams Grove Speedway • Mechanicsburg, PA
- July 5 UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN
- July 9 **Brad Doty Classic • Limaland Motorsports Park • Lima, OH**
- July 11 **Knight Before the Kings Royal • Eldora Speedway • New Weston, OH**
- July 12 **Kings Royal • Eldora Speedway • New Weston, OH**
- July 18 Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
- July 19 NNS Missouri • Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
- July 19 NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
- July 24-26 **Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN**
- Aug. 4 Musco Lighting Front Row Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 5 Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 6-9 Knoxville Nationals • Knoxville Raceway • Knoxville, IA
- Aug. 15-16 Ron Schuman Classic* • Lakeside • Kansas City, KS
- Aug. 20 Craftsman Truck • Bristol Motor Speedway • Bristol, TN
- Aug. 22-23 NASCAR • Bristol Motor Speedway • Bristol, TN
- Aug. 29-30 WoO • Skagit Speedway • Alger, WA
- Oct. 8 Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Oct. 9-11 NASCAR Sprint Cup • Lowe's Motor Speedway • Concord, NC
- Oct. 12 Winchester 400 • Winchester Speedway • Winchester, IN*
- Oct. 17-19 IHRA • Rockingham Dragway • Rockingham, NC
- Oct. 30-Nov. 1 Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Nov. 1 Adam Petty Memorial All America CRA 400 • Music City Motorplex • Nashville, TN
- Dec. 26-27 Rumble in Ft. Wayne • Allen County Memorial Expo Center • Ft. Wayne, IN

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WORLD OF OUTLAWS SPRINT SERIES RACE REWIND

Saldana Snags Eldora Score

ROSSBURG, Ohio — Two-time Kings Royal winner Joey Saldana put himself in prime position to win the prestigious event for a third time, winning the Night Before the Kings Royal Advance Auto Parts World of Outlaws Sprint Car Series feature Friday night at Eldora Speedway.

Saldana used a classic Eldora slide job on former Kings Royal winner Dale Blaney to take the lead on the 14th lap, and held off Jason Meyers to earn the \$10,000 victory, which was the 36th of his WoO career.

"We needed this one," said Saldana. "We have been struggling here lately. It's nice to win a race at Eldora. They talk about the Knoxville Nationals, but the Kings Royal is just as big. It certainly deserves its mark in sprint-car racing. It's nice to run good the night before and hopefully, we can run well tomorrow."

Saldana lined up third in the Budweiser/Open Joist Mopar-powered JEI and moved into second on the opening lap, as he got around pole-sitter Rob Chaney when Blaney took the lead.

A five-car accident in the third turn on the sixth lap right in front of the leaders led to a very tense moment for Blaney. He found a small opening to dive through after getting on the brakes as hard as he could. Saldana followed him through unscathed. A red flag ensued.

Blaney led Saldana into lapped traffic, which set up Saldana's pass for the lead on lap 14.

"It was tough in traffic," noted Saldana. "A lot of them want to race you, and they are not even racing the guy ahead of them in the running order. I had to do my job in traffic because I have been beat a lot in traf-



RICK SHERER PHOTO

OPEN FOR BUSINESS: Joey Saldana (9) races Randy Hannagan on his way to victory lane Friday night at Ohio's Eldora Speedway.

fic this year and I didn't want to have that happen again. It gets old after a while."

Saldana began to pull away once he got in traffic, which gave Meyers a chance to close in. Meyers made a final-lap run at Saldana, but came up .267 second short.

The victory was the second of the year for Saldana at Eldora, where he

has 16-career victories.

"We have kind of gone back to what everyone else is doing and it's clearly better for our race car right now," he explained. "We are rolling around the track a lot better lately."

Meyers was second in the GLR Investments KPC, with Blaney, point-leader Donny Schatz and Craig Dollansky rounding out the top five.

PITTMAN:

Saldana's Problems Worth \$50,000 To Pittman

CONTINUED FROM PAGE 2

the slower cars.

"I got real excited," said Pittman. "I thought I was going to slide him for the lead as the red came out."

When the race restarted, Saldana did not allow Pittman another opportunity to pass. After inheriting the lead, Pittman hoped for a late-race yellow to bunch the field and deny Meyers an opportunity to pull the same move he himself tried earlier on Saldana.

"I didn't think that in open traffic he would have the speed to try to slide me," said Pittman.

Instead, Pittman found himself behind the slower cars of Rob Chaney and Brian Paulus, and facing one of his biggest decisions of the race. If he tried to pull off a slide job, it would kill his momentum. If he maintained his line, it could give Meyers the chance to snatch away the victory.

On the white-flag lap, Pittman put a slider on the slower cars. It worked, though he did see the nose of



Daryn Pittman

Brett's Got The Mann Power

OWENDALE, Mich. — Brett Mann won Saturday's Engine Pro ASCS Sprints on Dirt presented by Victor Reinz feature during Super Race Day at Owendale Speedway.

ASCs SOD

Mann avoided a first-lap pile up, battled with Ben Rutan and blasted through lapped traffic to secure his first victory of the season and extend his point lead.

"I couldn't believe I missed the crash at the start," said Mann. "(Norman)

was up in the air and I closed my eyes because I thought he was going to take off the top wing. It was great racing with someone like Ben Rutan that you can run side by side like we did. It's been a tough year, but this makes it worth it."

Mann held off Rutan, with Tim Norman, Dain Naida and Gregg Dalman following.

The finish:

Brett Mann, Ben Rutan, Tim Norman, Dain Naida, Gregg Dalman, Ryan Grubbaugh, Joe Bares, Gary Fast, Aaron Shaffer, Chris Pobanz, Jim Goetgluck, Ralph Brakenberry, Jim Lingar, Steve Irwin, Tank Brakenberry, Louie Carful.

Howland Goes Back To Back

BREWERTON, N.Y. — Up until last week, Bryan Howland had gone winless for two years. Now, two weeks into July, he has a pair of wins on the ASCS Patriot Tour.

ASCs PATRIOT

Howland scored his second-straight ASCS Patriot triumph, dominating the series' first stop at Brewerton Speedway.

In what was the first sprint-car race of any kind at the third-mile dirt track in 12 years, Howland took advantage of a May practice session at the track to find the quick way

around.

"That helped a lot tonight, the track in the feature was a lot like what it was back in May," said Howland. "We knew the setup to use and the line we needed to run and it paid off."

Howland led all 25 laps from the pole, while Jared Zimbardi ran second the full distance. Chuck Hebing, Rick Wilson and Gordy Button rounded out the top five.

The finish:

Bryan Howland, Jared Zimbardi, Chuck Hebing, Rick Wilson, Gordy Button, Blake Breen, Mike Stelter, Bobby Breen, Tommy Wickham, Doug Norrie, Brandon Warner, Jessica Zemken, Geoff Quackenbush, Chris Muhleisen, Dave Wickham, Tim Devendorf, Robbie Shuttleworth, Daniel Lampron, Doug Emery, Joe August, Jr., Scott Krutner, Jared Fink.

Johnson & Johnson Top URSS

Friday

JUNCTION CITY, Kan. — Veteran Kansas sprint-car driver Jon Johnson picked up his first United Rebel Sprint Series victory of the season, passing Corey Lutters for the lead

URSS

Friday night at Whiskey Lake Raceway. Lutters settled for second ahead of Cody Salem in third. Josh Fairbank took fourth, edging his cousin, Smokey Fairbank, for the position by a matter of inches.

Johnson also won the race's Weld Racing Wheels Hard Charger Award

coming from ninth to get the victory.

Saturday

HAYS, Kan. — C.J. Johnson won the inaugural United Rebel Sprint Series Wheatshocker Rebel Nationals Saturday night at RPM Speedway.

Riding in third, Johnson passed both leader Jeff Radcliffe and second-place Randy Washburn to take the lead for good.

Johnson held off eventual runner-up Ray Seemann and Paul Flynn in third. Patrick Bourke finished fourth and Jon Johnson came from 16th-starting spot to finish fifth.

Sherman Sets Ariz. Track On Fire

TUCSON, Ariz. — Jeremy Sherman reeled off his fourth Discount Tire Co. American Sprint Car Series Canyon Region victory in a row by

ASCs CANYON

winning Saturday night's 30-lap feature at United Sports Arizona

Race Park.

Sherman took his seventh-series win of the season from the fourth-

starting position aboard Fred Bryan's Wesmar-powered F&E Development No. 77.

Sherman was chased to the stripe by Jay Ervine, with R.J. Johnson, Nathan High and polesitter Bobby Taylor rounding out the top five.

The finish:

Jeremy Sherman, Jay Ervine, R.J. Johnson, Nathan High, Bobby Taylor, Mike Leslie, Justin Fisher, Andrew Reinbold, Mike Martin, Jody Wirth, Carson Ditsch, Ronnie Clark, Derek Williams, Josh Pelkey, Steve Tallas, Charles Davis, Jr.

Invaders No Match For Bobby Mincer

TIPTON, Iowa — Bobby Mincer dominated the night at the Ideal Ready Mix Sprint Invaders feature Sunday at Cedar County Speedway.

INVADERS

Mincer won his heat race and came from the last row to win the Shake-Up Dash before drawing a four pill for the invert in the 25-lap main event.

That put Ryan Jamison on the pole for the feature. Jamison led at the outset of the feature event, but Mincer

stormed up from his fourth-place starting spot, disposed of Jamison in the opening laps of the race and led the rest of the way.

Jerrod Hull passed Jamison to get the second spot. Jamison finished third. Nick Eastin was fourth and John Schulz rounded out the top five.

The finish:

Bobby Mincer, Jerrod Hull, Ryan Jamison, Nick Eastin, John Schulz, Corey Weyant, Mark Shirshakan, Natalie Sather, Josh Schneiderman, Jimmy Davies, Matt Harms, Matt Rogerson, Andy Huston, Tim Moore, John Hall, Cody Peterson, Daniel Avery, Dennis Bourdeau.



A weekly report of action from across America



Rockford Speedway

- Rockford, Ill.
July 9, 2008
Hornet
1. Matt Mangiaracina
2. Alan Bekiewski
3. Roger Schultz
Figure-8
1. Chris Gantz
2. Tom Schneider
3. David Russell
Legends
1. Maxx McNamara
2. Matt Booker
3. Michael Cooter
Allison Legacy
1. John Beinlich
2. Dwight Dunlap
3. Austin Mennen
RoadRunner
1. Alex Papini
2. Joshua Lundy
3. Charlie Frisch
Winged Women on Wheels
1. Robin Ulrey
2. Laura Siarkiewicz
3. Rachel Sparkman

Trumbull County Fairgrounds

- Cortland, Ohio
July 10, 2008
Fastrak Late Model
1. Bobby Powell
2. Mike Pegher, Jr.
3. Dennis Lunger, Jr.
Stock Car
1. Alan Dellinger
2. Chris Haines
3. Dave Ferringer

Anderson Speedway

- Anderson, Ind.
July 9, 2008
Midget
1. James Robertson
2. Travis Young
3. Justin Overfelt
Kenyon Midget
1. Jeff Wimmener
2. Drew Charlson
3. Dalton Armstrong
Ford Focus Midget
1. Allison MacLeod
2. Kyle Hamilton
3. Any Nock

Anderson Speedway

- Anderson, Ind.
July 11, 2008
Figure-8
1. Nick Warner
2. Andy Keller
3. Ronnie Phipps
Legends
1. Adam Roberts

2. Zach Zimmerly
3. John Robbins
Thundercar
1. Lonny Burton
2. Sam Folsom
3. Travis Burge
Mini Cup
1. Tim Phillips
2. Geoff Gerline
3. Chad Varner
Front-Wheel Amateur
1. Jeff Saxon
2. Kevin Harmon
3. Chuck Gossett

Lebanon Midway Speedway

- Lebanon, Mo.
July 11, 2008
Modified
1. Rex Merritt
2. Eric Turner
3. Jamie Ragland
Factory Stock
1. Mark Bourey
2. Jody Tillman
3. Bryan Tillman
B-Mod
1. Jason Otto
2. Billy Street
3. Kris Jackson
Bomber
1. Shawn Strong
2. Brandon Knudtson
3. Jerry Lankton
Super Stock
1. J.C. Newell
2. Ben Newell
3. Clinton Betts

Kil-Kare Speedway

- Xenia, Ohio
July 11, 2008
Late Model
1. Justin Alsp
2. Tim Allensworth
3. John Vallo
Modified
1. Bill Burba
2. Brad Yelton
3. Mike Carroll
Sport Stock
1. Tom Williams
2. Derrick Louderback
3. Justin Miller
Compact
1. Chris Boggs
2. Tim Haerr
3. Ron Sagers
ARCA Truck
1. Paul Hahn
2. Mike Young
3. Nick Gullatta

Ponderosa Speedway

- Junction City, Ky.
July 11, 2008
Late Model
1. Benji Lee
2. Tim York
3. Randy Turpin
Sportsman
1. Bartley Grant
2. Gerald Haynes, Jr.
3. Rick King

Calumet County Speedway

- Chilton, Wis.
July 11, 2008
Grand National
1. Randy Brunette
2. Terry Van Roy
3. Tim Warner
Street Stock
1. Matt Vetting
2. Matt Reinke
3. Ryan Mueller
Challenger
1. Brad Ruh
2. Steven Ruh

1. Troy English
2. Matt Liner
3. Tommy Williams
Street Stock
1. Pancho Elder
2. Paul Howard
3. Ryan Humphrey
Warrrior
1. Matt Hartman
2. Jeffrey Bailey
3. Keaton Downing
Vintage
1. Mark Moore
2. Rex Rutter
3. Tim Cunningham

Grundy County Speedway

- Morris, Ill.
July 11, 2008
Late Model
1. Eddie Hoffman
2. Brett Sontag
3. Tom Smith
Sportsman
1. Jake Finney
2. Jason Kolbe
3. Ron Vandermeir, Jr.
Street Stock
1. Randy Weese
2. Chad Bayuk
3. Chris Woodall
Four Cylinder
1. Steve Doherty
2. Kyle Lindermath
3. Jim Beasley

Indianapolis Speedrome

- Indianapolis, Ind.
July 12, 2008
Late Model
1. Rodney Sizemore
2. Eddie VanMeter
3. Doug Greig

Attica Raceway Park

- Attica, Ohio
July 11, 2008
305 Sprint Car
1. Bryan Sebetto
2. Stuart Brubaker
3. Shaun Valenti
Late Model
1. Jon Henry
2. Curtis Deisenroth
3. Dusty Moore
Dirt Truck
1. Alex Weichman
2. Cory Ward
3. Dan Hennig

Jackson Speedway

- Jackson, Minn.
July 12, 2008
360 Sprint Car
1. Scott Winters
2. Gordy Vogelaar
3. Brett Geldner
Sprint
1. Mike Blomstrom
2. Frank Phipps
3. Nate Eakin
Stock Car
1. Roger Tripp
2. Jason Mickelson
3. Trent Schroder

Paducah Int'l Raceway

- Paducah, Ky.
July 11, 2008
Late Model
1. John Tindal
2. Randy Sellars
3. Tim Brown
Modified
1. Randle Sweeney
2. Todd Miller
3. Justin Houston
Crate Late Model

- B-Mod**
1. Ken Odegaard
2. Justin Schuder
3. Matthew Looft
Hobby Stock
1. John Briggs
2. Chris Harris
3. Dan Strandberg

Galesburg Speedway

- Galesburg, Mich.
July 12, 2008
Late Model
1. Scott Rugg
2. Harry Foote
3. Luke Krick
Sportsman
1. Jim Woodin
2. Jeff Vochaska
3. Kyle Rombaugh
Street Stock
1. John Foote, Jr.
2. Bob Metheny
3. Scott Eley
Mini Stock
1. Shane Clark
2. Wayne Kline
3. Justin Stephens
Burg Stock
1. Robert Mason
2. Brian Osten
3. Tim Gale

Madison Int'l Speedway

- Oregon, Wis.
July 11, 2008
Super Late Model
1. Nathan Haseleu
2. Steve Ruback
3. Frank Kreyer
Sportsman
1. Bret Schmidt
2. Steve Dickson
3. Darrell Garman
Bandit
1. Chester Ace
2. Kyle Padfield
3. Cory Skolaski
Legends
1. Max McNamara
2. Alex Arelano
3. Aaron Moyer
Short Tracker
1. Randy Nottestad
2. Steve Allman
3. Derek Bettenhausen
Bandolero
1. Caylie Duncanson
2. Cory Cootware
3. Kyle Vergata

Eldora Speedway

- Rossburg, Ohio
July 11, 2008
360 Sprint Car
1. Butch Schroeder
2. Dale Blaney



BACK IN BLACK: Brad Brightbill (19) races inside of Tom Brennan during modified action Friday night at Big Diamond Raceway in Minersville, Pa.

Rice Lake Speedway

- Rice Lake, Wis.
July 12, 2008
Late Model
1. Paul Brust
2. Duane Mahder
3. Todd Gehl
Modified
1. Mike Anderson
2. Kevin Adams
3. Keith Tourville
Super Stock
1. Jason Forehand
2. Aaron Wilson
3. Eric Olson
Midwest Modified
1. Mark Gerth
2. Matt Leer
3. Mark Clements
Street Stock
1. Clark Swartz
2. Jimmy Randall
3. Scott Clark
Pure Stock
1. Darwin Brown
2. Danny Richards
3. Dusty Brown

Cedar Lake Speedway

- New Richmond, Wis.
July 9, 2008
Late Model
1. Ashley Anderson
2. Eric Breeschoten
3. Rick Hanestad
Modified
1. Dave Cain
2. Ken Schrader
3. Craig Thatcher

Cedar Lake Speedway

- New Richmond, Wis.
July 12, 2008
Late Model
1. Brent Larson
2. Rick Hanestad
3. Rick Egersdorff
Modified
1. Dave Cain
2. Joey Jensen
3. Jason Schill
Super Stock
1. Greg Nippoldt
2. Rich Bishop
3. Tim Borgeson
Midwest Modified
1. Dan Wheeler
2. Shawn Phillips
3. Clark Perry
Street Stock
1. Shawn Kammerud
2. Jared Gross
3. Jeff Heintz

Tomahawk Speedway

- Tomahawk, Wis.
July 11, 2008
Midwest Modified
1. Chad Boettcher

Bloomington Speedway

- Bloomington, Ind.
July 11, 2008
Midget
1. Tate Martz
2. Joey Paxson
3. Terry Goff
Super Stock
1. Lee Hobbs
2. Jeremy Hines
3. Winston Howe
Modified
1. Shelby Miles
2. Ryan Thomas
3. Ray Humphrey

I-96 Speedway

- Lake Odessa, Mich.
July 12, 2008
Mini Sprint
1. Jason Holibaugh
2. David Price
3. Curtis Edrey, Jr.

Berlin Raceway

- Marne, Mich.
July 12, 2008
Late Model
1. Tom Thomas
2. Caleb Biskaya
3. Ross Meeuwesen
Pro Stock
1. Ryan Schnabel
2. Ryan Meldrum
3. Brian Tillema
Super Stock
1. Dave Lake
2. Ray VanAllsburg
3. Bob Spencer

La Crosse Fairgrounds Speedway

- West Salem, Wis.
July 12, 2008
Late Model
1. Steve Carlson
2. Brent Kirchner
3. Kevin Nuttleman
Sportsman
1. Jimmy Gilster
2. Jerimy Wagner
3. Brandon Berg
Thunderstox
1. Jason Schaller
2. Jason Stark
3. Adam Moore
Queen Bee
1. Heather Hutchenrider
2. Kim Eckelberg
3. Stephanie Derleth

Illiana Motor Speedway

- Schererville, Ind.
July 12, 2008
Late Model
1. Jeff Cannon
2. Mike White
3. Mike Monroe
Limited Late Model
1. Anthony Danta
2. John Senerchia
3. John Nutley
Turbo Stox
1. Eddie Ligue
2. Pat O'Rourke
3. Bobbie Jean Wall
Legends
1. Max McNamara
2. Chris King
3. Van Drunen
Pure Stock
1. Mike Lindemulder
2. Dave Jacobs
3. Bob Rohweder

Butler Motor Speedway

- Butler, Mo.
July 13, 2008
Factory Stock
1. Brice Elniki
2. Drew Hendren
3. Ty Page
Sprint Car
1. Mike Taylor
2. Mike Watters
3. Dan Watters
Modified
1. Johnny Fennewald
2. Eddie Bray, Jr.
3. Chris Wunder
Street Stock
1. Eddie Fox
2. Jeff Douty
3. Mark Selsor
Late Model
1. Jack Simmons
2. Eric Anderson
3. Dustin Beisley

Skyline Speedway

- Stewart, Ohio
July 11, 2008
410 Sprint Car
1. Cole Duncan
2. Danny Smith
3. Josh Davis
Late Model
1. Cory Conley
2. Chris Carpenter
3. Larry Bond
Modified
1. Jeremy Berwanger
2. Mark Dickson
3. Doug Henry
Pure Stock
1. Jeremy Blake
2. Daron Roush
3. John Powell, Jr.
Four Cylinder
1. Tom Adkins
2. Ted Christopher
3. Tony Plaugher
Mini Wedge
1. Ron Pickens
2. Miriah Miller

Owosso Speedway

- Owosso, Mich.
July 12, 2008
Modified
1. Travis Eddy
2. Laci Donnert
3. Jason Parish
Late Model
1. Mark Welch
2. Tim Felver
3. Dave Bigos
Street Stock
1. Leo Smith
2. Chris Begg
3. Lindsay Fausett
Pure Stock
1. Dennis Adkins
2. Fred Atkins
3. Jim Gokee
Mini Stock
1. Alex Donnert
2. Dan Gokee
3. Shaun Conner

Sycamore Speedway

- Sycamore, Ill.
July 11, 2008
Spectator
1. Chris Ricker
2. Michael Swiderski
3. Ryan Decker
Figure-8
1. Gabe Alvarado
Demolition
1. Johnny Hansford
Powder Puff
1. Amy Memoli
2. Stacy Roach
3. Courtney Brancecum
Compact
1. Mike Gossett

Sycamore Speedway

- Sycamore, Ill.
July 12, 2008
Super Late Model
1. Nick Markham
2. Reno Markham
3. Charlie Olson
Late Model
1. Mike Crowe
2. Chris Parker
3. Paul Ermel
Spectator
1. Michael Brancecum
2. Jimmy Stephens
Powder Puff
1. Amy Memoli
2. Courtney Brancecum
3. Stacy Roach
Compact
Feature No. 1
1. Mike Gossett
3. Mike Stender
Micro Sprint
1. Brian Beebe
2. T.J. Murths
3. Austin Crane

Bluegrass Speedway

- Bardstown, Ky.
July 12, 2008
Super Late Model
1. Mike Marlar
2. Don O'Neal
3. Kevin Claycomb
Street Stock
1. Willie Edeelen
2. Terry Greenwell
3. Jason Priddy
Modified
1. Jason Wheatley
2. Randy Turpin
3. Benji Lee

Flat Rock Speedway

- Flat Rock, Mich.
July 12, 2008
Figure-8
1. Dennis Whisman
2. Robbie Loving
3. Jerry Lee
Late Model
1. Dennis Strickland
2. Ricky Kargel
3. Scott Giroux
Street Stock
Feature No. 1
1. Randy Demaggio
2. Dan Ford, Jr.
3. Steve Cronewett, Jr.
Feature No. 2
1. James Rae
2. Rich Abel
3. Joe Gramlich

Double X Speedway

- California, Mo.
July 13, 2008
Sprint Car
1. Jonathan Cornell
2. Curtis Evans
3. Bradley Roberts
Street Stock
1. Joe Miller
2. John Clancy, Jr.
3. Greg Holdren
Hobby Stock
1. Jeremy Gordon
2. Mike Schrader
3. Krissi Herbach
Micro Sprint
1. Brian Beebe
2. T.J. Murths
3. Austin Crane

Eagle Valley Speedway

- Jim Falls, Wis.
July 13, 2008
Modified
1. Jake Hartung
2. Kevin Adams
3. Rich Loftus
Super Stock
1. Curt Myers
2. Jeff Dregney
3. Mark Stender
Midwest Modified
1. Ronnie Rihn
2. Matt Leer

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1 For The Ages

Smith, 61, Strikes Lucas Oil

Friday

TUSCUMBIA, Ala. — In one of the most stirring victories in the history of the Lucas Oil Late Model Dirt Series, Hall of Famer Freddy Smith won his first LOLMDS event Friday night at North Alabama Speedway.

The 61-year-old driver earned the 784th victory of his illustrious career, as he

withstood a last-lap challenge from Earl Pearson, Jr. Smith became the 17th different winner in the series this season.

The race got off to an ominous start for Smith, who started from the pole for the 40 lapper as he got sideways in turn two and was turned around by another car which forced him to spin in front of the field. Both drivers resumed their starting spots in the line-up on the restart, with Pearson taking the lead on the second restart of the race.

Pearson set the pace early despite several caution flags. Jimmy Owens used a lap-30 restart to take the lead from Pearson.

As Owens completed lap 36 the right-rear wheel sheared off and he broke a hub coming out of turn two, leaving Owens helpless and giving the lead to Smith.

On the restart, Pearson charged around Bart Hartman for second and began chasing Smith. But Smith held off Pearson, with Hartman taking third. Terry Casey and Billy Drake rounded out the top five.

"I thought I was done-for early when I got spun around and got into that tire on the inside of the track. I really enjoy coming here to race and I don't know what to say, I've

tried so hard every time to win a Lucas race, we just don't have the funds that some of the other guys have, but we're thankful for this win," said Smith, who is in his 42nd season of racing.

The finish:

Freddy Smith, Earl Pearson, Jr., Bart Hartman, Terry Casey, Billy Drake, Steve Casebolt, Eddie Rickman, Justin Rattliff, Chris Ragan, John Mason, Anthony Burroughs, Jimmy Owens, Bub McCool, Billy Moyer, Michael Walker, Mark Tice, Josh Putnam, Jerry Jackson, Jason Fitzgerald, Scott Bloomquist, Wayne Chinn, Dan Schlieper, Jamie Elam, Scott James.

Saturday

COLUMBUS, Miss. — For the second-straight night, a member of the National Dirt Late Model Hall of Fame won a Lucas Oil Late Model Dirt Series event, as Scott Bloomquist became the 18th different winner of a LOLMDS event in 2008.

Bloomquist captured the \$10,000 to win 10th annual James Nickoles Memorial on Saturday night at Columbus Speedway. Bloomquist won the event for the second year in a row. Another Hall of Famer, Billy Moyer, finished second, followed by Jimmy Owens, Chris Wall and 12th-starting Terry Casey.

Bloomquist started on the outside of the front row alongside of his fellow Team Zero driver Jimmy Owens. Owens took the lead at the green flag and led Bloomquist through turns one and two, but coming down the backstretch Bloomquist made a move to the inside of Owens, passing him as they headed into the third turn. He led the rest of the way.

Moyer was the fast qualifier for the 32-car field.

The finish:

Scott Bloomquist, Billy Moyer, Jimmy Owens, Chris Wall, Terry Casey, Billy Drake, Bart Hartman, Earl Pearson, Jr., Wayne Chinn, David Breazeale, Chris Ragan, Freddy Smith, Scott James, Steve Casebolt, Jason Cliburn, Justin Rattliff, Dean Carpenter, John Mason, Eddie Rickman, Neil Baggett, Bub McCool, Jeremy Glasgow, Randy Weaver, Chad Thrash.

Laperle Scores Sizzler Repeat

FRASERVILLE, Ontario — Patrick Laperle turned in a repeat performance in the American-Canadian Tour Summer Sizzler 200 at Kawartha Speedway Sunday, winning the event for the second-consecutive year.

The Montreal racer drove from 15th-starting position to lead the pack, and was part of a sensational see-saw battle with fellow Quebec-native Karl Allard for the victory.

Laperle took the lead from Allard on lap 190, three laps after the race's eighth restart, barely holding off Allard and ACT Late Model Tour point-leader Scott Payea, who

slipped by for second after the final restart on lap 197. Laperle pocketed \$5,000.

Payea earned his fifth top-five finish in eight races in 2008 with his runner-up result. Allard's third-place finish came in his first ACT Late Model Tour start of the year. Nineteen-year-old Joey Polewarczyk, Jr. finished in fourth place, just ahead of Brent Dragon in fifth.

The finish:

Patrick Laperle, Scott Payea, Karl Allard, Joey Polewarczyk, Jr., Brent Dragon, Jean-Paul Cyr, John Donahue, Larry Jackson, Nick Sweet, Eric Chase, Randy Potter, Pete Vanderwyst, Glen Luce, Derek Lynch, Leon Heckbert, Brandon Watson, Ryan Nolin, Daniel Descoste, Linc Brown, Pete Potvin III, Dave Morgan, Claude Leclerc, Ken Baird, Nick Sinopoli, Darrin Thring, Spencer MacPherson, Tyler Cahoon, Bryan Mercer, Dan McHattie, Stephane Descoste, Jonathan Urlin, Sylvain Lacombe, Donald Theeget, Norm Mayhew, Trampas Demers, Yvon Bedard.

New Car Brings Same Result For Tim Kaeding

CHICO, Calif. — Tim Kaeding returned to his familiar spot in Golden State

GSC

a new car to get there.

Kaeding, driving the Roth Motorsports No. 83jr, won the GSC main event Saturday night at Silver Dollar Speedway in his first start aboard the Roth mount.

"(Car owner Dennis Roth) told us to just go out and have some fun and try to get as many wins as we can," said Kaeding.

Kaeding moved around early leader Tyler Walker as the two made their way

through lapped traffic. Walker settled for second.

Brad Bumgarner collected a career-best third-place finish, but spun GSC point-leader Jonathan Allard, who recovered well enough to finish seventh and hold onto the championship lead.

Mike Henry in fourth and Kevin Sharrah in fifth rounded out the top five.

The victory was Kaeding's fourth of the season and his 38th overall in GSC competition.

The finish:

Tim Kaeding, Tyler Walker, Brad Bumgarner, Mike Henry, Kevin Sharrah, Evan Suggs, Jonathan Allard, Shane Golobic, Mason Moore, Bud Kaeding, Chris Masters, Tyler Wolf, Mark Hall, Dan Simpson, Brandon Carey, Brent Kaeding, Mike Stallings, Mark Workentine, Jason Statler, Jason York, Ken Fredenburg, Brent Bjork.

Hahn Makes It 5 Out Of 6

XENIA, Ohio — Paul Hahn padded his point lead with yet another victory in the ARCA Lincoln Welders Truck Series Friday night at Kil-Kare Speedway.

ARCA TRUCKS

Hahn, in the Hahn's Powder Coating-Fox Auto Parts-Howe Racing Chevrolet Colorado, passed Mike Young on lap 72 of the 100-lap event and stayed out front for the duration to earn his 20th-career series victory and his fifth in his last six races this season. The win also places Hahn just four victories shy of Chad Guinn's all-time victory mark of 24. Hahn also

inched closer to Jeff Speakman's all-time mark of 14 poles after earning his 12th-career 2BKool Quick Time award earlier in the day.

Young, in the Dave White Chevrolet, finished second after leading 29 laps, earning his second-consecutive runner-up finish. Nick Gullata finished third ahead of two-time series champion Robbin Slaughter in fourth and Bill Withers, another two-time series champion, in fifth.

The finish:

Paul Hahn, Mike Young, Nick Gullata, Robbin Slaughter, Bill Withers, Norm Weaver, Kenny Kirsch, Ash Hawkins, Tim Schafer, Tommy Adams, Michael Risley, Ron Wells, Kurt McLennan, Duane Bischoff, Steve Christman, Mark Otting, Dan Short, Nathan Trepkowski, Tully Esterline.

Bagwell Bags 2nd Dash Triumph

DILLON, S.C. — Danny Bagwell collected his second victory of the 2008 ISCARS Dash Touring season Saturday,

winning the Charles Ray III Diabetes Ass'n 150 at

Dillon Motor Speedway.

Bagwell avoided disaster earlier in the day when flames erupted from under his hood during a practice session due to a loose fuel line leaking gas that was ignited by a spark. Emergency crews were on the scene, so the fire

was extinguished before it could cause irreparable damage.

Near the midway point of the race, Bagwell took the lead from Joey Miller. From there it became a two-car race as Bagwell and Miller moved away from the pack. A late caution set up a 15-lap dash to the finish.

Miller settled for second ahead of Chelsea Schiillig turning a career-best third-place finish. Jake Hobgood finished fourth ahead of Gary Young in fifth.

Phillips Bests Fraise For Firecracker

BUCKNER, Mo. — Terry Phillips won Sunday night's O'Reilly Midwest Late Model Racing Ass'n Firecracker 40 at 24 Raceway.

MLRA

Phillips took the lead on lap eight and survived a late charge by Tony Fraise to pick up the victory.

Fraise, who also raced to a runner-up finish earlier in the

modified feature, settled for second. Dave Eckrich, Mark Voight and David Turner completed the top five.

Polesitter Denny Woodworth was forced to retire after two laps due to mechanical problems.

The finish:

Terry Phillips, Tony Fraise, Dave Eckrich, Mark Voight, David Turner, Ricky Frankel, Sam Harroun, Shad Badger, Bill Koons, J.D. Hubert, Jason Bodenhamer, Bill Koons, Jr., Reid Millard, Jeremy Payne, John Anderson, Chris Smyser, Richard Weber, Brantlee Gotschall, Chad Frewaldt, Sonny Finling, Larry Clawson, Danny Lorton, Denny Woodworth.

A Helping Hand

Weaver Finds Running Mate, Holds On For RoC Triumph

BY AL ROBINSON
NSSN CORRESPONDENT

KIRKWOOD, N.Y. — Brian Weaver got by with a little help from his friends in the July 8

ROC MODS

Dart Race of Champions Dirt Series modified race at Five Mile Point Speedway.

The track's Saturday night point leader led all 75 laps after starting on the pole, but it might have been different had he not had a wingman to protect him from trouble lurking behind.

With the first 19 laps going caution-free, Weaver lapped several cars including ROC point runner-up Rick Laubach, who started 27th on a series provisional, but was capable of running at the leaders' pace on an open track.

That's just what he did the rest of the way, keeping pursuers Stewart Friesen and

Danny Johnson from getting a clear run at the leader. Only on the final lap did runner-up Friesen nose ahead of Laubach, too late to do anything about Weaver.

Behind Weaver, Friesen and Johnson, Brett Hearn flashed the form that made him the king of special events at the Southern tier quarter-mile in the early 1990s by charging from 24th to fourth. RoC champion Pat Ward was fifth, while journeyman Dave Calaman provided the biggest surprise by racing with the touring pros all night to take sixth after starting on the front row.

Mike Loney prevailed in the RoC sportsman 40 lapper over Brad Alger.

The finish:

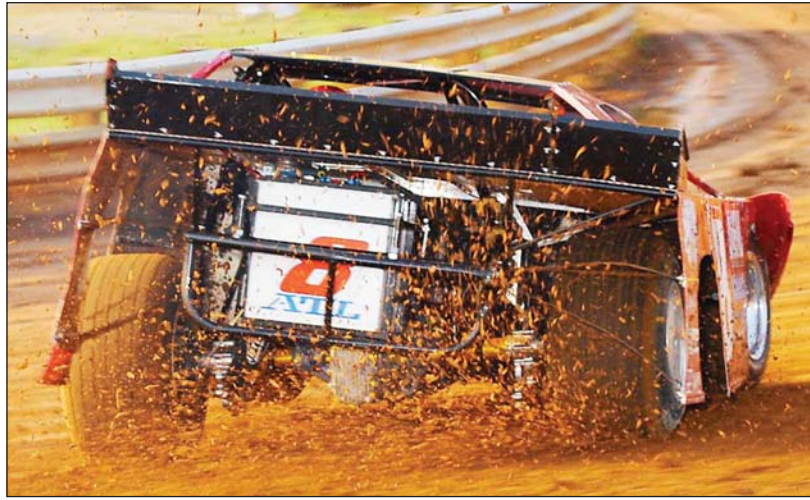
Brian Weaver, Stewart Friesen, Danny Johnson, Brett Hearn, Pat Ward, Dave Calaman, Mitch Gibbs, Joey Grammes, J.R. Hurlburt, Tommy McGurrin, Larry Wright, Mike Colsten, Rick Laubach, J.R. Crouse, Carl Nagel, Jackie Brown, Jr., Willy Decker, Jeff Rudalavage, Billy Decker, Tim Votra, Jeff Strunk, Bobby Trapper, Billy Van Pelt, James Cornell, Kenny Titus, Darwin R. Greene, Jerry Higbie, Jr.

NSSN THE FINAL LAP



LEIF TILLOTSON PHOTO

STARTING EARLY: A young crew member helps clean a tire during Advance Auto Parts Super DIRTcarw Series action Friday at Autodrome Granby in Granby, Quebec.



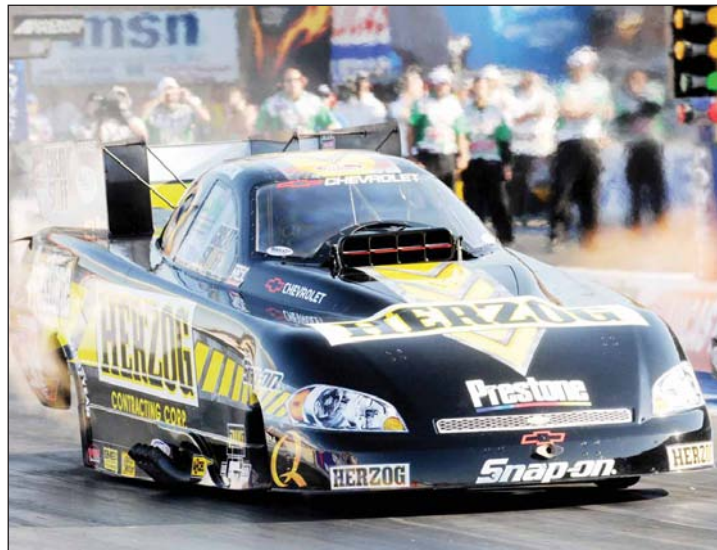
JASON WALLS PHOTO

MUDDY MESS: Les Hare blasts into turn one during hot laps at Hagerstown (Md.) Speedway.



RON MCQUEENEY/IRL INDYCAR PHOTO

READY, SET: IRL IndyCar Series point-leader Scott Dixon sits aboard the No. 9 Target Chip Ganassi Dallara Honda on pit road Friday at Nashville Superspeedway.



NHRA PHOTO

HORSEPOWER: Defending NHRA Funny Car champ Tony Pedregon's pass of 4.212 seconds at 286.50 miles per hour Friday night at Bandimere Speedway was good enough to earn his second pole of the season and the 33rd of his career.



JEFF ARNS PHOTO

GREEN, GREEN, GREEN: The Badger Midget Series field takes the green flag Sunday at Angell Park Speedway in Sun Prairie, Wis.

ECONOMAKI: Interested In A Pennsylvania Home?

CONTINUED FROM PAGE 4

show off your racing stuff? Call **Gary Stein** of the IMCA Oldtimers at (651) 283-8167.

2009 NHRA Full Throttle Drag Racing Series Schedule

Feb. 5-8	Auto Club Raceway	Pomona, Calif.
Feb. 20-22	Firebird Raceway	Chandler, Ariz.
March 12-15	Gainesville Raceway	Gainesville, Fla.
March 27-29	Houston Raceway Park	Baytown, Texas
April 2-5	The Strip at Las Vegas Motor Speedway	Las Vegas, Nev.
April 16-19	Atlanta Dragway	Commerce, Ga.
May 1-3	Gateway Int'l Raceway	Madison, Ill.
May 15-17	Bristol Dragway	Bristol, Tenn.
May 29-31	Heartland Park Topeka	Topeka, Kan.
June 4-7	Route 66 Raceway	Joliet, Ill.
June 11-14	Old Bridge Township Raceway Park	Englishtown, N.J.
June 25-28	Summit Racing Equipment Motorsports Park	Norwalk, Ohio
July 10-12	Bandimere Speedway	Morrison, Colo.
July 17-19	Pacific Raceways	Seattle, Wash.
July 24-26	Infineon Raceway	Sonoma, Calif.
Aug. 13-16	Brainerd Int'l Raceway	Brainerd, Minn.
Aug. 20-23	Maple Grove Raceway	Mohnton, Pa.
Sept. 2-7	O'Reilly Raceway Park	Clermont, Ind.
Sept. 17-20	zMax Dragway	Concord, N.C.
Sept. 24-27	Texas Motorplex	Ennis, Texas
Oct. 2-4	Memphis Motorsports Park	Millington, Tenn.
Oct. 9-11	Virginia Motorsports Park	Dinwiddie, Va.
Oct. 29 - Nov. 1	The Strip at Las Vegas Motor Speedway	Las Vegas, Nev.
Nov. 12-15	Auto Club Raceway	Pomona, Calif.

Thinking about moving and living in a nice new home? Then consider Nazareth, Pa., and the 12,000-square foot six-bedroom home built by **Michael Andretti** in 1986 that is now on the market. It is on a 10-acre lot with a six-hole golf course and six-car garage, located next door to his father **Mario's** residence. Asking price? \$3.4 million, which means \$35,817 in annual real-estate tax bills.

CLAYTON: The Court Of Public Opinion Is Important As Courtroom

CONTINUED FROM PAGE 4

the dangers and results of sexual harassment in the workplace. NASCAR, an entity that has tried so hard to make itself appeal to corporate sponsors by coaching, cajoling and fining its drivers to be as inoffensive (dare I say vanilla?) as possible, would certainly be no place for men and managers who still live in 1950-someplace. Right?

I mean, no one would expose himself to a co-worker. No one would use the name "Nappy Headed Mo" — not even in an ill-conceived attempt at humor, not even behind someone's back. Right?

If you believe Grant, who was allegedly called "Nappy Headed Mo," and who was allegedly in a hotel when one of her co-workers purposefully exposed himself in a hallway, then you're probably pretty dumb-founded by it all.

Who do I believe? I honestly don't know. I do know that two of Grant's former co-workers were suspended by NASCAR soon after those charges came to light.

I do know that NASCAR President Brian France didn't help his cause by going on the attack several weeks ago, while, no doubt, praying that Earnhardt would win a race to help all this unseemly business go away for a while.

And I know that if the NASCAR officials accused of saying and doing these things did indeed say and do them, then shame on them because that's wrong. And it's not a joke, not unless everybody's laughing. You know it's wrong because maybe you learned it in Sunday school or maybe you learned it in grade school or maybe in some corporate seminar designed to save the reputation of a corporation or a company and to stop \$225 million lawsuits from happening, if not to save someone's feelings.

NASCAR caught a break with a little Junior-created slight of hand. And now Tony Stewart is leaving Joe Gibbs Racing for an ownership stake in Haas-CNC Racing, so the talk of lawsuits is somewhere off in the back pages.

It's a big thing, a bad thing — and the NASCAR leadership has to tread carefully in the court of public opinion before it ever gets to a court of law.

This business is not going away for good — no matter how many races Earnhardt wins or how many teams Stewart buys into — just like every questionable foul call in a big game will never be seen quite the same way by NBA fans.

FORUM: Alternative Fuel Gets The Readers Writing

CONTINUED FROM PAGE 4

in the most demanding motorsports environment. It is a high-performance demonstration of the many benefits ethanol brings to American consumers. Ethanol suppresses gas prices at the pump and supports the drive toward energy independence. And the production of corn ethanol is a bridge to research in other areas like cellulosic ethanol, which uses plant waste and non-grain stocks to produce energy.

By making the transition ethanol, the IndyCar Series has been at the forefront of the drive for a more secure energy future. We applaud the choices of the IndyCar Series and the American Le Mans Series to be the leaders in adopting future fuel technologies and encourage other sanctioning bodies to follow suit.

*Joanna Schroeder
Director of Communications
Ethanol Promotion and
Information Council (EPIC)
Omaha, Neb.*

Another Vote For Ethanol

I've been a reader of *NSSN* and been involved in racing for 30-plus years.

I don't consider myself an expert on the politics of the prices of fuel, but I have a pretty good idea that politics plays a big part of it. After reading that ethanol isn't the answer in the public forum recently, I had to write a rebuttle.

I know corn-based ethanol is not 100 percent the answer to America's energy problems, but it is the beginning of the development of other forms of bio-mase-based fuel.

The field grass miscanthus produces three times the alcohol of sweet corn and is in the near future works by American farmer scientists today.

This field grass doesn't need to be replanted every year, doesn't need near the water or fertilizer to produce and is a step in the right direction in freeing America from the stranglehold foreign oil has on our great country.

The country of Brazil imports zero oil from OPEC nations, and with the help of Volkswagen supplying the industry for flex-fuel automobiles, they have freed themselves from the economic stranglehold of OPEC.

If the tree huggers and our liberal congressmen would allow the opening of our own oceans and oil-producing lands, let us build and catch up with our much-needed refineries, we could stop the importing of the 30 percent of our oil we get from the Middle Eastern oil-producing countries.

If all of our American racing was done on homegrown alcohol, it would show the world we racers do not need their foreign OPEC oil. We can free ourselves from them.

America was, is and will always be on the forefront of independent grassroots ingenuity on this planet. Our country and Western Europe will scientifically overcome any problems the world will face, always will, if we can just get past the political red tape. For now, we need to drill and refine, and do it now.

That and miscanthus grass and bio-diesel would stop foreign oil from controlling our country's economic future. If these things aren't done soon, the future for hard-working American racers is bleak, not to mention the middle-class racing fan.

Bio-mase alcohol is the racers's answer to freeing us from OPEC. Grassroots racing could be just that — grass (miscanthus) roots racing.

*Rodney L. Plant
Boise, Idaho*

Perfect Pair For WoO

Bobby Gerould and Brad Doty are a perfect fit for Speed's World of Outlaws sprint-car telecasts. I was pleased to see that the officials at Speed made the right call when they chose Bobby and Brad to handle the play-by-play and color commentary. They provide informative and entertaining insights.

Gerould brings a life-long exposure to sprint-car racing and genuine enthusiasm. Many race fans recall him accompanying his dad, Gary Gerould, as Gary announced at West Coast venues, including Capital Speedway/West Capital Raceway, Silver Dollar Speedway, Calistoga and San Jose among others.

In a Public Forum letter, Jim Schmitt has complaints aplenty about the live Speed WoO sprint-car telecast from the Dirt Track @ Lowe's Motor Speedway. If Mr. Schmitt is going to be so critical of Bobby and Brad, he should at least show them the respect to spell their names properly. It's Gerould, not Gerald.

*Alan Messick
Carmel, Calif.*

Declining Speed

It's very disappointing to witness the gradual decline of the racing coverage presented by Speed. The most recent and egregious example of Speed's decline was the bare-bones coverage of the 24 Hours of Le Mans.

In year's past, Speed offered comprehensive coverage of the biggest sports-car race in the world. This year's coverage amounted to a glorified highlight show with announcers constantly working to catch viewers up on nine hours worth of developments.

After covering the start of the race, Speed promptly left Le Mans to cover nearly three hours of Sprint Cup practice. After detailing nearly every critical air-pressure change in those crucial final hours of Cup practice, Speed trotted out the standard Craftsman Truck Series pre-race show. The truck broadcast was followed by ARCA, a taped NASCAR performance show, another taped feature and something called the Continental Ice Racing Series.

Speed's truncated Le Mans coverage is another example of the network marginalizing any non-NASCAR racing coverage in favor of game shows and reality programs. It also underscores the disturbing trend of networks hurding viewers toward their Web sites to view live events. The Web sites should augment television coverage, not replace it. Speed's coverage of Le Mans was like ripping the middle 100 pages out of a 300-page book and trying to make sense of it all.

The programming choices made by Speed executives are indefensible. I am puzzled as to why the network refuses to simply give in and re-badge itself "The NASCAR Network." I guess they are reluctant to completely embrace a diet of only NASCAR coverage for fear of discarding popular programming like "Pinks," "Living the Low Life," "Whips" and "Pass Time." And who among us can't wait for the July debut of "Wrecked," a long-overdue show chronicling the daily trials and tribulations of tow-truck drivers.

The bulk of Speed's "racing" programming is redundant, stale, overly scripted NASCAR propaganda served up by spineless shells who would rather gush about the GoT than report on the discrimination lawsuit NASCAR is facing. Robin Miller, the one true journalist employed by Speed, is woefully under-utilized.

USAC, World of Outlaws, A1GP and other series could all find a niche in the Speed lineup. But fear not, we've only got 340 more days until Speed's live coverage of the NASCAR All Star Race.

*Steve Heck
Reading, Pa.*

Purse Increase, 24 Events For 2009 NHRA Campaign

GLENDORA, Calif. — NHRA released its 24-event 2009 NHRA Full Throttle Drag Racing Series schedule and announced a \$1.3 million purse increase.

NHRA

Beginning in 2009, national-event winners in both Top Fuel and Funny Car will each receive \$50,000, an increase of 25 percent. Pro Stock national-event winners will receive \$25,000, while Pro Stock Motorcycle winners will receive \$10,000. At the most prestigious drag racing event in the world, the 55th running of the Mac Tools U.S. Nationals, winners in the top two nitro classes will receive a check for \$100,000, while Pro Stock and Pro Stock Motorcycle winners will earn \$50,000 and \$20,000, respectively.

Increases at national events also were announced for runners-up, semi-finalists and second-round finishers, with the total increase coming to \$1,353,700 for the season.

The 2009 NHRA Full Throttle Drag

Racing Series returns to the same venues as 2008, with only slight changes to the dates due to the change of holiday weekends.

The season will begin and end at historic Auto Club Raceway at Pomona in Southern California, with the 49th annual NHRA Winternationals, Feb. 5-8 and the NHRA Finals Nov. 12-15. The U.S. Nationals at O'Reilly Raceway Park are set for Sept. 2-7.

The six-race Countdown to 1 will feature a challenging four-week stretch of back-to-back races beginning with the NHRA Nationals in Concord, N.C. (Sept. 17-20).

ESPN2 will once again provide exclusive television coverage, on a same-day basis, for all 24 NHRA Full Throttle Drag Racing Series events featuring action from Saturday's qualifying rounds and Sunday's race.

Earlier this year, NHRA announced that Full Throttle, The Coca-Cola Company's energy drink, will replace POWERade as the series sponsor beginning in 2009.

Payne Cops Larry Phillips Memorial Loot

LEBANON, Mo. — Jeremy Payne, a member of Team Phillips, celebrated the second annual Larry Phillips Birthday Bash, a DLRA/MARS Late

MARS LM

Model Challenge event, with a victory Friday night at Lebanon Midway

Speedway Friday night.

After starting eighth, Payne picked his way through traffic, passing Tony Jackson, Jr. for the lead on lap 18, checking out on the field after a lap-20 restart.

Will Vaught finished second with Steve Rushin in third. Jackson settled

for fourth ahead of Brandon McCormick in fifth.

The finish:

Jeremy Payne, Will Vaught, Steve Rushin, Tony Jackson, Jr., Brandon McCormick, Chris Smyser, Jack Sullivan, Bill Frye, Bret Kreke, Dustin Mooneyham, Jeremy Kelly, Ken Essary, Justin Wells, Chris Jones, Reid Millard, Dusty Johnson, LeRoy Johnson, Larry Jones, Chance Hines, Wendell Wallace, Patrick Johnson, Leslie Essary, Terry Phillips.

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BELLEVILLE, KANSAS

HI FANS AND ALL MY RACING FRIENDS,

For the last 65-plus years, I have participated in and seen more races than most guys 79 years young. I've seen racing at Daytona, the Syracuse Mile, Indy, Ascot, Little 500, Bonneville, Pikes Peak, Devils Bowl, I-70, I-80, Scagit, Eagle, Knoxville, Chili Bowl ... the list goes on and on!

None compare to the USAC midget races at the Fast, True, Half-Mile Dirt Track in Belleville, Kansas. I've been racing and watching races at this High Bank Track since 1950!

Racing journalists list the Belleville High Banks as one of the five best tracks in the country. If your heart can't stand unwinged, wild and woolly action at 140mph speeds, don't come. This is truly where they put race back into racing!! Midget champions from all over the world come here to compete and win bragging rights.

Speedway Motors has not only stepped up to be the title sponsor of this year's Speedway Motors Belleville Midget Nationals, but we are also offering more than \$20,000 in prizes and awards as part of Speedway Motors.com Open Wheel Week! The week kicks off with four straight nights of midget racing in Nebraska: July 27 at Eagle Raceway; July 28 at Butler County Motorplex in Rising City; and back-to-back nights at Junction Motor Speedway in McCool Junction July 29-30. The week's grand finale will be the Speedway Motors Belleville Midget Nationals August 1-2.

In addition to great midget racing action, the Belleville High Banks will host the O'Reilly's All Star Circuit of Champion sprint cars on July 31. It's a week of racing not to be missed!

HOPE TO SEE YOU AT THE SPEEDWAY MOTORS BELLEVILLE MIDGET NATIONALS!

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