

ALL MAJOR SERIES
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SINCE 1934



NATIONAL SPEED SPORT NEWS

Sweet Treats In Knoxville

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HHP/HAROLD HINSON PHOTO

SPRINT CUP PAGES 26-27

Rowdy Finds Way To Sonoma Score

JUNE 25, 2008

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Vol. LXXVI, No. 25

\$3

BIRTHDAY GIFT

Wheldon Promises Winnings To Iowa Disaster Victims

IRL INDYCAR

PAGES 2, 28-29



NHRA PHOTO

FATAL RUN: Two-time Top Fuel champion Scott Kalitta died in a violent Funny Car crash during the final round of qualifying Saturday in Englishtown, N.J.

Violent Crash Claims Kalitta

NHRA PAGES 3, 32-33

WHELDON WINS: Dan Wheldon leads Target Chip Ganassi Racing teammate Scott Dixon Sunday at Iowa Speedway. STEVE SNOODY/IRL INDYCAR PHOTO





DANA GARRETT/IRL INDYCAR PHOTO

ALL SMILES: Dan Wheldon celebrates his victory in Sunday's Iowa Corn Indy 250 at Iowa Speedway in Newton, Iowa.

ACT OF CHARITY

Birthday Boy Wheldon Captures Iowa Race, Donates Winnings

By BRUCE MARTIN
NSSN CORRESPONDENT

NEWTON, Iowa — It may have been Dan Wheldon's birthday, but it was the people of Iowa that got the gift.

Wheldon scored his second victory of the season in Sunday's Iowa Corn Indy 250 presented by Pioneer on the day he celebrated his 30th birthday. Instead of accepting all the gifts for himself, he gave his share of the \$35,000 IndyCar Series bonus for winning the race to the victims of recent flooding and tornados in Iowa.

Combine Wheldon's winning with Target Chip Ganassi Racing teammate Scott Dixon's \$15,000 bonus for finishing fourth and his \$10,000 for the Peak Motor Oil Pole Award, and approximately \$60,000 will go to the relief effort.

After going the final 90 laps on one tank of fuel and one set of tires, Wheldon was happy to give something back to the state that is still trying to cope with several natural disasters.

"It was an amazing turnout with the

devastation that has gone on in the state of Iowa," Wheldon said, referring to the capacity crowd of more than 40,000 that attended the race for the second year in a row at Iowa Speedway. "Scott and I certainly learned a great deal from the giving that Target gives to different charities. We wanted to give something back.

"It's very small in the grand scheme of things, but we were very proud on this day to be able to do something, so hopefully, it put a smile on their faces. The crowd was absolutely unbelievable. It seemed packed and it seemed busy all weekend. Hopefully, it took their minds off some of the devastation and certainly, put a smile on their faces."

Wheldon and his wife, Susie Behm, were able to see the devastation first hand when they traveled to Iowa earlier in the week.

"My wife and I drove from Chicago to here and we saw the flooding and it was just heartbreaking," he said. "I thought it was something that Scott (Dixon) and I should do and fortunately, we were able to."

Wheldon's 15th-career victory also erases the bitter disappointment he experienced one year ago when he

CHARITY: CONTINUED ON PAGE 28

A COMPLETE PACKAGE

Much Goes Into Finding The Perfect Chassis

Famed dirt late-model chassis builder C.J. Rayburn sat on a customized ATV in the Eldora Speedway pit area with a reflective look on his face. Rayburn, considered by many to be the forefather of the modern late-model car, cut the engine of his machine and began to speak.

He said one word: "Simplicity."

By PAUL FLETCHER
NSSN CORRESPONDENT

INSIDE LOOK

Rayburn nodded his head toward the pit of a particular driver. "He's got one of my cars," Rayburn said, then explained how that particular driver had his chassis all out of whack due to the addition of several fancy and unnecessary parts.

"These guys think all that glitters is gold," Rayburn said.

There is a plethora of late-model chassis on the market today, and varying opinions as to which one's best and how to make them competitive. Driving style, track conditions and numerous other details can be a factor in how a chassis performs.

But it seems no matter who you ask or how you ask it, there's one common answer on how to make a car handle: It takes a complete package.

"I think there's a lot of good chassis out there and (they) can be made to work," said Rocket Chassis owner Mark Richards. "It's just a matter of getting the right combination of shocks, springs and bar

locations to go with the geometry package the chassis has. It's a combination of what you have.

"All that stuff is what makes a little bit of difference between the different (chassis) brands. Everybody has a little bit of a different theory."

When it comes to building a competitive car, manufacturers have to consider driving style. Some drivers like to keep their car straight in the corners, some like to drive more sideways. That matters, Richards said.

"We have to build a car that's compatible with all drivers," he said, "and that makes our job tough. We have to offer a car somewhere in the middle that can be adjusted one way or the other."

Adjustment is one thing that 30-year-old Bloomington, Ill., driver Jason Feger has had a lot of practice in over the past 12 months. It was about one year ago when Feger, a longtime Rayburn driver, switched to a different car designed by former late-model standout Bob Pierce.

A different rear-spring location than what Feger was accustomed to took quite an effort to figure out.

"I'd seen them things go real fast and I knew he (Pierce) had something there," Feger said. "I'm not afraid to try new stuff."

"Bob has a completely different rear suspension. It's real sensitive on what spring you have in there. (But) when that thing's right, it's right. Seems like you have a lot more traction all the time. It's been working out real good."

In a driving career that lasted some 30 years, Pierce, from Danville, Ill., racked up hundreds of late-model wins across the Midwest. When he retired, he began building an IMCA-type modified

PACKAGE: CONTINUED ON PAGE 35



RONSKINNERPHOTO.COM PHOTO

ROCKET MAN: Josh Richards (1) moves to the inside of Vic Coffey at Golden Isles Speedway in Brunswick, Ga.

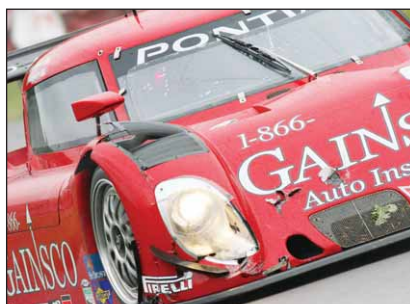
NSSN RACING LINE

The Week In Motorsports
For June 25, 2008

Rain-Soaked Champs Snatch First Victory Of Season In Ohio

LEXINGTON, Ohio — The clear winner in Saturday's EMCO Gears Classic Grand American Rolex Sports Car series event was the weather. With thunderstorms and tornados surrounding Mid-Ohio Sports Car Course, the two-and-three-quarter-hour affair was dogged by no less than eight full-course yellows.

GRAND AM PAGE 6



TERRY WATSON PHOTO

Second No More: Saldana Breaks Through At Dodge City

DODGE CITY, Kan. — Joey Saldana had been so close to winning a number of times this season entering the opening night of the Boot Hill Showdown at Dodge City Raceway Park in Kansas on Friday night.

WOO SPRINTS PAGE 20

In fact, he had five runner-up finishes in the first 20 events of the season. He shed the bridesmaid tag Friday.

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NHRA COMMUNITY MOURNS KALITTA

Violent Funny Car Crash During Qualifying Claims Two-Time Top Fuel Champ

By **SUSAN WADE**
NSSN CORRESPONDENT

ENGLISHTOWN, N.J. — They walked silently but purposefully to the starting line at Old Bridge Township Raceway Park Sunday morning.

The National Hot Rod Ass'n's four-car Kalitta Motorsports contingent was missing part of its heart and soul. Scott Kalitta, its 46-year-old Funny Car driver who had distinguished himself with back-to-back Top Fuel championships in the mid-1990s, was gone, killed in a vicious crash Saturday afternoon.

NHRA

Scott Kalitta never knew he had broken into the 16-car field at No. 13 and was scheduled to face Robert Hight in the first round of eliminations of the Lucas Oil NHRA SuperNationals.

So, his crew members and colleagues — Top Fuel drivers Dave Grubnic and Hillary Will and their teams, along with cousin Doug Kalitta's Top Fuel team — wanted to represent him.

Nearly 40 strong, they gathered at the spot where Scott Kalitta would have staged his DHL Toyota Solara. And there they broke their silence, cheering Hight as he made a slow solo pass in his Auto Club Ford Mustang down the lonely, all-too-quiet quarter-mile. The crowd rose to its feet in a show of respect.

"While I was idling down the track," Hight said, "I could see on the [video screen] the crowd and a lot of the Kalitta family and team. The motor was running, but everything was quiet. It was just emotional."

Hight knew all too well what they were experiencing, for he and his John Force Racing family had endured those same empty feelings barely 15 months ago with the loss of teammate Eric Medlen following a testing crash.

John Medlen, Eric Medlen's father and crew chief for eventual Funny Car runner-up Mike



NHRA PHOTOS

SOLIDARITY: A group of nearly 40 crew members and colleagues gather on the starting line where Scott Kalitta would have staged his Funny Car Sunday at Old Bridge Township Raceway Park. Kalitta (at left with father, Connie) died Saturday after a violent crash during the final round of Funny Car qualifications.

Neff, visited the Kalitta camp Saturday night to comfort them. Hight didn't. "I don't want to bother anybody. Everybody deals with things in their own way," he said. "I just wish I had a racer in the other lane."

Kalitta, a two-time Top Fuel champion who came out of retirement in 1999, drove a funky-painted dragster for sponsor Jesse James and

KALITTA: CONTINUED ON PAGE 35



Heavy-Hearted Schumacher, Wilkerson, Anderson Take Wallys

By **SUSAN WADE**
NSSN CORRESPONDENT

ENGLISHTOWN, N.J. — They all wanted to win for drag-racing legend Connie Kalitta Sunday, to honor his son Scott's memory and celebrate the gusto with which the fallen

NHRA

National Hot Rod Ass'n Funny Car driver raced.

But Top Fuel's Tony Schumacher

had extra incentive as he reached the Lucas Oil NHRA SuperNationals winner's circle with Tim Wilkerson (Funny Car), Greg Anderson (Pro Stock) and Chip Ellis (Pro Stock Motorcycle).

Schumacher had never won at Old Bridge Township Raceway Park.

"Man, that track flat-out gives me a headache every year," he said earlier in the week. He failed to qualify at Raceway Park in 2003, and since then has a quarterfinal finish and three

first-round losses.

He faced off in the finals with Brandon Bernstein, who was trying to shake his own Englishtown jinx that started also in 2003 with a season-ending wreck.

Schumacher used a quicker starting-line reaction time in the U.S. Army Dragster to defeat Bernstein and his Budweiser/Lucas Oil Dragster.

Schumacher ran a 4.589-second elapsed time at 325.06 miles per hour

to Bernstein's 4.562/323.04.

The \$40,000 victory put Schumacher six wins short of tying Joe Amato for the all-time Top Fuel victory record. He has reached seven final rounds in 11 races this season, including five of the six most recent events.

Schumacher, who won his first Wally trophy in 1999 against Scott Kalitta at Dallas, said he planned to give his 46th statue to Connie Kalitta and that the soldiers he represents with his Amy sponsorship asked that

he tell Kalitta it is from them, as well.

The elder Kalitta owns the airline that has the only contract with the federal government to fly the remains of U.S. troops to their final resting places.

"He's going through what he flies home every week," Schumacher said. He added that crew chief Alan Johnson was shaken by Scott Kalitta's violent wreck, for he was the

WALLYS: CONTINUED ON PAGE 32

OPINIONS

ECONOMAKI: Cause of fatal Funny Car crash unknown. **PAGE 4**

BAKER: NHRA family hit hard by Kalitta tragedy. **PAGE 4**

KNUTSON: FIA proposes unpopular hike in super license fee. **PAGE 31**

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London	5	Martin	29
Oursler	5	Wade	33

EXCLUSIVE

When It Comes To Funny Car Crews, Teamwork Is Crucial

There's an old saying that there is no 'I' in 'team,' that in order to achieve a common goal, a group of individuals must work in concert.

FUNNY BUSINESS PAGES 24-25

That philosophy cannot be exemplified better than on an NHRA Funny Car crew.



WINNER'S LIST

Series	Winner	Where	Page
Indy Lights	Dillon Battistini	Newton, Iowa	6
Dirt Cup	Jayne Barnes	Alger, Wash.	10
USAC-CRA	Garrett Hansen	Perris, Calif.	10
WoO Sprints	Donny Schatz	Dodge City, Kan.	20
WoO LMS	Tim McCreadie	Ohsweken, Ontario	22
UMP LM	Jeep VanWormer	Danville, Ill.	22
Formula One	Felipe Massa	Magny-Cours, France	30
Nationwide	Carl Edwards	West Allis, Wis.	34

THE FINISH

"...Danica Patrick was doing her normal supreme block job. She is the new Scott Sharp of the series, as far as I'm concerned."

ED CARPENTER



▶ PUBLIC FORUM

Let your voice be heard

Funding For Fisher

It would be nice to see Sarah Fisher get in a top ride like Danica's been in (no disrespect to the under-funded team Fisher started and made the race with at Indy) since she's been in the IRL.

In my opinion, Fisher would have more than one win to show for it. I applaud the fans who gave money to Sarah's effort at Indy. It would be nice to see corporate America step up with money for a hard, aggressive, talented driver who would promote their products with class.

Bruce Mayer
Haubstadt, Ind.

Recording Blocked

It appears that either TNT or NASCAR or both have decided that recording their races is not allowed (in HD broadcast). Attempting to do this on the Pocono broadcast resulted in "copywritten materials, recording is not allowed."

I have been taping races for 20-plus years. I think someone should tell the advertisers that they are losing the opportunity to have the commercials shown over and over again.

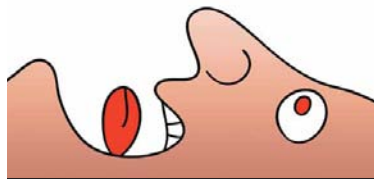
Mike Hickman
Pekin, Ill.

Sponsors Helping Victims

I pointed this out during the ice storms that ravaged Iowa, and the flooding has made it clear once again. As Cedar Rapids and many of the surrounding cities have been devastated by floods, one thing has been made abundantly clear: The two major companies that sponsor racing (Menards and Target) have been actively helping the community.

Menards donated an unfathomable amount of bags for filling with sand and creating barriers around our beloved city. Target, without so much as a request, has been sending truck loads of water, clothing and other supplies from Minnesota (one of

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.



Why?

The Cause Of Scott Kalitta's Death Remains Unexplained

MIDLAND PARK, N.J.

Despite elaborate press coverage and endless TV treatment of the death of drag racer **Scott Kalitta** during a Saturday qualifying run at New Jersey's Old Bridge Township Raceway Park dragstrip in Englishtown, no official reason as to why the Funny Car Kalitta was driving burst into flames and crashed has reached us. Nor has the reason why his crash injuries proved fatal been reported at this writing some 30 hours after the tragedy. One report had the car's 8,000-horsepower engine blowing (exploding?), ripping off its bodywork, stunning Kalitta, but no confirmation. These questions are based on Ye Ed's long-perception of the concern and understanding of drag racing's dangers and the emphasis on safety long shown by the NHRA and its stress on driver protection in car design and construction as well as in the cockpit areas of the cars it licenses. Some drivers and others in the know believe the relatively short run-off area at the Englishtown strip may have contributed to the sad outcome.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

The SCCA bucks a trend. While high gasoline prices have been blamed for the decline in entrants at auto-racing meets, it was a delight to learn that more than 450 cars, including ones driven by 32 former and defending SCCA national champions, crowded the paddock area at Wisconsin's Road America circuit in Elkhart Lake over the weekend. It was the famed June Sprint event and marked the first leg of the SCCA's Chicago Region's Triple Crown. It also was the 53rd running of this annual event on one of this country's oldest road-racing courses. Spec Racer, one of nine car classes taking part, attracted 87 entrants, more than the total car count at many other events.

The remarkable announcement by Chrysler that it would cover the price of gasoline above \$2.99 per gallon for three years for buyers of new cars and trucks is not being matched by General Motors, Toyota, Nissan and Ford. The generous Chrysler offer, announced in early May, expired on June 2. No indication yet as to how many buyers participated.

Our recent "Offy, where art thou" item brought many responses, the most interesting of which came from Australia, where Aussie midget fans in the 1960s and 1970s thrilled to likes of visiting Yankees, including **Bob Tattersall**, taking on the locals driving Offy-engined midgets brought from the U.S. Now,



KEN SIMON PHOTO

MIDGET MADNESS: Readers continue to respond to Chris Economaki's recent writings concerning the Offenhauser engine. Here, the modern midget cars wheeled by Brad Sweet (49) and Cole Whitt battle during the Knoxville Midget Nationals, which was won by Sweet.

according to **Dennis Newlyn** of Parramatta City Raceway near Sydney, a plan is in the works for an Australian Vintage Speedway Festival to be conducted by **David Lander** at his Lismore Speedway in northern New South Wales next March 20-23. This vintage event has already attracted entrants of local Offy-engined cars like the 1960s versions owned by **Harry Conklyn** and **Mike Caruso** (both driven in Australia by Tattersall) plus an ex-**Johnny Pawl** Offy driven by local favorite **Barry Valentina**, are already entered. In Australia, the word "speedway" means short-track racing, be it midget, stock car, bikes or hot-rod. Owners of midgets and racing bikes world wide dating back to the 1930s interested in participating should call Lander. His cell-phone number is international code + 0408 222908. Don't wait, it could mean a trip to Australia.

Sports Car fans should be pleased with the news from Japan that Toyota, in unit with Subaru, is working on a new "affordable sports car." This Toyota newcomer — to be built in a new plant under construction by Fuji Heavy Industries, parent of Subaru — will have a Boxer (horizontally opposed cylinder) engine developed by Subaru, which is due stateside in 2011. All of Japan's previous sports cars, the Toyota MRS two seater; the

ECONOMAKI: CONTINUED ON PAGE 47

Coping With A Tragedy Is Never Easy

CONCORD, N.C.

There are few things in this world that can slow down racers. Broken parts and equipment malfunctions can end a driver's day prematurely. Adverse weather conditions can put a damper on and even delay a motorsports event.

But nothing will stop a driver in his tracks like the death of a fellow competitor.

And that's just what the sudden, tragic death of Scott Kalitta did this weekend in Englishtown, N.J.

The quarter-mile fell silent under the early summer sun Saturday evening, the nitro-burning monsters taken quietly from the staging lanes. The thrashing and tuning and wrench turning in the pits came to a standstill. And grown women and men who live to wrestle 8,000-horsepower machines down the track at more than 300 miles per hour stood still in shock and grief at the news of Kalitta's passing.

As word of the tragedy spread throughout Old Bridge Township Raceway Park, crews and team members tried to cope with the loss of another member of the NHRA family, taking solace in the fact that their friend died doing what he loved

IN THE GROOVE



SHEENA BAKER

— and looking for some way to get through the remainder of the weekend, including race day.

"You start out by being shocked, then you're in denial, then you want to blame somebody or something. Then you come to the realization that we drive race cars that go 330 miles an hour, and we do that every weekend," Funny Car driver Gary Scelzi said during an interview with ESPN's Dave Rieff Saturday evening. "Probably, the hardest part of it all was a phone call I had a little while ago with my son telling him that

Scott's not coming back."

Fellow Funny Car veteran Jerry Toliver echoed the sentiments of Scelzi, who was visibly upset and unable to continue his portion of the interview.

"We're racers. We're racers at heart. We love what we do. This is very dangerous; there's no doubt about that," Toliver said. "We've lost many friends, and today we lost an extremely good friend.

"There's no way to explain how much sorrow you have for the

BAKER: CONTINUED ON PAGE 47

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The
Audit
Bureau

Pa. Speedweek Is Ready To Roll

MECHANICSBURG, PA.

It began in 1991 as a five-race series at three different tracks, but over the years, Pennsylvania Sprint Car Speedweek has grown immensely.

Now, it's one of the most anticipated events on the racing calendar: Eight nights of racing at seven tracks provide plenty of sprint-car racing for Pa.

fans around the Fourth of July holiday. This year is the 18th edition of the series.

Big crowds and good car counts have been the norm for the Speedweek races over the past several years. Speedweek promoters and organizers have noted that most of the speedways involved have their biggest crowds of the season. And Williams Grove Speedway, for instance, packs the house without any sanctioning body involved.

Fans plan their vacations around Speedweek, and more and more campers travel right along with the series.

You could nickname the week "Rahmer-week" instead of Speedweek because Fred Rahmer has dominated the series. He has 10 Speedweek titles in 17 seasons for cars owners including Bob Stewart, Al Hamilton, Joe Harz and Jim Kline.

Rahmer was dethroned last season by current World of Outlaws rookie Lucas Wolfe. Last year's Speedweek title came down to the final laps of the Selinsgrove finale, with Wolfe holding off Greg Hodnett by only eight points in one of the closest finishes in the history of the series.

Rahmer has the most Speedweek victories with 28, followed by Lance Dewease with 17 and Hodnett with 16. Dewease has scored three Speedweek titles and Hodnett has one. Steve Smith, Keith Kauffman and Wolfe are

CHASING THE POSSE



TODD HEINTZELMAN

the only other drivers to win the title.

Fast Freddie was shut out of victory lane last year. That's unlikely to happen again, as Rahmer is on a roll with seven Pa. wins and nine overall.

Brian Leppo and Jeff Shepard are looking for some redemption after the Keystone Cup series.

Shepard led the points, but got a flat tire during the final feature. This handed the point lead to Leppo, but he crashed after his top wing collapsed.

Rising star Cody Darrah, 18, could make some noise, too. He qualifies well and is learning to race better every time out under the guidance of ace mechanic Lee Stauffer.

Other drivers like Mark Smith, Chad Layton and Hodnett could be up to the challenge as well.

There's plenty of money to be won, with at least \$5,000 going to the winner each night. The Mitch Smith Memorial at Williams Grove pays \$10,000, The Kevin Gobrecht Memorial at Lincoln and Port Royal's second event each pay \$7,000. Plus, there is a payoff at the end of the series. The amounts are based on the number of events completed.

There have been 112 races completed at 11 different speedways during Speedweek. There have been 19 winners in those races. The only non-Posse members to score wins over the years were Jerry Stone at Path Valley, Tyler Walker at Big Diamond in 2000 and Brett Mann at Susquehanna in 2002. None of these tracks are on the current schedule.

The series gets started with the Gobrecht Memorial at Lincoln Speedway June 28 and ends with the Jan Opperman Memorial at Selinsgrove Speedway July 6.

NASCAR Is At It Again

VALLEY STREAM, N.Y.

Just when you think NASCAR has done everything it can to ruin racing, it still has the chutzpah to harass its competitors.

The "mandatory" meeting held before the event at Michigan Int'l Speedway was merely to tell all its drivers to "shut up and race." It has been obvious in recent years that the sanctioning body treats its members like it owns them. George Steinbrenner tells the players of his New York Yankees that they cannot grow facial hair. Well, he owns the team and pays the bills. The players work for him.

In NASCAR, the competitors are independent contractors, yet NASCAR treats them like humble servants.

Virtually everybody is scared to death of the NASCAR leadership. When the meeting was announced, Mark Martin said it was a privilege to race with NASCAR and Dale Earnhardt, Jr. said he was lucky to race for a living, thanks to NASCAR.

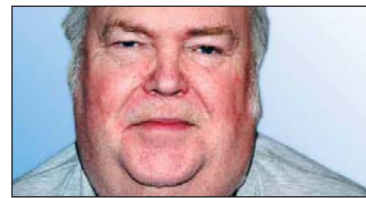
Apparently, the rigorous inspection of its vehicles includes castration of the drivers. I expect NASCAR's pomposity, I just wish someone had the backbone to stand up to them.

Now, some may say NASCAR has made these drivers wealthy. Yes it's true, but NASCAR, without climbing into a race car and risking life and limb, has gotten wealthier.

This certainly is a period when virtually everybody is unhappy. The dreaded CoT is a disaster.

The drivers can hardly drive them. The races are so poor that there are more empty seats than ever. NASCAR blames the high gasoline

RACING JOURNAL



GARY LONDON

prices, but if the show was good, the fans would attend. NASCAR is in the midst of its worst PR disaster. The pending lawsuit charging sexual harassment, has put them unfavorably in the media.

NASCAR should clean up its own house instead of denying free speech to its racers who don't even work for them.

■ Pennsylvania fans are stocking up their coolers for Sprint Car Speedweek. It starts with the Kevin Gobrecht Memorial at Lincoln Speedway June 28. Races follow at Bedford, Grandview, Port Royal, Williams Grove speedways, Port Royal a second time and Selinsgrove Speedway. There's extra point money on the line.

■ It was great to hear from Donald Davidson on my Indy trivia column. On that subject, Donald's the King. I'm just a knave.

■ It took so long for the anthem to be sung at Nashville, I thought Kyle Busch would miss his plane!

■ I'm sorry to report the loss of old friend Bob Eckert. Bob was from the Reading, Pa., area. His son, Kevin, is the most ardent supporter of open-wheel racing in the USA. R.I.P., Bob.

■ Hard to believe it was 30 years ago when we lost Dick Tobias in a USAC sprint-car crash at the Flemington (N.J.) Fairgrounds.

■ An e-mail from "Vito" says NASCAR hasn't got much of a diversity program if Joey Logano is the only Italian-American in its major divisions.

■ Watching more baseball and golf on Sundays at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail at Racewri771@AOL.com.

Le Mans 24-Hour Classic Was One For The Ages

CHARLOTTE, N.C.

In today's politically correct world, there are many who decry the notion that some people and some things are more equal than others. After all, we wouldn't, as the thought process goes, want to hurt anyone's feelings by insinuating that in some way they might be inferior.

Unfortunately for those holding such thoughts, the reality is that there are rankings, a truism that definitely applies to motorsports.

And, while there are those who might disagree, there are several racing events which do stand out above others. Among them are the Daytona and Indianapolis 500s and the Sebring 12- and Le Mans 24-hour road-racing classics.

Recently, there have been those who have suggested that the two road-racing events haven't quite lived up to their respective historic traditions. Yet, somehow this viewpoint doesn't jive with reality. At Sebring, for example in 2007, there was the fend-

er-banging finish between the top-two cars in the GT2 production class that saw Jaime Melo push his Ferrari to a one foot victory over Jorg Bergmeister's Porsche, all taking place within a hundred yards of the checkered flag. Then, this past March, there was the memorable upset by the LMP2 category Penske Porsche RS Spyders over the supposedly superior LMP1 Audi R10 diesels. All this, it turns out, was just a warm up for the 2008 Le Mans race.

There have been closer finishes at the Sarthe circuit than this year's triumph by the same R10 clan that suffered defeat this past March, and in France pulled their own upset over the favored Peugeot contingent.

However, never have viewers been able to get so close to the action as was the case when Peugeot's Nicolas Minassian and Audi's Tom Kristensen battled it out head-to-head in the affair's final hours on a rain-slick track.

It was the best in drama as the two

RAMBLING ROAD



BILL OURSLER

slithered on the treacherous pavement, trying to control their vehicles with huge and constant amounts of steering input while speeds, even in the rain, reached more than 200 miles per hour. One didn't have to actually be in the cockpit to appreciate what was happening, especially when one, or both would come up on a much slower vehicle with a breathtaking suddenness that caused a momentary pause in one's normal heart rhythm.

Simply put, it was riveting enter-

tainment. Unhappily, it was entertainment with a potentially high price tag, for if something did happen, it could transform the spine tingling thrills into memories most of us might want to forget. In recent decades, motorsport has spent as much time, energy and money on keeping people — both drivers and spectators — safe as it has making cars go fast. The results of those efforts were clear at Le Mans where in the numerous crashes, everyone walked away — if unsteadily at times — while in many cases the cars, some of which had taken head-on shots in the barriers, were repaired and rejoined the fray.

Even so, this year between the test weekend and qualifying, no less than three cars became airborne in high-speed incidents, fortunately without serious consequences. The risks involved in all of this are unacceptable, which is why NASCAR, with its roof flaps, has spent and continues to seek new and even better solutions to

the prevention of these occurrences.

How these might be in a road-racing universe where wings and spoilers, which work well when the vehicle remains in contact with the ground, but are not nearly as effective when not, remains an unanswered question.

What is certain is that something must be done, for not only is this happening in road racing, but also in the single-seat arena. At Le Mans, the organizers, who are the authors of their own rules, were already suggesting that they would reduce performance and speeds to keep their fields earthbound. Will that also reduce the thrills that we enjoyed over the weekend? Most likely it will.

However, I, for one, would rather savor the memories than live with the horrors that could well be the result. After all, unlike Steve McQueen in the movie "Le Mans," I don't believe racing is "a blood sport," no matter how exciting it might otherwise be.



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TERRY WATSON PHOTO

SPLISH, SPLASH: The Gainsco Daytona Prototype of defending Grand Am Rolex Series champions Jon Fogarty and Alex Gurney splashes through the rain en route to victory Saturday at Mid-Ohio Sports Car Course.

Rain Can't Stop Gainsco Duo

By **BILL OURSLER**
NSSN CORRESPONDENT

LEXINGTON, Ohio — The clear winner in Saturday's EMCO Gears Classic Grand American Rolex Sports Car series event was the weather.

With thunderstorms and tornados surrounding Mid-Ohio Sports Car Course, the two-and-three-quarter-hour affair was dogged by no less than eight full-course yellows, the race starting and ending under the yellow flag as the rain-soaked asphalt produced a multitude of crashes and spins.

Emerging from the carnage with their first victory of the year was the reigning Gainsco Daytona Prototype championship duo of Jon Fogarty and Alex Gurney, whose Pontiac-powered Riley bore the scars of the conditions-caused mayhem.

Commenting on the day, Fogarty said that the car was diabolical to drive, a fact echoed by David Donohue, who partnered with Darren Law in the second-placed Brumos Porsche Riley.

As Donohue put it, "It was terrifying because I simply couldn't see in the spray. I don't know how Darren was able to move up to second."

Indeed, things were so bad that 37 laps of the 76 covered were run behind the pace car, which, in reality, should have been credited with the triumph since it led the most laps, including those constituting the affair's final five minutes. For Law, those last moments were frustrating, a fact echoed by his post race comments. "We had a really good car and a really good chance to win, I think. I climbed through about nine cars before that final caution, and I think I could have gotten by the leader as well. But it wasn't to be."

Being "so close, and yet so far," which left the Brumos team still seeking its first victory since 2003, applied to nearly everyone at one time or another, as one after another of the front runners would find themselves headed the wrong way into the guardrail or simply off track while racing at or near the front.

For the third-place Rum Bum BME Riley of Matt Plumb and Gene Sigel, however, the frustration was as much off the track as on it. While they were able to stay out longer than most, Plumb's impressive performance grabbing the lead was negated by the fact that his rain tires became so worn on what was a drying course that at the end, he could not hold off the Gainsco or Brumos entries.

Similarly frustrated were the fourth-placed AIM Ford Riley of Mark Wilkens and Brad Frisselle and the fifth-finishing Brumos Porsche Riley of J.C. France and Joao Barbosa, the two cars both doing their share of "agricultural motoring" during the day. In fact, Barbosa's was one of the more impressive efforts in the race, as the Brumos driver regained the laps lost from France's enforced off-course excursion during a first-lap incident. Officially, the top five were separated at the checkered flag by five seconds, a bit closer because of the pace-car situation, but not much closer than what might have been had the final yellow not come out.

In GT, the Pontiac and Mazda string of victories was ended as Leh Keen and Eric Lux took the Farnbacher-Loles Porsche GT3 coupe to the victory over the Stevenson Motorsports Pontiac GXP-R of Robin Liddell and Andrew Davis, with the Matt Connolly Pontiac GTO-R of Ryan Phinny and Diego Alessi taking third.

For Keen, the triumph was doubly significant because it came on the anniversary of his accident last year at Mid-Ohio, in which he was kept out of the cockpit by a broken collarbone.

"It is a nice way to celebrate," noted Keen after the finish of an event most will remember far less fondly.

Subaru Tops Mid-Ohio Challengers

LEXINGTON, Ohio — Kristian Skavnes and Chuck Hemmingson defended their Grand-Am KONI Challenge Series Street Tuner title Sunday at the Mid-Ohio Sports Car Course, only this time the No. 111 ICY/Phoenix Racing Subaru of America Subaru Legacy drivers were racing in wet conditions.

Skavnes led the final 30 laps of the two-and-a-half hour, 78-lap race at the 2.258-mile track, beating the No. 32 Acura TSX of Kuno Wittmer and his co-driver Peter Cunningham by 5.697 seconds.

It marked the pair's third-career

KONI Challenge victory and their first this season. Skavnes and Hemmingson also pulled to within seven points of Jamie Holtom and Eric Curran in the championship standings.

Skavnes took over the point from B.J. Zacharias when the Ohio native slipped off course in turn one in the No. 196 Mini Cooper S. With Wittmer battling drivers Steven Ott, Leo Maia and brother Nick Wittmer, Skavnes pushed his lead to more than 14 seconds before settling for single digits at the checkered flag. Skavnes also led three laps before pitting and gave way to Zacharias for three laps.

Zacharias, who took over from pole-

sitter and co-driver Owen Trinkler, gambled when they decided to stay on slicks rather than switching to rain tires. The gamble didn't paid off, however, as the track didn't dry quick enough, and Zacharias fell back to 13th, one lap down. Trinkler led the opening 33 laps before giving way to Jamie Holtom on lap 34.

Kuno and Nick Wittmer ran second and third for multiple laps, but Nick Wittmer slid to fourth behind Ott when he slid off the back side of the course. Ott and Tony Rivera, who drove the No. 51 Brass Mitchell Racing Hal Joy Renewable Fuels Mazda RX-8, finished a season-best third to complete the podium.



DON FIGLER PHOTO

THE TOP THREE: Dillon Battistini (center) enjoys victory lane with runner-up Arie Luyendyk, Jr. (left) and third-place Ana Beatriz Saturday at Iowa Speedway.

Battistini Denies Luyendyk First Indy Lights Triumph

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NEWTON, Iowa — Arie Luyendyk, Jr. thought it was finally his day to win a

INDY LIGHTS Firestone Indy Lights Series race. He started on the pole and had the fastest car in Saturday's Jeld-Wen 100 at Iowa Speedway, leading the first 101 laps.

But Dillon Battistini, of Ewell, England, proved that it's never over until he's in front. He stalked Luyendyk until he trapped him in lapped traffic and made his move to take the lead for the final 14 laps and his third victory of the season.

Battistini also won at Homestead-Miami Speedway and Indianapolis Motor Speedway, and he now has a 242-215 point lead over Richard Antinucci in the battle for the title.

"It feels utterly fantastic," Battistini said. "Arie drove a great race and it was a great battle. I'm just amazed. What a race. I really enjoyed that. Our cars were very close to matching pace. We lapped a few of the cars several times and we both got held up, so I realized if I dropped back a little bit and when he got held up, I might be able to carry a run on him and it worked perfectly. There was a little bit of luck involved."

"I had to make the most of my situation when I saw the lapped cars involved. I knew it was my best chance to get by him. My hope was that he would have to back off and I would be able to stay flat."

Luyendyk lamented what might have been as he continues to chase the checkered flag. He tied his career-best finish. He also finished second at St. Petersburg in 2005.

"My car was amazing to drive and I thought we were the class of the field," Luyendyk said. "We

had the pole and led most of the race, but traffic didn't fall my way. The breaks just didn't come my way. I have a lot of second-place finishes and a lot of third-place finishes, and I thought it would be my day today.

"James Davison wouldn't let me by for about two laps, and here I sit."

Davison was the car that Luyendyk tried to lap several times throughout the race only to have the yellow flag wave before making the move.

"I was looking at the pylon counting the laps down, I cleared some lapped traffic and we came up on Davison a few times already and I knew he would be an issue," Luyendyk said. "I showed him my nose going into turn one and he decided to take me all the way to the apex, flat out. I had to back out. That was unsportsmanlike driving."

"Hopefully, we can bounce back with a win."

Luyendyk was hounded for much of the race by Battistini.

"I looked more behind me than I did in front of me, to be honest," Luyendyk said of the race winner. "I knew if I could hold it on the bottom, my car was good there. I was waiting for the time when he was going to make his move. I thought we had him covered, but sometimes you hit traffic and you have to slow up and that is what happened."

Ana Beatriz of Brazil finished third, equaling the best Indy Lights finish of her career: Brent Sherman was fourth, followed by Pablo Donoso.

The finish:
Showing driver, laps completed, money won: 1. Dillon Battistini, 115, \$32,500; 2. Arie Luyendyk, Jr., 115, \$25,000; 3. Ana Beatriz, 115, \$20,000; 4. Brent Sherman, 115, \$17,000; 5. Pablo Donoso, 115, \$16,000; 6. Jeff Simmons, 115, \$15,500; 7. Raphael Matos, 115, \$15,000; 8. J.R. Hildebrand, 115, \$14,500; 9. Richard Antinucci, 115, \$14,000; 10. Marc Williams, 115, \$13,500; 11. Franch Perera, 115, \$12,500; 12. Andrew Prendeville, 115, \$11,500; 13. Micky Gilbert, 115, \$10,500; 14. Logan Gomez, 115, \$10,000; 15. James Davison, 115, \$9,500; 16. Bobby Wilson, 115, \$9,000; 17. Robbie Pecorari, 114, \$8,500; 18. Cyndie Allemann, 112, \$9,000; 19. Jonny Reid, 105, \$6,000; 20. Sean Guthrie, 78, \$7,000; 21. Travis Gregg, 67, \$5,000; 22. Mark Olson, 59, \$4,000.

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ONE SWEET SWEEP



JEFF ARNS PHOTO

SWEETNESS: Brad Sweet powers around Knoxville Raceway toward victory Saturday night.

Sweet Edges Coons For Midget Nationals Triumph

By **BRYAN GAPINSKI**

KNOXVILLE, Iowa — Brad Sweet completed a sweep of midget racing action at Knoxville Raceway Saturday night, capturing the seventh-annual Pepsi Knoxville Midget Nationals presented by Iowa Telecom.

This event was co-sanctioned by the USAC National, Badger, POWRI and SMRS Midget Series. Sweet drove the Kasey Kahne Racing-owned Spike-Mopar No. 49.

Sweet jumped into the lead at the start, after drawing the pole earlier in the evening. By the fifth lap, Sweet held an eight-car-length advantage over Cole Whitt and Jerry Coons, Jr.

Close-quarters racing occurred for positions through the field, while Sweet slowly increased his advantage each lap.

The first caution flag came on lap 13, when Brad Kuhn hit the turn-one wall, erasing Sweet's 2.4-second advantage over Coons. On the restart, Coons stayed on Sweet's rear bumper, while Michael Pickens took third. A stalled car caused a caution on lap 17.

Coons took the lead entering turn three on the restart, barely edging Sweet at the start-finish line to lead lap 18.

Another stalled car brought another yellow flag one lap later. Coons led Sweet on the restart, carried his momentum down the backstretch and passed Coons for the lead entering turn three.

Sweet pulled away over the final five circuits to score a 1.53-second victory over Coons, who won the event in 2004.

Coons barely edged Sweet's teammate, Brady Bacon, for runner-up honors. Pickens and Darren Hagen completed the top five.

"Any victory at Knoxville is huge, but

to get two in two days is a big honor and thrill," Sweet said.

The summary:

First Heat (8 laps): Darren Hagen (Kunz 67), Chris Windom (Windom 17), Tracy Hines (Stewart 21), Brent Beauchamp (Beauchamp 112), Levi Jones (Stewart 20), Brad Kuhn (B & T 07), Gary Altig (Mecum 67x), Don Droul, Jr. (Triple Crown 1h), Matt Smith (Hardy 14a), Scott Hatton (Huston 15).

Second Heat (8 laps): Danny Stratton (Simmons 5f), Brad Loyet (Loyet 05s), Russ Harper (Harper 09), Mike Hess (Hardy 4x), A.J. Fike (RFMS 69), Kody Swanson (Nine Racing 19), Bradley Galegridge (Galegridge 29), David Gough (Hardy 14), Ryan Criswell (R & C 11c).

Third Heat (8 laps): Gary Taylor (Tel-Star 5x), Dave Darland (Nine Racing 9), Dustin Morgan (M & M 93), Tim Noble (Wide Open 71n), Austin Brown (Brown 7b), Kevin Swindell (Pedregon 75), Chad McDaniel (McDaniel 1c), Daniel Robinson (Robinson 24d), Don O'Keefe (LOK Ok).

Fourth Heat (8 laps): Chad Boat (Boat 30), Brady Bacon (Kahne 99), Donnie Ray Crawford (Tel-Star 55), Brett Anderson (Anderson 11a), Alfred Galegridge, Jr. (Galegridge 26), Aaron Ficus (Wide Open 7x), Jason Holt (LOK 8j), Will Pierce (Pierce 10), Bobby Ross (Pierce 4r).

First Semi (10 laps): Kuhn, Jones, Beauchamp, B. Galegridge, Droul, Crawford, Hatton, O'Keefe, Noble, Swindell, McDaniel, Smith, Robinson.

Second Semi (10 laps): Altig, Anderson, Fike, Swanson, Ficus, Criswell, Gough, Holt, Ross, Pierce, A. Galegridge, Brown.

Prequalified drivers: Brad Sweet, Cole Whitt, Ricky Stenhouse, Jr., Jerry Coons, Jr., Bobby East, Michael Pickens.

Feature (25 laps): Sweet, Coons, Bacon, Pickens, Hagen, Cole Whitt, Stenhouse, Hines, Darland, Hess, Loyet, East, Windom, Fike, Jones, Hatton, Ficus, Swanson, Altig, Anderson, Harper, Beauchamp, Taylor, Boat, Kuhn, Morgan, Stratton.

Late-Race Move Gets Sweet To Knoxville Victory Lane

By **BRYAN GAPINSKI**

KNOXVILLE, Iowa — Brad Sweet captured the 20-lap King Doodlebug Classic Friday night at Knoxville Raceway.

It was the opening night at the seventh-annual Knoxville Midget Nationals presented by Iowa Telecom. This event is co-sanctioned by the USAC, Badger, POWRI and SMRS Midget Series.

USAC MIDGETS Darren Hagen flipped on the opening lap causing a multi-car accident, resulting in a complete restart. Cole Whitt jumped into the lead at the start.

A lap-four caution for debris bunched up the field. Whitt pulled to a slight advantage, with Sweet second. Third-place Levi Jones stopped on the track midway through the event, erasing Whitt's advantage.

Sweet challenged on the restart, but

Whitt held a two-second lead with five laps remaining. One lap later, two separate caution flags and one red flag slowed the pace.

On the restart, Sweet drew even with Whitt exiting turn two, pulling into the lead on the backstretch. Driving Kasey Kahne's Spike-Mopar No. 49, Sweet finished 0.58 second ahead of Whitt.

Ricky Stenhouse, Jr., Jerry Coons, Jr., Bobby East and Michael Pickens rounded out the top-six drivers, which gained automatic starting positions for Saturday night's 25-lap finale.

"The car was flawless," said Sweet. "The last restart and made the pass



Brad Sweet

stick."

The summary:

First Heat (8 laps): Cole Whitt (Kunz 71), Darren Hagen (Kunz 67), Tracy Hines (Stewart 21), Jerry Coons, Jr. (Wilke-Pak 11), A.J. Fike (RFMS 69), Zach Daum (Daum 5d), Dustin Morgan (M & M 93), Chris Windom (Windom 17), Daniel Robinson (Robinson 24d).

Second Heat (8 laps): Levi Jones (Stewart 20), Ricky Stenhouse, Jr. (RFMS 32), Brad Kuhn (B & T 07), Kody Swanson (Nine Racing 19), Brad Loyet (Loyet 05s), Tim Noble (Wide Open 71n), Donnie Ray Crawford (Tel-Star 55), Chad McDaniel (McDaniel 1c), Will Pierce (Pierce 10).

Third Heat (8 laps): Brad Sweet (Kahne 49), Chad Boat (Boat 30), Gary Altig (Mecum 67x), Gary Taylor (Tel-Star 5x), Michael Pickens (Lein 2), Brett Anderson (Anderson 11a), Alfred Galegridge, Jr. (Galegridge 26), Brent Beauchamp (Beauchamp 112), Don O'Keefe (LOK Ok).

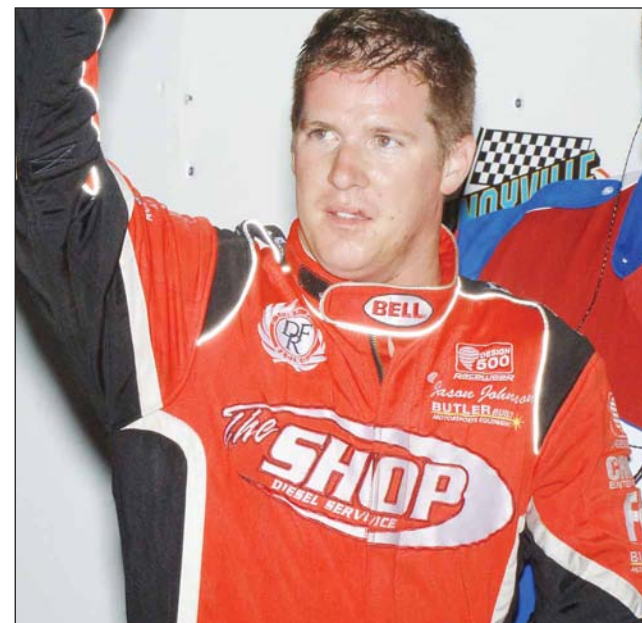
Fourth Heat (8 laps): Don Droul, Jr. (Triple Crown 1h), Ryan Criswell (R & C 11c), David Gough (Hardy 14), Dave Darland (Nine Racing 9), Bobby East (Klatt 4), Danny Stratton (Simmons 5f), Bradley Galegridge (Galegridge 29), Matt Smith (Hardy 14a), Jason Holt (LOK 8j).

Fifth Heat (8 laps): Brady Bacon (Kahne 99), Scott Hatton (Huston 15), Russ Harper (Harper 09), Mike Hess (Hardy 4x), Austin Brown (Brown 7b), Aaron Ficus (Wide Open 7x), Bobby Ross (Pierce 4r), Kevin Swindell (Pedregon 75).

First Semi (10 laps): East, Loyet, Pickens, Stratton, Noble, Smith, Ficus, McDaniel, Robinson, Brown, Ross, A. Galegridge, O'Keefe.

Second Semi (10 laps): Taylor, Hess, Anderson, Fike, Windom, Morgan, Beauchamp, B. Galegridge, Pierce, Holt, Crawford, Daum.

Feature (20 laps): Sweet, Whitt, Stenhouse, Coons, East, Pickens, Harper, Ficus, Hines, Jones, Hess, Kuhn, Anderson, Altig, Gough, Taylor, Loyet, Hatton, Noble, Droul, Boat, Darland, Bacon, B. Galegridge, Brown, Criswell, Swanson, Hagen.



KEN SIMON PHOTO

KNOXVILLE ACE: Jason Johnson waves to the crowd from victory lane Friday night at Knoxville Raceway.

Ragin' Cajun Races To Win

KNOXVILLE, Iowa — Jason Johnson picked right up where he left off just over a month ago by winning Friday night's 25-lap O'Reilly American Sprint Cars on Tour National feature at Knoxville Raceway.

After topping the series' most recent event May 10 in Texas, The Ragin'

Cajun took advantage of Wayne Johnson's misfortune 17 laps into the event to capture his fifth series victory of the season aboard Lanny Row's Wesmar-powered The Shop Motorsports/Custom Equipment Design No. 41 Eagle.

"I can't say enough about this team. They work their tails off to give me a great car to drive," J. Johnson said after claiming sole possession of the fourth position on the all-time ASCS

National Tour feature win charts with his 33rd-career triumph.

J. Johnson led early, but gave up the lead to W. Johnson on lap 10.

"Wayne kinda caught me sleeping there. I got to just riding around on the top and he put a big slide on to get around me," Johnson explained.

But W. Johnson's engine let go on the 17th lap, and J. Johnson was back in front.

Brian Brown won the battle for second over Jesse Gianetto, but finished nearly eight seconds behind J. Johnson.

Garry Lee Maier and Jake Peters rounded out the top five.

The finish:

Jason Johnson, Brian Brown, Jesse Gianetto, Garry Lee Maier, Jake Peters, Josh Higday, Zach Chappell, Gregg Bakker, Gary Wright, Dustin Selvage, Jon Agan, Matt Moro, Natalie Sather, Tom Lenz, Chuck Swenson, Rick Ideus, Ryan Anderson, Wayne Johnson, Joe Beaver, Eric Baldacini, Dan Thornburg, John Hall, Billy Alley, Nick Smith.

Lasoski Gets No. 90

By **BOB WILSON**

KNOXVILLE, Iowa — Danny Lasoski, the winningest driver in Knoxville Raceway history, won his milestone 90th-feature event during

410s sprint-car competition at Knoxville Raceway Saturday night. The victory came during the two-day Midget Nationals at the central Iowa racing facility.

Lasoski set quick time, but started 10th after the field was inverted for the 20-lap feature. After working his way patient-

ly up the chart to third place, Lasoski used a low groove to pass the then-leader Dion Hindi and second-place Mark Dobmeier on the penultimate lap when Hindi checked up to avoid lapped traffic.

Hindi held on for second, while Billy Alley slipped into third ahead of Dobmeier in fourth. Australian Skip Jackson completed the top five.

The finish:

Danny Lasoski, Dion Hindi, Billy Alley, Mark Dobmeier, Skip Jackson, Justin Henderson, Brandon Wimmer, Brian Brown, Lynton Jeffrey, Ricky Logan, Wayne Johnson, Dusty Zomer, Davey Heskin, Calvin Landis, Ryan Anderson, Jake Peters, Josh Schneiderman, Jeff Mitrinis, Seth Brahmaer, Natalie Sather, Derek Ingalls, Rus Hall, Travis Cram, Rager Phillips.



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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



JONATHAN FERREY/GETTY IMAGES PHOTO

RIGHT-HANDER: The NASCAR Sprint Cup Series negotiates Infineon Raceway's turn 11 during the Toyota/SaveMart 350 Sunday in Sonoma, Calif.

▶ RICHMOND DEBUT

The Toyota USAC Silver Crown engine will make its debut this weekend at Richmond (Va.) Int'l Raceway, riding in the two 6-R Racing entries for drivers Brian Tyler and Mike Murgoitio during the James River Grounds 100.



The two cars are sponsored by Fatheadz and Lucas Oil, and will compete in the remainder of the Silver Crown schedule, carrying Toyota powerplants that are similar

to those used in the NASCAR Craftsman Truck Series.

"We're really excited about it," said Fatheadz founder and CEO, and 6-R Racing partner Rico Elmore. "We have a great opportunity to put one of these cars in victory lane."

▶ BOOK OF THE WEEK

Racing The Heartland: A History Of MVARA

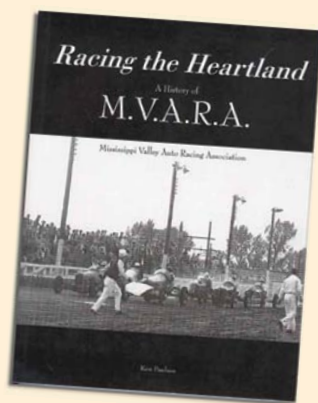
By Ken Paulsen

This book provides a complete history of the Mississippi Valley Auto Racing Ass'n, including race results and records.

The MVARA sanctioned big-car (sprint-car) racing in eight Midwestern states from 1946 through 1964.

The 164-page paperback book includes more than 200 black-and-white photographs from the days of MVARA.

\$25. Self published by Ken Paulsen, but available through Coastal 181 Publishing at www.coastal181.com.



▶ BY THE NUMBERS

8

different winners in nine ARCA RE/MAX Series events this season



Scott Speed
April 25 at
Kansas
Speedway

ARCA PHOTO

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"And — gasp — I know I sound like Gary London here, but wouldn't all of us, including the drivers, like to hear NASCAR, just once, say: 'Hey, we made a mistake. This car wasn't ready to race every week. We're sorry.' But we have as much chance of hearing that as we do getting million-dollar paychecks in the mail. Not happening."
— Mike Kerchner, June 17 blog

"Frankly, I'd give up the \$47 dinner before I would the enjoyable trip to Eldora."
— Dave Argabright, June 16 blog

Home Boy Tops Dirt Cup

SKAGIT, Wash. — Jayme Barnes became the first local, weekly driver since 1992 to win the Jim Raper Memorial Dirt Cup with a scintillating 40-lap victory Saturday night at Skagit Speedway.

Barnes, who pocketed \$25,000 for the victory, passed Tyler Walker on lap 13 by narrowly splitting two lapped cars, a bold move that trapped Walker behind him. Walker, who led the first 12 laps, settled for eighth place. Barnes survived several restarts

to lead the final 28 laps, and held off Roger Crockett, who finished second. Tim Kaeding was third, while Travis Rutz and Brock Lemley rounded out the top five.

In a 12-lap, outlaw-hornet division race, 2007 Hornet Nationals champion Cory Swatzina was the winner ahead of Ricky Young and Bobby Collins.

The finish:

Jayme Barnes, Roger Crockett, Tim Kaeding, Travis Rutz, Brock Lemley, Mitch Olson, Kyle Hirst, Tyler Walker, Jesse Whitney, Brent Kaeding, Taylor Malsam, Jeff Hodgson, Jonathan Allard, Barry Martinez, Danielle Huson, Eric Fisher, Bud Kaeding, Colton Heath, Marc Dupperon, Aaron Fell, Steve Kilcup, Mike Henry, Evan Suggs, Jason Bloodgood.

Barnes, Allard Claim Dirt Cup Prelim Money

Thursday

By KELLY HART

ALGER, Wash. — Jayme Barnes is rapidly gaining a reputation as a big-race racer.

On the opening night of the 2008 Jim Raper Memorial Dirt Cup presented by Camping World RV at Skagit Speedway, Barnes won the 30-lap feature.

Barnes started seventh and passed six cars en route to the victory. Mitch Olson started outside front row surrounded by the Kaeding clan, Bud Kaeding on the pole and Tim and Brent Kaeding in row two. Olson led the first six laps until Tim Kaeding took over the lead.

T. Kaeding led through lap 10 when Barnes slid up in front of him exiting turn four. From there, it was all Barnes, fending off some serious challenges from T. Kaeding, who would not back off.

On the final corner of the last lap, Barnes got caught up in slower traffic and bounced off the turn-four wall. T. Kaeding closed quickly, but Barnes was first to the checkered flag.

T. Kaeding came home second, ahead of Tyler Walker, who was the top-point earner on the night, Mitch Olson and Jesse Whitney.

Rain delayed qualifying for a short time before Travis Rutz set the standard with an 11.432-second lap of the three-tenths-mile oval.

The finish:

Jayme Barnes, Tim Kaeding, Tyler Walker, Mitch Olson, Jesse Whitney, Jonathan Allard, Brock Lemley, Roger Crockett, Jeff Hodgson, Steve Kilcup, Travis Rutz, Aaron Fell, Eric Fisher, Evan Suggs, Barry Martinez, Taylor Malsam, Danielle Huson, Brent Kaeding, Colton Heath, Bud Kaeding, Kyle Hirst, Mike Henry.



DOUG ALLEN PHOTO

TWO GROOVES: Garrett Hansen (7) blasts under Cody Williams en route to winning Saturday's USAC-CRA Sprint Car Series feature at Perris (Calif.) Auto Speedway.

Hansen Hustles To Perris Sprint Score

By ROBERT MAYSON

PERRIS, Calif. — Garrett Hansen drove Mark Preistley's Roy Miller Freightlines No. 7 Maxim to his second-career USAC-CRA Sprint Car Series victory Saturday at Perris Auto Speedway.

One week made a big difference for Hansen, who rode out a vicious flip just seven days prior at Santa Maria (Calif.) Speedway. Showing no ill-effects of the incident, Hansen led the final 18 laps of the 25-lap event and became the 11th different winner in 14 races this season.

"Last week was one of the hardest flips I've taken, and it definitely dinged me out for the first part of the week," Hansen admitted. "But to be able to come back and do this proves that I can get back in the car and not worry about anything."

Matt Mitchell grabbed the early lead, with Hansen making his winning move on lap eight.

Blake Miller came forward to finish second, with defending series champion Tony Jones, point-leader Mike Spencer and Danny Sheridan rounding out the top five.

The summary:

Qualifications: 1. David Cardley, Grosso 38, 18.017; 2. Mike Spencer, Chaffin 50, 18.056; 3. Eric Severson, Leonard 48n, 18.100; 4. Tyler Brown, Gardner 96, 18.116; 5. Danny Sheridan, Kittle 18, 18.117; 6. Garrett Hansen, Preistley 7, 18.205; 7. Alan Ballard, Stansberry 75, 18.245; 8. Blake Miller, Gardner 93, 18.272; 9. Matt Mitchell, Mitchell 87, 18.356; 10. Tony Jones, Alexander 4, 18.386; 11. Rickie Gaunt, Gardner 25x, 18.442; 12. Cody Williams, Jory 3, 18.483; 13. Brian Venard, Blair 12, 18.499; 14. Alex Schutte, Kruseman 5, 18.577; 15. Jonny Bates, Bates 33, 18.603; 16. Henry Clarke, Kruseman 41k, 18.759; 17. Austin Mero, Kruseman 71k, 18.786; 18. Ronnie Case, Case 8, 18.853; 19. J.J. Erce, Persall 84, 19.104; 20. Brian Kinney, Persall 85, 19.162; 21. Todd Hunsaker, Hunsaker 6, 19.227.

First Heat (10 laps): Jones, Ballard, Clarke, Brown, Erce, Cardley, Venard.

Second Heat (10 laps): Spencer, Miller, Sheridan, Gaunt, Schutte, Mero, Kinney.

Third Heat (10 laps): Mitchell, Severson, Case, Hansen, Williams, Hunsaker, Bates.

Feature (25 laps): Hansen, Miller, Jones, Spencer, Sheridan, Brown, Venard, Schutte, Mero, Hunsaker, Williams, Gaunt, Clarke, Severson, Case, Mitchell, Kinney, Ballard, Erce, Cardley, Bates.

Friday

ALGER, Wash. — When a two-time former Dirt Cup champion wins as convincingly as Jonathon Allard did Friday night at the 2008 Jim Raper Memorial Dirt Cup presented by Camping World RV at Skagit Speedway, the rest of the field better take notice.

When the 30-lap event was over, Allard was in the winner's circle, and the rest of the field was left scratching their heads. Allard led all 30 laps and was never seriously challenged.

The race for second was a donnybrook, with Barry Martinez and Brock Lemley swapping places for a half lap. On lap 24, Martinez and Lemley, along with Steve Kilcup, were involved in an accident.

As a result, Brent Kaeding finished second, with Jared Ridge, Colton Heath and Tyler Walker rounding out the top five.

Heat winners were Martinez, Jason Bloodgood, Jeff Hodgson, Lemley and Brent Kaeding. Mike Sather won the C Main and Tayler Malsam topped the B.

Walker was the leading-point earner after two nights.

The finish:

Jonathan Allard, Brent Kaeding, Jared Ridge, Colton Heath, Tyler Walker, Jayme Barnes, Roger Crockett, Jesse Whitney, Jeff Hodgson, Brock Lemley, Jason Bloodgood, Mitch Olson, Kyle Hirst, Barry Martinez, Aaron Fell, Travis Rutz, Danielle Huson, Taylor Malsam, Bud Kaeding, Brandon Johnson, Eric Fisher, Steve Kilcup.

Hughes Doubles Up In Dakota; Shryock, Tesch, VanderBeek Strike Paydirt

June 16

DES MOINES, Iowa — Jason Hughes picked up his series-leading fifth victory by capturing the second-annual NASCAR vs. USMTS event June 16 at the Iowa State Fair.

The victory, worth \$2,000, was his 10th overall when factoring in his series-leading five wins in the O'Reilly USMTS Southern Series.

Hughes held off Tim Donlinger at the checkered flag.

The youngest of three Gustin in the 24-car

field, Ryan Gustin scored a third-place paycheck while Dean Mahlstedt raced from 10th to fourth. Kelly Shryock started 12th, but clawed his way to a fifth-place showing.

USMTS

The finish:
Jason Hughes, Tim Donlinger, Ryan Gustin, Dean Mahlstedt, Kelly Shryock, Richie Gustin, Jr., Al Hejna, Ryan Ruter, Scott Green, Alan Mondus, Dereck Ramirez, Mark Noble, Pat Graham, Zack VanderBeek, Brad Pinkerton, Ron Ver Beek, Brad Pinkerton, Colt Mather, Gale Sponsler, Jon Tesch, Jason Krohn, Brandon Kenny, Donovan Lodge, Jimmy Gustin, Ken Schrader.

June 17

FORT DODGE, Iowa — After a two-year hiatus, the O'Reilly USMTS National Tour returned to Mineral City Speedway June 17 for the Fort Dodge Modified Nationals presented by Plain Motorsports.

Zack VanderBeek made the most of the return, holding off challenges from Dean Mahlstedt and eight-time USMTS national champion Kelly Shryock to secure his second series victory of the season.

VanderBeek took the lead for good on lap 16, fending off Shryock on a lap-26 restart along the way. Jason Krohn finished third as Mahlstedt settled for fourth ahead of NASCAR veteran Ken Schrader in fifth.

The finish:

Zack VanderBeek, Kelly Shryock, Jason Krohn, Dean Mahlstedt, Ken Schrader, Mark Noble, Jason Hughes, Kenny Wallace, Al Hejna, Ryan Ruter, Ryan Gustin, Richie Gustin, Jr., Scott Green, Brad Bakken, Donovan Lodge, Ron Ver Beek, Jeff Schluetter, Dereck Ramirez, Gale Sponsler, Tyler Pemble, Bryan Rowland, Dave Doughty, Colt Mather, Alan Mondus, Jon Tesch, Pat Graham.

June 18

JEFFERSON, S.D. — Jason Hughes chalked up his sixth O'Reilly USMTS National Tour victory of the season on June 18 as the third race in the Dozen Days of Dirt thrilled a packed house at Park Jefferson Speedway.

Hughes passed previous-night winner Zack VanderBeek, who had led the previous 20 laps, for the lead on lap 23 and held off VanderBeek to pocket the \$2,000 check.

Jon Tesch finished third ahead of Kelly Shryock in fourth. Dean Mahlstedt rounded out the top five.

The finish:

Jason Hughes, Zack VanderBeek, Jon Tesch, Kelly Shryock, Dean Mahlstedt, Kenny Wallace, Bryan Rowland, Tommy Weder, Jr., Ken Schrader, Scott Green, Brandon Kenny, Dereck Ramirez, Al Hejna, Bobby Moore, Don Gerritsen, Jr., Jay Noteboom, Corey Dripps, Carey Umbarger, Mark Noble, Justin Boney, Greg Peck, Jason Krohn, Josh Reisch, Dirk Kirk.

Friday

OSBORN, Mo. — U.S. 36 Raceway is described as a "lightning-fast" race track, and that description was never more true than it was as rain loomed Friday night. Fans witnessed a battle up front between eight-time USMTS National Champion Kelly

Shryock and Jason Krohn.

Shryock led wire to wire to secure his sixth tour victory of the season, but was never able to shake the continual challenges of Krohn.

John Allen started and finished in third ahead of Justin Boney in fourth and Zack VanderBeek in fifth.

The finish:

Kelly Shryock, Jason Krohn, John Allen, Justin Boney, Zack VanderBeek, Scott Green, Brandon Kenny, Jason Hughes, Gary Langworthy, Jr., Dereck Ramirez, Bryan Rowland, Mark Dotson, Dennis Elliott, Rodney Sanders, Jon Tesch, Blake Sedgwick, Tommy Weder, Jr., Isaac Dotson, Al Hejna, Richie Gustin, Jr., Steve Holzkamper, Chris Dawson, David Holder, Mark Noble.

Saturday

SOUTH COFFEYVILLE, Okla. — Jon Tesch started on the pole, took the lead at the drop of the

green flag and led all 40 laps Saturday night as the O'Reilly USMTS National Tour invaded Mid-America Speedway.

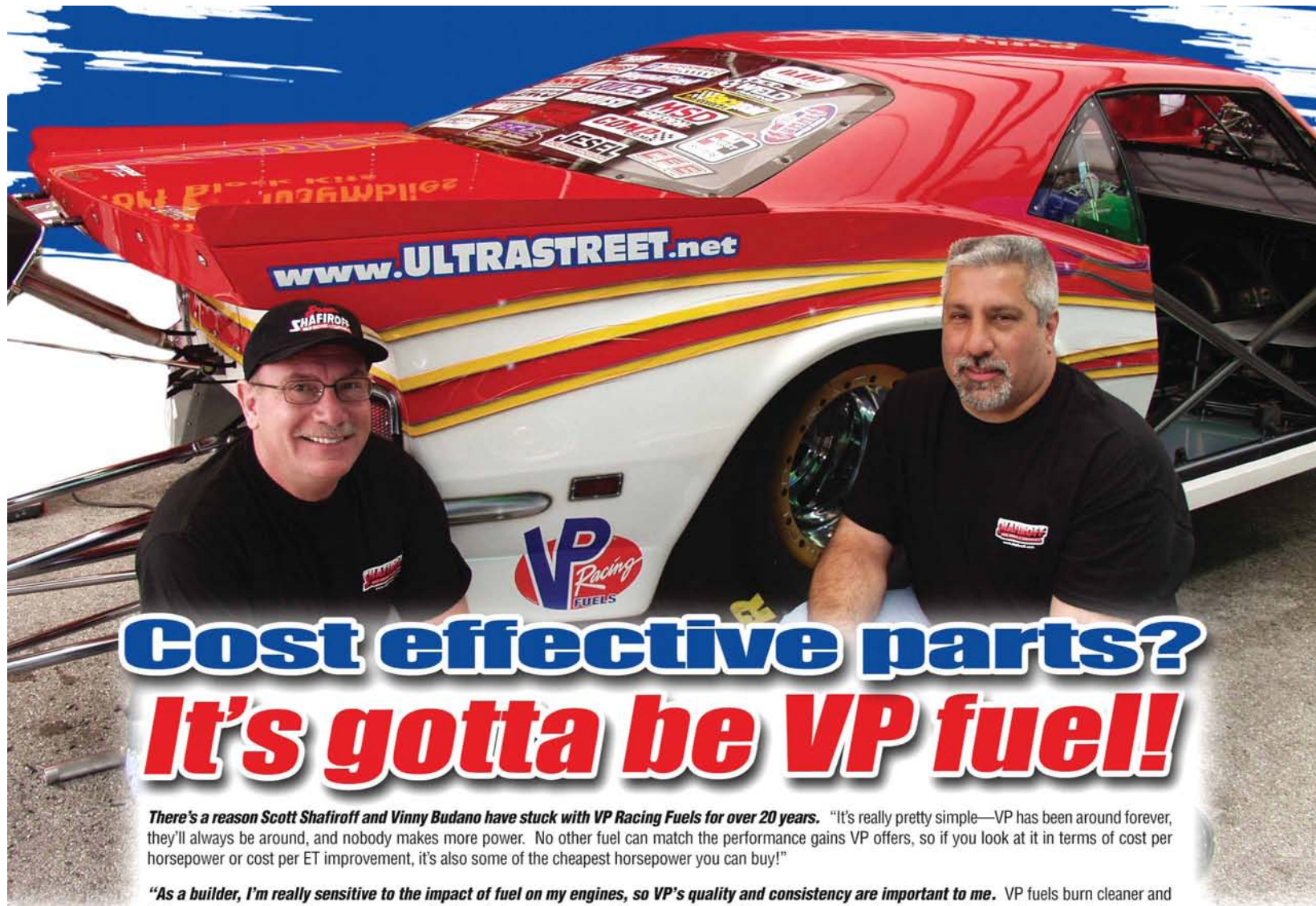
It was the first trip to victory lane this season for Tesch, who became a first-time father a little more than a month ago. He took home \$2,000 for the win.

Johnny Bone, Jr. took the runner-up honors, while Greg

Skaggs finished third. Fourth went to Kelly Shryock and Steve Holzkamper rounded out the top five.

The finish:

Jon Tesch, Johnny Bone, Jr., Greg Skaggs, Kelly Shryock, Steve Holzkamper, Al Purkey, Justin Boney, John Allen, Jason Hughes, Tommy Weder, Jr., Rodney Sanders, Dereck Ramirez, Colby Artherton, Bryan Rowland, Chris Vannoster, Chris Deaton, Brandon Kenny, Scott Daniels, Dena Wilson, Travis Smith, Scott Green, Steve Wright, Chris Dawson, Jeremy Chambers, Justin Rexwinkle, Justin White.



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For a builder with customers across the country and around the world, distribution is also a key factor. "Fuel doesn't do you much good if you can't get it, and that's why VP's distribution network is so important. Heck, there are 10 or 12 guys right here on Long Island you can get it from. Basically, it's a phone call away anywhere in the U.S. or Canada. Even my overseas customers have remarked how easy it is to find VP throughout Europe."

"It doesn't matter if you're running an offshore boat, 3-stage nitrous monster or bracket car, VP is easy to get, it will help your combination and it's the most cost-effective performance part you can buy. It's pretty much a no-brainer."



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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 Toyota, NASCAR Sprint Cup Series
Blame it on overwork or bad breaks, but Kyle Busch's mini-slump ended Sunday at Sonoma with his first Sprint Cup road-course victory. Busch, who did not race in either the Nationwide or Craftsman Truck series, was dominant en route to his fifth Cup victory of the season.

NO. 1



AUTOSTOCK PHOTO

REST OF THE BEST

2. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz posted his seventh WoO triumph of the season in Dodge City, Kan., and won the Ollie's 360 Challenge earlier in the week.

3. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon finished off the podium for only the second time this season this past weekend at Iowa, where he was fourth.

4. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA
Schumacher's fifth victory of the season came at Englishtown, N.J., where he had neither won nor reached a final previously.

5. No. 20 NASCAR Nationwide Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
Phenom Joey Logano continues behind the wheel in JGR's No. 20, following a win at Nashville with a second at Milwaukee.

6. Felipe Massa

No. 2 Ferrari, Formula One
Massa took over the World Championship points lead with Sunday's victory at Magny-Cours, his third of the season.

7. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer earned the 11th victory of his stellar 2008 season Saturday at Lucas Oil Speedway. He also finished fourth on Friday in Farmer City, Ill.

8. Craig Dollansky

No. 2 Maxim Sprint Car, World of Outlaws
Dollansky recorded a second and a fourth at Dodge City, Kan., giving him 15 top fives to go with four victories this season.

9. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The Ganassi duo's stranglehold on the division ended with an eighth-place finish over the weekend at Mid-Ohio.

10. Kasey Kahne

No. 9 GEM Dodge, NASCAR Sprint Cup
Kahne started from the pole and led early at Sonoma. His 33rd-place disappointment there follows three victories and a runner-up finish.

Honorable Mention

Brad Sweet swept the Knoxville Midget Nationals this past weekend... After a decade of USCS Sprint Series competition, Jeremy Scott picked up his first feature victory at an event honoring his late father.

Last Week

After slipping to No. 2 for a few weeks, Kyle Busch is back at No. 1, while Donny Schatz is up to No. 2. Dixon falls to No. 3. Scott Pruett and Memo Rojas fell from fifth to ninth.

IRL Celebration Moves To Vegas

Championship Banquet Set For The Palms Nov. 5

INDIANAPOLIS — The IndyCar Series and the Firestone Indy Lights will head to Las Vegas for this year's Indy Racing League (IRL) Championship Celebration at Palms Resort Nov. 5.

The event will take place at Pearl, Palms Resort's state-of-the-art concert theater, on the second night of the 43rd-annual SEMA Show at the Palms. "Coordinating our celebration with the SEMA Show is a great way to showcase the league and its series to the automotive industry," said IRL Commercial Division President Terry Angstadt. "I have no doubt that Las Vegas will make for one of the more memorable stops for the celebration."

The night will conclude with the presentation of the IndyCar Series Championship Cup and \$1 million bonus to the championship-winning driver and team.

Schoenfeld Racing Inks Arpin For CRA Debut

VAN BUREN, Ark. — Canadian open-wheel modified ace Steve Arpin will make his asphalt debut with Schoenfeld Racing in the Championship Racing late models at Nashville, Tenn.'s Music City Motorplex July 20.

"We've had a long relationship with Steve and we're excited to provide a quality ride for him as he embarks on a new chapter of his brilliant racing career," said Doug Schoenfeld, president of Schoenfeld Headers. Arpin concluded the 2007 season with 18 victories and 42 top-five finishes while racing against the nation's top dirt-modified drivers. He missed an early portion of this season after suffering burns from a hot radiator during Speedweeks in February.

IHRA Competitors To Get Edmonton Incentive

DAYTON, Ohio — IHRA competitors making the trip to the 2008 Rocky Mountain Nationals at Castrol Raceway in Edmonton, Alberta, Canada, July 4-6 are being offered additional incentives to make the long tow.

The Rocky Mountain National IHRA Crew Bonus will provide the top 12 Alcohol Funny Car drivers and the top 18 in both Pro Stock and Pro Modified (according to IHRA points standings following the President's Cup Nationals) with free car and driver entry plus four crew entries for the 2008 event. These incentives will be in addition to the Edmonton cash-travel incentives already in place.

USAC To Field New Delphi Safety Team

INDIANAPOLIS — The United States Auto Club will field a team of Delphi Safety Squad vehicles at USAC National racing events for the rest of this racing



DAN HELRIGEL/IRL PHOTO

GOOD TIMES: Will IndyCar Series point-leader Scott Dixon be celebrating a championship at the end of the 2008 season at the Palms Resort in Las Vegas?

season.

The new safety-squad vehicles, sporting a unique racing-themed design, are equipped with fire-fighting apparatus, Jaws of Life and other tools.

Future expansion of the safety program into the USAC Western and USAC-CRA Sprint Car Series is expected.

Loudon Weekend Purse Near Record \$7 Million

LOUDON, N.H. — The total purse for the upcoming four-race NASCAR weekend at New Hampshire Motor Speedway has approached a speedway record \$7 million.

The posted prize money of \$6,977,328 awaits competitors among four NASCAR touring divisions. The purses for all series have increased from last June's races, and are the highest in New Hampshire Motor Speedway history.

Competitors participating in the NASCAR Sprint Cup LENOX Industrial Tools 301 on June 29 will race to claim

their take of \$5,383,710.

The NASCAR Nationwide drivers will battle for \$1,201,721 in the Camping World 200 presented by RVs.com on June 28. The remainder of the money will be given out in the showdowns on Thursday and Friday, June 27-28, when the NASCAR Camping World Series East and the NASCAR Whelen Modified Tour take to the track. Both purses are record amounts with the New England 100 totaling \$170,245, and the Heluva Good! 125 posting \$221,652.

\$10,000 Offered For Riverside Biggie

ATLANTA — The United Speed Contest Sanction has created the Ultimate Challenge for competitors July 10 at Riverside Int'l Speedway in West Memphis, Ark.

The USCS has offered \$10,000, including prize money and posted bonuses, for any driver who can win main events in three divisions — Riverside Stock Cars,

O'Reilly United Sprint Car Series and the Rislone USCS Modified Series.

The sprint-car event will pay at least \$2,000 to win, the modified final will pay at least \$1,000 to win and the stock-car feature will pay a minimum of \$500 to the winner. If one driver wins all three of those events, he or she will receive a bonus of about \$6,500.

Lebanon I-44 Speedway Reopening Pushed Back

LEBANON, Mo. — The reopening of the Lebanon I-44 Speedway has been delayed until this Saturday. The track has undergone a resurfacing with new dirt and changes to the racing grooves.

"Finally, Mother Nature allowed us to get the new dirt down on the racing surface, but it just a little soft in some spots and needs just a little bit of time to settle in," said Promoter Randy Mooneyham.

The speedway will host a special practice session beginning at 7 p.m., Thursday. More information on the schedule and upcoming events is available at www.lebanon144speedway.net.

Fifth Legends Of Ascot Event Scheduled

TORRANCE, Calif. — The fifth-annual Legends of Ascot event scheduled for Oct. 18 at Perris (Calif.) Auto Speedway will pay tribute to several former competitors, race officials and car owners.

Among those to be honored are drivers Chuck Hulse, Billy Boat, Ned Spath and Brad Noffsinger; race-night track manager Don Basile; car owner Carl Alleman; and car owner/Ansen Automotive Engineering founder Louis Senter. The Gardner family, which raced as competitors and car owners at Ascot for generations since the early incarnations of Ascot, will receive the Lifetime Achievement Award.

The event is touted as the largest open-wheel racers reunion in the U.S. and celebrates the 1957-1990 era Ascot Park in Gardena, Calif.

NUTS AND BOLTS



Kristi R. King has been promoted to senior director of communications and consumer marketing at Talladega Superspeedway. King has been with Talladega Superspeedway since 2004. . . **Toyota Speedway** at Irwindale (Calif.) has agreed to a sponsorship partnership with the California Highway Patrol, which includes title sponsorship of the July 4 California Highway Patrol 200 NASCAR Camping World West event. The partnership also provides the law-enforcement agency with year-round branding presence on the speedway's oval track and drag strip, career recruitment and community relations activities and the promotion of safe-driving messages during events. . . Speed has hired veteran NASCAR crew chief **Doug Richert** to provide analysis for multiple NASCAR programs, with a lead role during the Chase for the NASCAR Sprint Cup in the weekly news program "The Speed Report." Richert, who served as crew chief for three-time NCTS champ Ron Hornaday, Jr. and 2003 NCTS Rookie of the Year Carl Edwards in the NASCAR Craftsman Truck Series, will also work in the Speed booth for select NCTS races. . . Doma Sports, organizer of the **MotoGP World Championship**, has agreed to a five-year extension of its contract with Mazda Raceway at Laguna Seca, keeping the Red Bull U.S. Grand Prix there through 2014. . . After being rained out over the weekend, the **URC Sprint Car Series** event at Penn Can Speedway has been rescheduled for Aug. 8.

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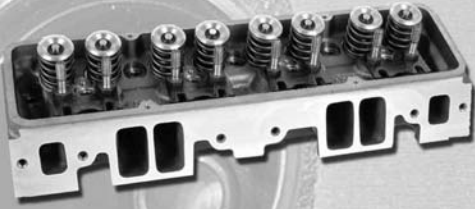
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Long Delivers ASCS Dagger To Daggett

QUINCY, Mich. — Darren Long encountered rain during every trip to Michigan this season.

Long broke that streak and started another one by winning Saturday's second leg of the North/South Shootout between the Engine Pro ASCS Sprints on Dirt and the EFI/National Racing Alliance Sprint Invaders at Butler Motor Speedway.

Long passed Dustin Daggett in lapped traffic with five laps to go and pulled away to his second-straight win in the North/South Shootout series and sixth win this year.

"I was just taking it easy early on, and knew I had to make my move (on Daggett) in traffic," said Long. "We didn't run well on Friday and this is a nice comeback for my team."

Daggett held on for second, with Davey Brown, Ryan Ruhl and Aaron Shaffer rounding out the top five.

The finish:
Darren Long, Dustin Daggett, Davey Brown, Ryan Ruhl, Aaron Shaffer, Brett Mann, Aaron Smith, Gary Fast, Mike Brecht, Dain Naida, Ryan Kirkendall, Tim Norman, Mark Broughman, Gregg Dalman, Kent Wolters, Louie Carufel, Ben Rutan, J.R. Stewart, Bob Thoms, Tim Allison.

Hebing Turns 29 At Eriez

ERIE, Pa. — Chuck Hebing picked up his 29th-career ASCS Patriot Region victory Sunday night at Eriez Speedway in the 100th points race in series history.

He also found a new way to victory lane. Hebing was declared the winner of the fourth feature of the season when Scott Bonnell was found to have run the feature with an unapproved right-rear tire.

Jared Zimbardi rallied from a poor draw to finish second ahead of Kyle Moffit, who came home a career-best third. Early leader Don Adamczyk settled for fourth, and Scott Kreutter completed the top five.

The finish:
Chuck Hebing, Jared Zimbardi, Kyle Moffit, Don Adamczyk, Scott Kreutter, Bryan Howland, Justin Barger, John Schuyler, Brad Knab, Robbie Shuttlesworth, Chris Muhlisen, Jared Fink, Dave Wickham, Joe August, Jr., Jeremy Barnard, T.J. Newton, Kyle Layton, Bubba Broderick, Scott Bonnell.

All Stars Rained Out

ATTICA, Ohio — Rain struck Attica Raceway Park Sunday just as hot laps were getting ready to take to the track to kick off the 26th annual University of Northwestern Ohio Sprint Speedweek, forcing the cancellation of the night's action.

There were 55 O'Reilly All Star Circuit of Champion sprints in the pits. It was the second rainout in as many nights for the series, which was scheduled to kick off Speedweek Monday (June 23) at Wayne County Speedway.



MIKE GBUR/IMS PRO PHOTO

GOING OLD SCHOOL: Donny Schatz stepped back into a 360 sprint car for the first time in more than a decade and dominated the Ollie's 360 Challenge at Ohio's Sharon Speedway.

Schatz Does A 360 WoO Champ Dominates Ollie's Challenge

HARTFORD, Ohio — Donny Schatz had not driven a 360 sprint car since 1996, but that didn't seem to phase him one bit as he dominated the ASCS Patriot-sanctioned, 30-lap Ollie's 360 Challenge at Sharon Speedway June 17.

Schatz bested a star-studded field of sprint-car drivers, making the pass on Bryan Howland on lap 12 and driving away to the win in his Armor All No. 15.

"We used a hard tire tonight and that really seemed to pay off as the race went on," said the Fargo, N.D., veteran. "I just can't thank this crew enough for getting out here and getting the job done."

Schatz started third and quickly began pressuring Howland, who was using a softer tire. Schatz slid underneath Howland on lap nine in turn three only to see the No. 51 drive back underneath and take back the lead.

Stevie Smith stopped on the track on lap 11, drawing the first caution flag of the night, allowing Schatz the restart he needed to capture the lead once and for all.

Schatz slid under Howland off of turn two and put as much as four sec-

onds on the rest of the pack before they bunched up 21 laps in for a two-car spin involving Trevor Lewis and Kasey Kahne.

Danny Lasoski, who started 10th, used his bonus laps in the Bonnell's Collision Center Four Laps of Fame Dash for Cash and ran the bottom to get into the runner-up spot. Schatz allowed a hindrance to become his aid, though, as he moved to the bottom to hold off Lasoski.

"The top was good for a while, but then when it went away, I had no place to go but on the inside," Schatz noted. "It actually worked out because that's where I had to be to block."

With the win, Schatz netted \$6,000 and set himself up for a run towards the Ollie's \$50,000 bonus if he wins at Eldora or Williams Grove over the next two months.

Lasoski finished second, with Jason Meyers, Howland and Jason Johnson filling the top five as 49 cars from 17 states filled the pits at the three-eighths-mile dirt track.

The finish:
Donny Schatz, Danny Lasoski, Jason Meyers, Bryan Howland, Jason Johnson, Terry McCarl, Dale Blaney, Fred Rahmer, Danny Smith, Paul McMahan, Dave Blaney, Ronnie Blair, Bobby Breen, Greg Wilson, Justin Barger, Trevor Lewis, Curtis Evans, Kasey Kahne, Tony Stewart, Jared Zimbardi, Joey Saldana, Stevie Smith, Scott Bonnell, Davey Franek, Darren Long, Jason Barney.

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A look back at the formative years of racing



IMS PHOTO

IN THE SEAT: Bob Scott after qualifying for the 1952 Indy 500.

Bob Scott Showed Unlimited Talent During A Brief Career

By BOB GATES

Bob Scott was a lettered athlete at Gardena High in Gardena, Calif., and got his first taste of racing with the tough, competitive CRA roadsters in 1948.

Not long out of high school, he faced incredible talent like Jack McGrath, Andy Linden and Manny Ayulo. Yet, in only two years, Scott had made his way "back east," graduating to the daunting high banks of the Midwest. His ability there was quickly noted and, although he missed the show, by 1951, he'd already taken a shot at Indianapolis.

"Scotty" was well liked by his competitors for his obvious potential, but also for his quiet, modest demeanor. Too reserved, some thought. They believed that his hesitation to boast had cost him the better rides he deserved. So, several came to the talented kid's aid. Mauri Rose, McGrath and especially Johnnie Parsons, who helped Scott land a ride in Ernie Ruiz's top-line sprint car.

In the Ruiz car, Scott stood out on the AAA Midwest tracks, and returned to Indianapolis in 1952 to make the 500. He repeated in 1953, and seemed set for an eye-opening run at Indy in 1954 with the Ruiz, Travelon Trailer, Kurtis 500B roadster. He qualified early and fast. But, 1954 was a year when the qualifying speeds jumped up unexpectedly as the month wore on. What initially had seemed a safe speed, was not. Scott was bumped.

Desperate, he pursued a ride in another car. Any car. And, with only 20 minutes of qualifying remaining, he took to the track in the lightly regarded Ray Bradley Special.

With no practice, he was quick. Very quick, 138 mph. Then above 139. He would easily qualify. But, inexplicably, on his last lap, he slowed. His run was ruined. In trying to qualify in those last, tumultuous, moments Scott had mistaken the white flag for the checkered. Disconsolate, he sobbed in the garage area.

Those who had supported him encouraged him. His attempt, although unsuccessful, opened the eyes of many to his latent talent. The future seemed limitless, with more, even better opportunities ahead.

But, it was not to be.

Within weeks Scott was dead, killed July 5 in a Champ car race at Darlington, S.C.

Only 25, his accomplishments during his brief stint at the top of the sport today are but a blip on the radar screen. Lasting fame wasn't his contribution to the rich history of auto racing. What was is the manner in which he pursued the sport he loved. With enthusiasm, zest and, always, hope.

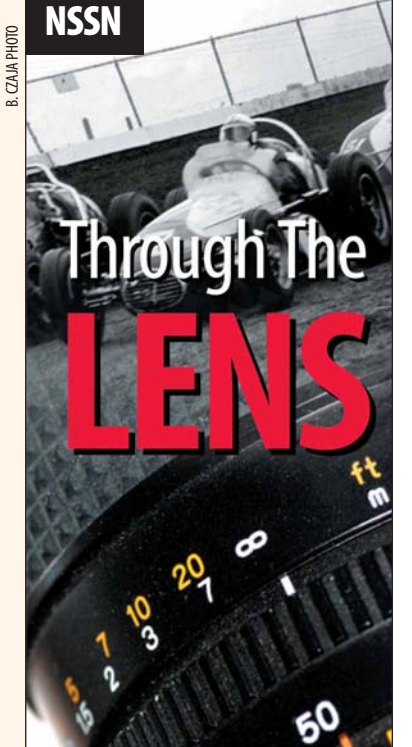
That remains yet as a memorial to him, and the many others who, like him, make racing the great sport it is because they race on, ever dedicated, ever committed, even when their hopes of success and stardom often go unrealized.

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PETER GREGG

▶ Born in New York City, Peter Gregg became one of America's most successful road racers. He started racing in the late 1950s, but his career really took off after he purchased the Brumos Porsche dealership in 1965. Gregg was an SCCA regional champion in two divisions in 1967, while scoring victories at Daytona and Sebring. In

1969, he won six Trans-Am races and the series, as well as the the B Sedan national title. He added Trans-Am championships again in 1973 and 1974, and captured six IMSA GTO titles.

Gregg was also a four-time winner of the 24 Hours of Daytona endurance race. He died in December 1980 at 40. Gregg has been inducted into the International Motorsports Hall of Fame and the Motorsports Hall of Fame of America.

Featured here (clockwise from top left): With Hurley Haywood (left) at Daytona Int'l Speedway in November 1975; In victory lane after a 1978 Camel GT race at Road Atlanta; Celebrating his win in the 1976 24 Hours of Daytona with co-driver Brian Redman; At Daytona in 1973; Showing off the hardware after winning the 1978 Camel GT finale at Daytona; In 1977; With crewman Michael Colucci (left) and crew chief Jack Atkinson after a 1978 IMSA win at Lime Rock. — NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: June 26-29.

Thursday

- "NASCAR Now," 1 a.m., ESPN2
- Classic Drag Racing: 2005 NHRA Thunder Valley Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Toyota/Save Mart 350 (taped), 12 p.m., Speed
- Classic NASCAR 1984 Firecracker 400, 2 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Vs.
- Indy Lights from Iowa Speedway (taped), 5:30 p.m., ESPN2
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic NASCAR 1999 Pontiac Excitement 400, 3 a.m., ESPN Classic
- Classic Drag Racing: 2005 NHRA Southern Nationals, 11 a.m., ESPN Classic
- "NASCAR Live," 11:30 a.m., Speed
- NASCAR Sprint Cup Lenox Industrial Tools 301 practice, 12 p.m., Speed
- NASCAR Nationwide Series Camping World RV Sales 200 practice, 1:30 p.m., Speed
- NASCAR Sprint Cup Lenox Industrial Tools 301 qualifying, 3 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- NASCAR Sprint Cup Lenox Industrial Tools 301 qualifying (taped), 8 p.m., Speed
- "NASCAR Confidential," 10 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Sprint Cup Lenox Industrial Tools 301 practice, 9 a.m., Speed
- NASCAR Nationwide Series Camping World RV Sales 200 qualifying, 11 a.m., Speed
- NASCAR Sprint Cup Lenox Industrial Tools 301 practice, 11:30 a.m., Speed
- "NASCAR Live," 1 p.m., Speed
- KONI Challenge Series ST from Mid-

TUNE IN TO ...

The IRL SunTrust Indy Challenge from Richmond Int'l Raceway Saturday at 8 p.m. on ESPN.

- Ohio Sports Car Course (taped), 2 p.m., Speed
- "NASCAR Countdown," 2:30 p.m., ABC
- NASCAR Nationwide Series Camping World RV Sales 200, 3 p.m., Speed
- World of Outlaws from Dodge City, Kan. (taped), 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- NASCAR Craftsman Truck O'Reilly 200 qualifying, 6 p.m., Speed
- "NASCAR Performance," 7:30 p.m., Speed
- IRL SunTrust Indy Challenge, 8 p.m., ESPN
- "Tradin' Paint," 8 p.m., Speed
- "NCTS Setup," 8:30 p.m., Speed
- NASCAR Craftsman Truck O'Reilly 200, 9 p.m., Speed
- Summit Racing NHRA Nationals qualifying (taped), 10 p.m., ESPN2

Sunday

- "Tradin' Paint," 9 a.m., Speed
- "NASCAR Performance," 9:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR in a Hurry," 10 a.m., Speed
- "NASCAR RaceDay," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR on TNT Live," 12:30 p.m., TNT
- NASCAR Sprint Cup Lenox Industrial Tools 301, 2 p.m., TNT
- "Speed Report," 7 p.m., Speed
- Summit Racing NHRA Nationals, 7 p.m., ESPN2
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- June 25 World of Outlaws Late Model Series
Big Diamond Raceway, Minersville, Pa., Late Models
- June 25 All Star Circuit of Champions
Skyline Speedway, Stewart, Ohio, Sprint Cars
- June 25 UMP DIRTcar Racing Summer Nationals
Lake Ozark Speedway, Eldon, Mo., Late Models
- June 26 UMP DIRTcar Racing Summer Nationals
Paducah Int'l Raceway, Paducah, Ky., Late Models
- June 26 All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- June 26-29 National Hot Rod Ass'n
Summit Racing Equipment Motorsports Park, Norwalk, Ohio, Dragsters
- June 27 USAC Lucas Oil National Sprint Car Series
Richmond Int'l Raceway, Richmond, Va., Sprint Cars
- June 27 O'Reilly POWri National Midget Series
Paducah Int'l Raceway, Paducah, Ky., Midget Cars
- June 27 NASCAR Camping World East Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- June 27 UMP DIRTcar Racing Summer Nationals
Lawrenceburg Speedway, Lawrenceburg, Ind., Late Models
- June 27 ASCS Sooner Region
Kennedale Speedway Park, Kennedale, Texas, Sprint Cars
- June 27 ASCS Midwest Region
Junction Motor Speedway, McCool Junction, Neb., Sprint Cars
- June 27 All Star Circuit of Champions
Limaland Motorsports Park, Lima, Ohio, Sprint Cars
- June 27 O'Reilly United Sprint Car Series
Carolina Speedway, Gastonia, N.C., Sprint Cars
- June 27-28 Advance Auto Parts World of Outlaws
River Cities Speedway, Grand Forks, N.D., Sprint Cars
- June 27-28 World of Outlaws Late Model Series
Lernerville Speedway, Sarver, Pa., Late Models
- June 27-28 USAC K&N Silver Crown Series
Richmond Int'l Raceway, Richmond, Va., Silver Crown Cars
- June 27-28 ASCS Rocky Mountain Region
Hollywood Hills Speedway, San Felipe Pueblo, N.M., Sprint Cars
- June 27-28 Bay Cities Area Racing Ass'n
Redwood Acres Raceway, Eureka, Calif., Midget Cars
- June 28 NASCAR Nationwide Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- June 28 NASCAR Craftsman Truck Series
Memphis Motorsports Park, Memphis, Tenn., Stock Cars
- June 28 IRL IndyCar Series
Richmond Int'l Raceway, Richmond, Va., Indy Cars
- June 28 USAC Western Sprint Car Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- June 28 USAC Western Sprint Car, Midget Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars and Midgets
- June 28 ARCA Lincoln Welders Truck Series
Cayuga Speedway Park, Nelles Corners, Ontario, Stock Cars
- June 28 Hooters Pro Cup Series
Salem Speedway, Salem, Ind., Stock Cars
- June 28 ASA Late Model Series
Mansfield Motorsports Park, Mansfield, Ohio, Late Models
- June 28 NASCAR Whelen Modified Tour
New Hampshire Motor Speedway, Loudon, N.H., Modifieds
- June 28 O'Reilly American Sprint Cars on Tour
Dakota State Fair Speedway, Huron, S.D., Sprint Cars
- June 28 ASCS Northern Plains Region
Dakota State Fair Speedway, Huron, S.D., Sprint Cars
- June 28 ASCS Sooner Region
Cowtown Speedway, Kennedale, Texas, Sprint Cars
- June 28 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- June 28 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- June 28 ASCS Coastal, Rebel Regions
Southern Speedway, Hattiesburg, Miss., Sprint Cars
- June 28 All Star Circuit of Champions
Eldora Speedway, Rossburg, Ohio, Sprint Cars



IRL PHOTO

GREAT SCOT: Dario Franchitti takes the checkered flag to win last season's SunTrust Indy Challenge at Richmond Int'l Raceway.

MARK IT DOWN!

June 28, IRL IndyCar Series SunTrust Indy Challenge

Richmond Int'l Raceway, Richmond, Va., Indy Cars

After a week's hiatus, the IRL IndyCar Series heads to the three-quarter-mile Richmond Int'l Raceway for the SunTrust Indy Challenge Saturday night. Indianapolis 500 winner Scott Dixon will look to carry momentum from his Texas victory to back-to-back triumphs and to the series championship.

- June 28 American-Canadian Tour
White Mountain Motorsports Park, North Woodstock, N.H., Late Models
- June 28 O'Reilly POWri National Midget Series
Tri-State Speedway, Haubstadt, Ind., Midget Cars
- June 28 UMP DIRTcar Racing Summer Nationals
Clarksville Speedway, Clarksville, Tenn., Late Models
- June 28 Golden State Challenge
Thunderbolt Raceway, Tulare, Calif., Sprint Cars
- June 28 United Racing Company
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- June 28 Empire Super Sprints
Oswego Speedway, Oswego, N.Y., Sprint Cars
- June 28 Interstate Racing Ass'n
Sheboygan County Fair Park, Plymouth, Wis., Sprint Cars
- June 28 O'Reilly United Sprint Car Series
Travelers Rest Speedway, Travelers Rest, S.C., Sprint Cars
- June 28 Tampa Bay Area Racing Ass'n
Citrus County Speedway, Inverness, Fla., Sprint Cars
- June 29 NASCAR Sprint Cup Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- June 29 Advance Auto Parts World of Outlaws
Cedar Lake Speedway, New Richmond, Wis., Sprint Cars
- June 29 Atlantic Championship
Circuit Mont-Tremblant, Quebec, Atlantic Cars
- June 29 ARCA RE/MAX Series
Cayuga Speedway Park, Nelles Corners, Ontario, Stock Cars
- June 29 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- June 29 UMP DIRTcar Racing Summer Nationals
Lincoln Speedway, Lincoln, Ill., Late Models
- July 1 UMP DIRTcar Racing Summer Nationals
Peoria Speedway, Peoria, Ill., Late Models
- July 2 UMP DIRTcar Racing Summer Nationals
Morgan County Speedway, Jacksonville, Ill., Late Models
- July 3 Advance Auto Parts World of Outlaws
Huset's Speedway, Brandon, S.D., Sprint Cars
- July 3 Grand Am Rolex Series
Daytona Int'l Speedway, Daytona Beach, Fla., Sports Cars
- July 3 Advance Auto Parts Super DIRTcar Series
Ransomville Speedway, Ransomville, N.Y., Modifieds
- July 3 Lucas Oil Late Model Series
Muskingum County Speedway, Zanesville, Ohio, Late Models
- July 3 ASCS Gulf South Region
South Texas Speedway, Corpus Christi, Texas, Sprint Cars
- July 3 All Star Circuit of Champions
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- July 3 Northeastern Midget Ass'n
Thompson Int'l Speedway, Thompson, Conn., Midgets
- July 3 UMP DIRTcar Racing Summer Nationals
Macon Speedway, Macon, Ill., Late Models
- July 3 O'Reilly United Sprint Car Series
Camden Speedway, Camden, Tenn., Sprint Cars
- July 4 NASCAR Nationwide Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
- July 4 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- July 4 NASCAR Camping World West Series
Irwindale Speedway, Irwindale, Calif., Stock Cars
- July 4 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N.C., Modifieds
- July 4 Lucas Oil Late Model Series
Tazewell Speedway, Tazewell, Tenn., 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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RACE REWIND

Race 11 of 25: Camping World RV Sales 200, Friday, June 20
The Milwaukee Mile, West Allis, Wis.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	23	Johnny Benson	Toyota Certified Used Toyota	200	\$64,450	Running
2	10	88	Matt Crafton	Menards/Super Clean Chevrolet	200	35,650	Running
3	23	46	Landon Cassill	GoDaddy.com Chevrolet	200	25,095	Running
4	13	99	Erik Darnell	Northern Tool + Equipment Ford	200	17,035	Running
5	17	30	Todd Bodine	Lumber Liquidators Toyota	200	15,460	Running
6	14	22	Michael Annett	Pilot Travel Centers Toyota	200	13,010	Running
7	6	33	Ron Hornaday, Jr.	Camping World Chevrolet	200	13,510	Running
8	2	14	Rick Crawford	Circle Bar Corral Ford	200	13,010	Running
9	12	60	Terry Cook	Wylers.com Toyota	200	12,285	Running
10	3	5	Mike Skinner	Toyota Tundra Toyota	200	13,610	Running
11	15	18	Dennis Setzer	BHR Dodge	200	11,710	Running
12	19	51	Mike Bliss	Micosukee Resorts Toyota	200	9,285	Running
13	5	2	Jack Sprague	RVS.com Chevrolet	200	13,235	Running
14	8	13	Shelby Howard	Bobcat Chevrolet	200	11,335	Running
15	9	15	Marc Mitchell	Hyprene Ergon, Inc. Toyota	199	13,385	Running
16	7	10	Brendan Gaughan	Int'l MAXX-FORCE Diesel Ford	199	11,435	Running
17	26	08	Jason White	GunBroker.com Dodge	198	11,285	Running
18	11	09	John Wes Townley	Zaxby's Ford	197	10,960	Running
19	20	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	197	10,910	Running
20	29	03	Chrissy Wallace	Germain Toyota	197	9,310	Running
21	28	21	Keven Wood	Air Force Ford	197	9,560	Running
22	30	71	Donny Lia	NationRides.com Chevrolet	197	9,485	Running
23	22	11	David Starr	Pit-Now.com Toyota	197	8,435	Running
24	25	4	Stacy Compton	Bryden Motors Dodge	197	8,385	Running
25	24	9	Justin Marks	Construct Corps Toyota	196	8,360	Running
26	27	07	Sean Murphy	Baird Creek Outfitter Chevrolet	196	8,335	Running
27	16	8	Chad McCumbee	Malcolmson Construction Chevrolet	195	8,310	Running
28	31	85	Brent Raymer	Miller Electric Manufacturing Ford	195	8,285	Running
29	18	7	T.J. Bell, Jr.	Home For The Holidays Chevrolet	193	8,260	Running
30	35	40	Paul Poulter	Key Motorsports Chevrolet	188	8,235	Running
31	4	6	Colin Braun	Con-way Freight Ford	106	8,210	Accident
32	21	16	Brian Scott	Albertsons Chevrolet	105	8,185	Accident
33	32	74	Nick Tucker	Un-sponsored Dodge	74	8,160	Brakes
34	36	73	Larry Gunselman	Un-sponsored Dodge	17	8,135	Engine
35	34	89	Ryan Seaman	Lafferty Performance Chevrolet	14	8,110	Driveline
36	33	0	Johnny Chapman	Un-sponsored Chevrolet	6	8,064	Vibration

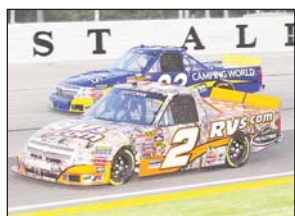
RACE STATISTICS

Race time: 2 hours, 13 minutes, 48 seconds
Average speed: 89.686 miles per hour
Victory margin: 2.530 seconds
Caution flags: Six for 27 laps
Lead changes: 10 among six drivers

Lap leaders: Johnny Benson (Pole); Rick Crawford 1-3; Benson 4-77; Todd Bodine 78-79; Benson 80-82; Erik Darnell 83-96; Marc Mitchell 97-98; Darnell 99-116; Crawford 117-146; Matt Crafton 147; Benson 148-200.

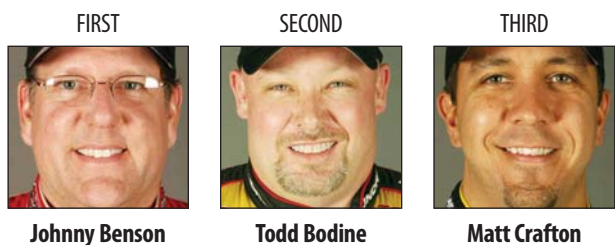
TALK OF TIME TRIALS

Eventual winner Johnny Benson took the pole with a lap of 121.082 miles per hour during qualifying Friday at The Milwaukee Mile. Driving a Bill Davis Racing Toyota Tundra, Benson outdistanced Ford driver Rick Crawford for the top spot.



AL GRAF PHOTO

STANDINGS



Top 10

1. Johnny Benson	1,617	6. Mike Skinner	1,483
2. Todd Bodine	1,567	7. Terry Cook	1,441
3. Matt Crafton	1,560	8. Erik Darnell	1,435
4. Ron Hornaday, Jr.	1,547	9. Jack Sprague	1,428
5. Rick Crawford	1,508	10. Chad McCumbee	1,396



PHIL CAVALI PHOTO

LEADING THE TRAIN: Johnny Benson (23) shows the way around The Milwaukee Mile en route to winning Friday night's NASCAR Craftsman Truck Series event.

Benson Is Milwaukee's Best

By AMANDA BRAHLER

WEST ALLIS, Wis. — There's something about The Milwaukee Mile that suits Johnny Benson.

On Friday night, Benson, driving a Bill Davis Racing Toyota, claimed his first Craftsman Truck Series victory of the season, the 10th of his career and his third straight on the Wisconsin track, in the Camping World RV Sales 200.

"I thought our run was great, obviously," Benson said. "The last pitstop got us out front. That's probably what won us the race for sure. Once we got in that clean air and up front and we ran one or two corners under green when we went back after the lightening, I felt that I was going to be in pretty good shape."

Benson dominated the event, first claiming the pole and then leading a race high 130 of the possible 200 laps.

On lap 147 under caution, the field dropped down pitroad for a cycle of pitstops. Benson's crew got him out first while Rick Crawford, who led

entering the pits, dropped to third on the exit. He was caught speeding off of pit road, however, and was forced to line up at the end of the restart line.

"That last segment, we were as good as we were all night long. I hate it for Rick that happened because he did have a great night going. But on the same token, we've got caught speeding down pit road already once this year, with the same type of scenario," Benson said.

Unable to go back to green flag racing due to lightening, the grandstands were cleared and a red flag was displayed for more than 25 minutes. The restart came on lap 155 and Benson led to the finish, beating Matt Crafton by 2.530 seconds.

"We had a really good truck all night," Crafton said. "He was definitely hard to beat. Clean air is everything at every race track we go to. I want to say, if we got out in front, we might have been able to beat him."

Landon Cassill, Erik Darnell, who

just barely edged out Benson at the finish line to take the win last weekend in Michigan, and Todd Bodine rounded out the top five.

Benson now leads Bodine by 50 markers.

Rookie Michael Annett and Ron Hornaday, Jr., who turned 50 on Friday, slid into the sixth and seventh positions.

Second to Benson, Crawford led the most laps of the night with 33 and was leading at the time of the caution flag for weather on lap 146, just prior to his speeding penalty. He regrouped from the deficit to claim an eighth-place finish.

"I gave one away. That's my responsibility to drive pit-road speed, no matter what anybody else says on the radio. We got caught exiting pit road and if we just would have left him alone down there and not tried to race out of the pits, we had the truck to beat. Johnny knows it; everybody here knows it," he said.

Terry Cook and Mike Skinner closed out the top 10.

Bowles Controls Infineon Test

SONOMA, Calif. — Jason Bowles won a spirited three-way battle around the twisting 1.99-mile road course of Infineon Raceway to take the victory in the Bennett Lane

CW WEST

Bowles held off fierce challenges from Eric Holmes and Jim Inglebright in the closing laps for his first victory of the year in NASCAR Camping World Series West competition.

Although Holmes was able to edge alongside in the final two-lap dash, he could not make the pass on Bowles, who was prepared for the challenge.

"I was worried," Bowles said. "I knew he was going to race me clean, but I knew it was going to be tough to hold him off. I did all I could. He didn't get into me. It's going to come back, and I'll pay him back with that same favor one of these days when

he's leading and I'm in second."

Anticipating he would need a strong car at the end of the race, Bowles tried not to abuse his No. 22 Sunrise Ford entry early in the event.

"The car was pretty good, for sure," he said. "I was saving it for as long as I could. I saved it for probably the first 80 percent of the race, just to make sure if I had to go hard in the last couple of laps, I could. But I don't think I saved it quite as much as I should have."

In addition to the threat from Holmes and Inglebright, Bowles had another concern in the closing laps. He opted to pit early, on lap 19, for fuel, but did not change tires. That strategy helped him get out front by lap 31 and avoid much of the slam-bang action that eliminated some of his competition. But it left him running low on fuel in an event that was extended by four laps because of a late-race caution.

Bowles crossed the finish line with a margin of victory of .350 second to win \$11,550 in prize money and posted awards. Taking second was Holmes, who won the pole on Friday.

Inglebright was third, followed by Tom Hubert and Ken Schrader.

The finish:
Showing driver, car, laps completed, money won: 1. Jason Bowles, Ford, \$11,550; 2. Eric Holmes, Toyota, 68, \$8,500; 3. Jim Inglebright, Chevrolet, 68, \$5,500; 4. Tom Hubert, Ford, 68, \$4,000; 5. Ken Schrader, Dodge, 68, \$3,500; 6. Jamie Dick, Chevrolet, 68, \$4,315; 7. Austin Cameron, Toyota, 68, \$3,250; 8. Kyle Kelley, Dodge, 68, \$4,200; 9. Mike David, Ford, 68, \$3,700; 10. Jeff Barkshire, Dodge, 68, \$3,000; 11. Alex Kennedy, Ford, 68, \$2,300; 12. Jim Warn, Chevrolet, 68, \$2,700; 13. Scott Ivie, Ford, 68, \$2,150; 14. Troy Ermish, Ford, 68, \$2,116; 15. Stan Silva, Jr., Chevrolet, 68, \$2,050; 16. Brian Wong, Chevrolet, 68, \$2,000; 17. Andrew Myers, Toyota, 68, \$1,975; 18. Travis McCullough, Chevrolet, 68, \$1,950; 19. Ryan Foster, Ford, 68, \$1,925; 20. Kevin O'Connell, Chevrolet, 68, \$1,900; 21. Wes Banks, Dodge, 68, \$1,875; 22. Mike Gallegos, Chevrolet, 68, \$2,350; 23. Ryan Philpott, Ford, 68, \$1,825; 24. Jack Sellers, Chevrolet, 68, \$1,800; 25. Eric Hardin, Chevrolet, 67, \$2,275; 26. Johnny Borneman, Ford, 66, \$2,250; 27. Paul Morris, Chevrolet, 64, \$1,725; 28. Moses Smith, Toyota, 63, \$2,200; 29. Jeff Jefferson, Chevrolet, 62, \$2,175; 30. Garland Self, Ford, 59, \$1,650; 31. Robert Davis, Chevrolet, 57, \$1,625; 32. David Mayhew, Chevrolet, 54, \$2,100; 33. P.J. Jones, Ford, 50, \$1,575; 34. Daryl Harr, Chevrolet, 45, \$1,550; 35. Todd Souza, Chevrolet, 42, \$1,525; 36. Max Dumarey, Dodge, 41, \$1,500; 37. Greg Pursley, Chevrolet, 41, \$1,475; 38. Tony Toste, Chevrolet, 33, \$1,450; 39. Jason Patison, Chevrolet, 32, \$1,925; 40. Jonathan Hale, Chevrolet, 18, \$1,400; 41. Eric Richardson, Ford, 7, \$1,400.



DAVID E. HEITHAUS PHOTO

KING: Jon Stanbrough goes under Jon Sciscoe on his way to claiming a third-straight King of Indiana Sprint Series crown.

Stanbrough Defends Crown

PARAGON, Ind. — Just call him “King Jon.”

Jon Stanbrough retained the throne of the King of Indiana as he brought the curtain down on the 2008 King of Indiana Sprint Series season with a dominant victory at Paragon Speedway Saturday.

The win was Stanbrough’s 14th in KISS competition and secured his fourth championship, as he continues to write the KISS record book.

Taking the lead on the third lap, Stanbrough took the checkered flag a half-straightaway ahead of Kyle Cummins,

Hunter Schuereberg, Hud Cone and Jesse Hockett.

“I was really good right off the bat,” Stanbrough said of his Fox Brothers DRC. “I got a little bit loose right at the end, and at that last red, they snugged it up a little bit more. That helped us. We’ve been getting better and better on slick race tracks, so that was a good night for Brad and Steve and the whole team, because we hadn’t won down here since we’ve been together.”

The finish:

Jon Stanbrough, Kyle Cummins, Hunter Schuereberg, Hud Cone, Jesse Hockett, Jon Sciscoe, Danny Holtsclaw, Lance Grimes, Ty Deckard, A.J. Anderson, Steve Rone, Chase Stockton, Josh Cunningham, Jake Scott, Chris Babcock, Jeff Bland, Jr., Eric Smith, Scott Hampton, Tony Reed, Shain Matthews.

Weekend Features New Faces

Buckwalter, Wean Reach Midget Series Winner’s Circle For First Time

By MARK KIELBLOCK

Friday

ELIZABETH CITY, N.C. — Bruce Buckwalter, Jr. earned his first American Racing Drivers Club midget triumph Friday night at Dixieland Speedway.

ARDC

Buckwalter dominated the 25-lap event on the three-eighths-mile dirt track, taking the lead at the green flag.

Buckwalter bounced off the wall once during the race, but recovered nicely.

“After that, I was a little scared of the cushion and moved down to the middle for a lap or two to regain my composure,” Buckwalter said. “I had to move back up there though,

because it was the fast way around.”

Zack Martini finished second, with Tracy Readinger, Eric Heydenreich and Brett Arndt rounding out the top five.

Buckwalter was the sixth different winner in nine races, and the third first-time winner this season.

The finish:

Bruce Buckwalter, Jr., Zack Martini, Tracy Readinger, Eric Heydenreich, Brett Arndt, P.J. Gargiulo, Frank Polimeda, Ryan Smith, Drew Heistand, Nick Wean, Stephanie Stevens, Scott Zipp, Bobby Goerner, Randy Monroe, Jr., Steve Lenig, Chris Zrinski, Brett Conkling.

Saturday

ELM CITY, N.C. — Nick Wean became the fourth-consecutive new winner — dating back to last year — in the American Racing Drivers Club Southern Swing.

Following Bruce Buckwalter, Jr.’s lead from the previous night, Wean captured Saturday night’s feature at County Line Speedway.

But the night got off to a rough start with a series of accidents, including one which sent Stephanie Stevens to the hospital for observation. The crashes involved so many cars, the track ran its stock-car features to allow the ARDC teams to make repairs.

Scott Zipp led early, but Wean found the low groove to his liking and steadily ran down Zipp.

After several failed attempts, Wean made his winning pass on lap 19. Zipp finished second, with Buckwalter, Frank Polimeda and Randy Monroe, Jr. following.

The finish:

Nick Wean, Scott Zipp, Bruce Buckwalter, Jr., Frank Polimeda, Randy Monroe, Jr., Steve Lenig, Drew Heistand, Ryan Smith, Tracy Readinger, P.J. Gargiulo, Zack Martini, Eric Heydenreich, Brett Conkling, Bobby Goerner, Chris Zrinski, Stephanie Stevens, Brett Arndt.

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Saturday—July 12

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FINAL RESULTS

WINNER



Joey Saldana

WINNER



Donny Schatz

Friday

June 20, Dodge City Raceway Park, Dodge City, Kan.

Qualifications: 1. Donny Schatz, Stewart 15, 12.593; 2. Sam Hafertepe, Jr., Hafertepe 15h, 12.651; 3. Steve Kinser, Kinser 11, 12.749; 4. Jac Haudenschild, Carnahan r19, 12.774; 5. Jason Meyers, Stockbridge 14, 12.776; 6. Terry McCarl, McCarl 24, 12.779; 7. Joey Saldana, Kahne 9, 12.816; 8. Kerry Madsen, VerMeer 55, 12.871; 9. Craig Dollansky, Woodward 2, 12.898; 10. Shane Stewart, Roth 83, 12.956; 11. Chad Kemenah, Hard Eight 8k, 12.985; 12. Daryn Pittman, Titan 21, 13.063; 13. Kraig Kinser, Stewart 20, 13.147; 14. Glen Saville, Saville 24x, 13.158; 15. Tony Bruce, Jr., Bruce 18, 13.220; 16. Jason Sides, Sides 7s, 13.231; 17. Tim Shaffer, Sides 7, 13.326; 18. Mike Wagner, Parsons 6, 13.336; 19. Chad Hillier, Hillier 5c, 13.354; 20. Jason Martin, Martin 1, 13.424; 21. Dennis Park, Park 1x, 13.439; 22. Taylor Velasquez, Velasquez 21t, 15.186; 23. Ty Williams, Williams 36, 15.192.

First Heat (10 laps): Saldana, Schatz, Stewart, Haudenschild, Sides, K. Kinser, Hillier, Velasquez.

Second Heat (10 laps): Kemenah, Meyers, Madsen, Hafertepe, Shaffer, Martin, Williams.

Third Heat (10 laps): Dollansky, Pittman, S. Kinser, Bruce, McCarl, Wagner, Park.

Crane Cams Dash (8 laps): Kemenah, Saldana, Schatz, Dollansky, Meyers, Pittman, Hafertepe, Haudenschild, McCarl, S. Kinser.

Feature (30 laps): 1. Saldana, \$10,000; 2. Dollansky, \$5,000; 3. Meyers, \$3,000; 4. Kemenah, \$2,700; 5. Haudenschild, \$2,500; 6. Hafertepe, \$2,200; 7. Schatz, \$2,000; 8. Pittman, \$1,800; 9. S. Kinser, \$1,600; 10. Stewart, \$1,450; 11. McCarl, \$1,300; 12. Shaffer, \$1,200; 13. K. Kinser, \$1,100; 14. Martin, \$1,000; 15. Bruce, \$950; 16. Sides, \$900; 17. Madsen, \$850; 18. Hillier, \$750; 19. Wagner, \$725; 20. Park, \$700; 21. Velasquez, \$700; 22. Saville, \$700; 23. Williams, \$700.

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

Top 10

1. Donny Schatz	3,205	6. Steve Kinser	2,921
2. Jason Meyers	3,150	7. Kerry Madsen	2,854
3. Craig Dollansky	3,109	8. Shane Stewart	2,788
4. Joey Saldana	3,069	9. Chad Kemenah	2,783
5. Jac Haudenschild	2,927	10. Terry McCarl	2,751



JIM MORRISON PHOTO

ENGINE NO. 9: Joey Saldana, here at Eldora Speedway, went to victory lane at Dodge City Raceway Park Friday.

Schatz Gives The Boot

DODGE CITY, Kan. — There are not too many tracks on the Advance Auto Parts World of Outlaws Sprint Car Series schedule that two-time defending series champion Donny Schatz has not won.

One of those places was Dodge City Raceway Park, but Saturday night, Schatz found himself in victory lane on the final night of the Boot Hill Showdown before a sell-out crowd at the three-eighths-mile oval.

Schatz took the lead from Daryn Pittman on the 27th lap on the high side of the second turn, after Pittman was held up by a lapped machine. Schatz nearly took the lead the lap before as he went to the high side of turn four.

The North Dakota native lined up sixth for the 30-lap event and picked up two spots on the opening lap, getting around Sam Hafertepe, Jr. and Joey Saldana. He powered his way around Shane Stewart on the third lap to move into third, next setting his sights on Craig Dollansky, who he would overtake on the next lap.

"It was fun tonight," said Schatz after his seventh victory of the season. "I can't say enough about this whole team. These guys definitely had the Armor All shine tonight. I didn't know what it would be like when it took rubber. When he slowed down on the bottom and I was running second, I had nothing to lose. I just tried smoking around the top and just barely had enough tire to do it. There was plenty of race track left up there. It was pretty challenging, but we got it done."

Schatz has won at 46 different tracks, including three in the state of



KEN SIMON PHOTO

LUCKY NO. 7: Donny Schatz, here June 11 at Missouri State Fair Speedway, won Saturday night at Dodge City Raceway Park.

Kansas. He has 77 career A-feature victories, including a series-best seven this season. He picked up \$10,000 for his win on Saturday night.

"It always means something to come to a place you have never won at and win," he noted. "I have really never felt that good racing here. I have qualified well several times and have the track record. To come out and win tonight after not having that great of a race car last night feels good. We found it in time for the feature tonight."

Pittman led 26 laps on the night, en

route to the runner-up finish in the Titan Garages Maxim.

"I could sit here and complain about finishing second, but I won't do that," said Pittman. "My hat is off to those guys. When you are leading in rubber and there is a question of another line, second-place is the spot to be. I'm disappointed, but my crew told me that I did nothing wrong and we just got beat."

Saldana backed up his win Friday night, by finishing third. Dollansky and Pittman rounded out the top five.

Finally, Saldana Reaches Victory Lane

DODGE CITY, Kan. — Joey Saldana had been so close to winning a number of times this season entering the opening night of the Boot Hill Showdown at Dodge City Raceway Park in Kansas Friday night.

In fact, he had five runner-up finishes in the first 20 events of the season. He shed the bridesmaid tag on Friday night, picking up his first Advance Auto Parts World of Outlaws Sprint Car Series victory of the season over Craig Dollansky and Jason Meyers.

Saldana, aboard the Budweiser/Open Joist Mopar-powered JEL, started second and shot to the lead in the first turn, with Dollansky just behind him. By just the fourth lap of the 30-lap contest, Saldana was in lapped traffic, allowing Dollansky to close in on him.

Saldana checked up in heavy traffic on the seventh lap, giving Dollansky the opening he needed to go under Saldana and take the lead exiting the fourth turn. The lone caution of the event came just shy of the halfway point of the race.

On the ensuing restart on the 14th lap, Saldana looked high on Dollansky exiting the second turn, then dove low under him in the third and fourth corners, winning a drag

race down the front straightaway to take the lead and ultimately the \$10,000 win.

"This is a good win for us," said Saldana. "We have been needing this. The pressure has been on us and there have been a lot of people that deserved this win; the team, the sponsors and everyone involved. This is great for everyone, especially Budweiser. We got this one out of the way and now can come back tomorrow and look for another one."

After taking the lead back, Saldana opened a slight advantage with Dollansky tracking him back down as the pair entered heavy lapped traffic with less than 10 laps to go. With eight laps remaining, Saldana and Dollansky were nearly running three-wide with a lapped machine, allowing Meyers and Chad Kemenah to close in.

"Tonight I felt like we had a good enough car to win and I made a mistake in lapped traffic, and Craig (Dollansky) got by me," said Saldana. "I went to the top and was able to stay with him. I knew if we stayed in lapped traffic that I had a shot at getting him again."

With seven laps left, Saldana and Dollansky charged into the third and

fourth turns, with Dollansky getting on the brakes as the pair nearly touched. He quickly rebounded and pulled right back up on Saldana. Dollansky had one more chance at Saldana with two laps remaining, but did not quite have enough momentum to attempt a pass.

After having a couple of wins slip out of his grasp due to lapped traffic this season, Saldana was able to use traffic to his advantage on Friday night, as he earned his second-career win at Dodge City Raceway Park and the 35th A-feature win of his World of Outlaws career.

Dollansky, who was looking for his third-consecutive Advance Auto Parts World of Outlaws Sprint Car Series A-feature win on Friday night, finished second.

"I feel like we had the car to win that race tonight," said Dollansky. "We were operating pretty good in lapped traffic and even out in the open. I got a hand signal to go to the top there on the restart and that was not the place to go. It was a good strong run for the Larry Woodward team tonight and we came up one spot short."

Meyers, Kemenah and Jac Haudenschild rounded out the top five.

Waters Rise In Paragon

PARAGON, IND.

A hazy kind of dusk falls about the place, with just a soft touch of light remaining as the warm summer sun retreats. The crickets begin to chirp in the fields surrounding Paragon Speedway, but they soon quiet as the roar of sprint cars echoes among the trees and barns nearby.

It's been a Saturday night tradition for more than 50 years, with race cars ripping around this long, tight dirt track. Indiana is blessed with a wide variety of race tracks stretching from Haubstadt to Angola, from Lawrenceburg to Illiana, but no racing atmosphere in the state is quite like Paragon.

This great old place has lived on, through thick and thin, amid good times and bad. It has survived five decades of changing American entertainment tastes and the inevitable cycles of the economy. It has changed hands relatively few times through the years, and the current owners — Keith and Judy Ford — have been good stewards of the place for 20-some years.

But what came two weeks ago, it seems nothing could survive.

It was a Friday night and it was raining. Nothing unusual, just another late-spring round of Midwestern thunderstorms, and the Fords were left wondering about their chances of getting their show in the following night.

Around midnight, it seemed the heavens broke open and poured down upon Morgan County, as well as nearby Hoosier counties. The rain was like nothing anyone had ever seen around these parts; it was coming so thick you couldn't see your hand in front of your face. For hour after hour it continued. By 8 a.m. Saturday, 14 inches of rain had fallen.

Water roared from the creeks and rivers, devouring the landscape. Water flowed even where there had not been a creek or river before. Houses on the hillside north of Paragon were literally washed down like mere driftwood. The little town of Paragon — just a mile or two from the track — seemed to be afloat, with people scrambling first, for their possessions and finally, their lives.

Martinsville, some 10 miles away, was even worse.

While others faced catastrophic loss, the Speedway was relatively lucky. Most of the seating and permanent buildings are on high ground, and were safe. But water stood three-feet deep in the pit area, completely hiding the concrete barriers used throughout the facility. The entire infield and most of the track was submerged. Small wooden structures literally began to

AMERICAN SCENE



DAVE ARGABRIGHT

float away, coming to rest yards away when the water receded.

The Fords had more than the race track to think of; Judy Ford's 87-year-old mother was carried from her home by Martinsville firemen, unable to save any of her belongings. It was the last trip that night for the trucks as the water level in the streets had reached the point where airboats were needed for the search-and-rescue operations.

For the next few days, the Fords agonized with their fellow townspeople as the muddy water lingered. Finally, the water began to recede.

Keith and Judy Ford got to work, and for a moment, they surely must have wondered if the old speedway could survive. Mud and debris littered everything within sight. One could surely look around at all that needed to be done and feel like crying. But they kept their chin up and slogged through several days of incredible effort and determination, and soon began to see real signs of progress.

The heavy equipment used to work the track surface needed service and repair and soon, that was done. The grounds were cleaned up and fences and barriers were moved back to their proper places. The pit shack and the small ticket booth were dragged back in place and pretty soon, the Fords wondered if maybe they could get back to racing sooner than they thought.

That was two weeks ago, and on Saturday night, a healthy crowd is scattered throughout the old hillside stands, chatting and enjoying a warm summer night. The place looks nice, with things looking crisp and clean. The best compliment was this: If you didn't know what happened here just two weeks ago, you might casually observe that the old place has never looked better.

It will be a long time before people here forget that night, when a monumental rain nearly overwhelmed this place. It's the kind of hardship that tests the mettle of people, and again reveals the amazing resiliency of the human spirit.

That brown wall of destruction tried to wipe this place off the map. But it couldn't. It takes more than a mean ol' flood to stop the legend of Paragon Speedway.

Paul Hahn Earns 4th Straight

SAUBLE BEACH, Ontario — There appears to be no stopping Paul Hahn.

Hahn earned his fourth-consecutive ARCA Lincoln Welders Truck Series victory Saturday night at Sauble Speedway.

Hahn, in the No. 7 Tim Br

Mart-Hahn's Powder Coating-Fox Auto Parts Chevrolet, charged from 10th-starting position to the top in just 18 laps, keeping Nick Gullatta at bay to win the EPH Tools 100.

The victory was Hahn's third-consecutive triumph at Sauble, making him the only ALWTS winner at the quarter-mile paved oval since the series debuted there in 2006.

"We absolutely love the track, love the people," said Hahn. "The track's got a nice little second groove on the outside, so you can pass when you need to. I want to thank Ted Hayes from EPH Tools, who sponsored the race for the third-consecutive year, and for all the help with all the teams that they provide."

Gullatta finished second, ahead of Mike Young, Norm Weaver and Duane Bishoff.

The finish:
Paul Hahn, Nick Gullatta, Mike Young, Norm Weaver, Duane Bishoff, Steve Christman, Robbin Slaughter, Bill Withers, Tim Schaefer, Brad Yunker, Ash Hawkins, Mark Otting, Nathan Trepkowski, Dan Short, Craig Meyers.

Sprint-Car Vet Strikes Rocky Midget Gold

PUEBLO, Colo. — Veteran sprint-car driver Greg Schaefer won his first-career Rocky Mountain Midget Racing Ass'n 25-lap feature

Saturday night at I-25 Speedway.

Schaefer, driving the IMM Stealth/USA Chevy-owned midget, started inside the second row, with Scott Fennell on the pole. Schaefer took the point at the start with Tony Rossi following, but Rossi took the lead on a lap-five restart and led by a half-lap when his right-front tire started going down. Schaefer passed a limping Rossi on lap 21.

Rossi held on for second despite his tire problems. Brent Rees was third ahead of Kyle Rayburn in fourth and Mike Heberling in fifth.

The finish:
Greg Schaefer, Tony Rossi, Brent Rees, Kyle Rayburn, Mike Heberling, Don Johnson, Keith Rauch, Scott Fennell, Julee Jamison.

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- 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
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- 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*
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- Oct. 30-Nov. 1 Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
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Miller Is First Summer Repeat

June 17

HIGHLAND, Ill. — Terry English drew the pole position for the 30-lap UMP DIRTcar Summer Nationals A-main June 17 at Highland Speedway and took advantage of it, securing the lead on lap 12 and marching on to victory.

English repelled pressure from 2006 UMP DIRTcar super-late-model national champion Randy Korte and Summer Nationals rookie

UMP LM

Will Vaught to pocket the \$6,000 top prize. The trio ran nose to tail for most of the feature and finished in that order.

Jeep VanWormer placed fourth and Brian Shirley was fifth.

“I just wanted to make sure I stayed on the bottom and didn’t slip up,” said English, who drove the Scott Riggs-owned No. 81e. “I knew that was where to be.”

English, who borrowed the Riggs machine for Summer Nationals duty after his own car was sidelined by engine trouble in the tour’s opener, registered his fifth-career Summer Nationals victory. It was his first on the tour since July 10, 2004, at Kentucky Lake Motor Speedway.

The finish:

Terry English, Randy Korte, Will Vaught, Jeep VanWormer, Brian Shirley, Billy Faust, Kevin Cole, Dennis Erb, Jr., Rodney Melvin, Tim Manville, Dewayne Kiefer, Wes Steidinger, Steve Sheppard, Jr., Tim Lance, Rick Salter, Ryan Unzicker, Michael Kloos, Mark Voigt, Jason Feger, Kevin Claycomb, Mark Faust.

June 18

BELLEVILLE, Ill. — They call him “The Thrill” — and Will Vaught lived up to his nickname June 18 as the UMP DIRTcar Summer Nationals made its inaugural visit to Belle-Clair Speedway.

Vaught used his second-starting position to his advantage in the 40-lap A-main, jumping ahead of pole-sitter Brent Kreke on the opening circuit and quickly moving low to protect his line en route to a flag-to-flag victory.

“It feels good,” Vaught said of his first Summer Nationals victory. “We’ve worked our butts off the last few nights on this car. I think we’re applying what we’re learning every night.”

After scoring a career-high payday of \$6,000 and having momentum swing his way, the 21-year-old driver from Crane, Mo., said he is definitely anxious to continue his first attempt

at the grueling UMP DIRTcar Summer Nationals tour.

Kreke settled for second place for his career-best Summer Nationals finish. Wes Steidinger was third ahead of Michael Kloos and Brian Shirley, who completed the top five.

The finish:

Will Vaught, Brent Kreke, Wes Steidinger, Michael Kloos, Brian Shirley, Jason Feger, Randy Korte, Dennis Erb, Jr., Ed Dixon, Jeep VanWormer, Mark Faust, Rick Standridge, Steve Sheppard, Jr., Brian Diveley, Dave Thornton, Dewayne Kiefer, Mike Hammerle, Mike Schulte, Darren Miller, Rodney Melvin, Tim Lance.

Thursday

MOUNT VERNON, Ill. — The UMP DIRTcar Summer Nationals experienced a thrill show for the second night in a row — only this time it was “The Thriller” Darren Miller claiming the 40-lap A-main Thursday night at I-57/I-64 Raceway.

One night after young Will “The Thrill” Vaught registered a career-first Summer Nationals victory, Miller pulled the same trick. Miller’s first-ever triumph on the grueling tour was worth \$6,000.

Miller, 31, started the main event from the pole, but that didn’t mean he had it easy, but patience and consistency paid off.

Miller took the lead from Kevin Claycomb briefly and by inches on lap 17 and then, for good on lap 20.

“I just kept working it and kept getting better and better,” Miller said.

Dennis Erb, Jr. was able to climb to second ahead of Randy Korte in third. Claycomb fell to fourth and Rodney Melvin finished fifth.

The finish:

Darren Miller, Dennis Erb, Jr., Randy Korte, Kevin Claycomb, Rodney Melvin, Jason Feger, Kevin Cole, Steve Sheppard, Jr., Wes Steidinger, Terry English, Brian Shirley, Patrick Sheltra, Frankie Martin, Kevin Weaver, Will Vaught, Ryan Unzicker, Jordan Bland, Brian Diveley, Mike Hammerle, Rick Salter, Jeep Van Wormer.

Friday

FARMER CITY, Ill. — Ask Darren Miller if twice is just as nice, and he’ll respond with an emphatic, “Yes — actually, it’s better.”

The 31-year-old Miller became the first repeat winner of the 2008 UMP DIRTcar Summer Nationals Friday night, rolling to a convincing victory in the 40-lap A-main at Farmer City Raceway.

Coming off his first Summer Nationals triumph Thursday at I-57/I-64 Raceway in Mount Vernon, Ill., Miller used a top-five qualifying effort and a dominant heat-race victory to propel himself onto the outside-pole starting slot for Farmer

City’s annual event. He then moved by polesitter Randy Korte for the lead on the fourth lap and never looked back en route to a \$10,000 win.

“Everything has gone right,” Miller said. “Cody (Miller’s son) drew the front-row (start) for me both nights, so I got out front and could drive where I wanted to. It felt really good, even in traffic.”

One of the event’s biggest movers was Jimmy Mars, who started sixth in the A-main and was the first driver to try the bottom groove and make it work. He managed to pull close to Miller on a few occasions after reaching second place, but settled for runner-up money.

Brian Shirley started and finished third for another strong showing on the Summer Nationals tour. Billy Moyer, who set quick time earlier in the night, finished fourth after running in third for most of the race. Brian Birkhofer started and finished fifth.

The finish:

Darren Miller, Jimmy Mars, Brian Shirley, Billy Moyer, Brian Birkhofer, Randy Korte, Wes Steidinger, Scott Bull, Dennis Erb, Jr., Jeep VanWormer, Steve Sheppard, Jr., Brian Diveley, Kevin Weaver, Eric Smith, Kyle Logue, Jason Feger, Jordan Bland, Will Vaught, Daren Friedman, Ryan Dauber, Matt Taylor.

Sunday

DANVILLE, Ill. — Jeep VanWormer broke through for his first victory of the 2008 UMP DIRTcar Summer Nationals, capturing Sunday night’s 40-lap event at Vermilion County Speedway.

VanWormer, a 33-year-old who is chasing the Summer Nationals points crown for the fourth-consecutive season, passed Scott Bull for the lead on a lap-seven restart and never looked back. He picked up a \$6,000 check.

Summer Nationals point-leader Brian Shirley advanced from eighth to second by lap 16 and was able to quickly run down VanWormer’s familiar spider-webbed No. 55.

But the 27-year-old Shirley was unable to overtake VanWormer, who made all the right moves through late-race lapped traffic to preserve his seventh-career Summer Nationals triumph.

Shirley settled for second, ahead of Will Vaught, Dennis Erb, Jr. and Scott Bull.

The finish:

Jeep VanWormer, Brian Shirley, Will Vaught, Dennis Erb, Jr., Scott Bull, Randy Korte, Kevin Claycomb, Terry Casey, Ryan Dauber, Wes Steidinger, Joe Harlan, Steve Sheppard, Jr., Terry English, Jason Feger, Patrick Sheltra, Frank Heckenast, Jr., Kevin Weaver, Ryan Unzicker, Mike Petersak, Dewayne Kiefer, Donny Walden.



JAMES MACDONALD PHOTO

FINDING A WAY: Tim McCreadie (39) works his way through traffic Friday night at Ontario’s Ohsweken Speedway.

T-Mac Is Back In WoO LMS

OHSWEKEN, Ontario — Tim McCreadie reached victory lane in World of Outlaws Late Model Series competition for the first time in nearly two years Friday night at Ohsweken Speedway.

The 34-year-old from Watertown, N.Y., slid under Shane Clanton for the lead on lap 20 and never looked back. He sailed away from the pack to defeat Clanton by 4.901 seconds — a full-straightaway margin — in the event, which was postponed one day by rain.

How much did the \$10,150 triumph mean to McCreadie?

“I was fortunate enough to win a Lucas (Series) race earlier this year, but to beat these boys — man, they’re the best on the planet,” McCreadie said after his first WoO LMS win since Aug. 4, 2006, at Lernerville Speedway in Sarver, Pa. “It’s so satisfying to come back in here and win an Outlaw race.”

McCreadie, who parlayed his ’06 WoO LMS title into a Richard Childress Racing Driver Development

WOO LM

deal that included several NASCAR Nationwide Series and ARCA RE/MAX Series starts last season, has returned to the dirt-late-model wars in 2008 with his pavement aspirations in limbo. He feels he’s picking up some steam as he puts his focus back on dirt-track action.

“We did some testing a week ago in Michigan,” said McCreadie, who won an unsanctioned special event June 12 at Merritt (Mich.) Speedway. “I had to put the pavement stuff in the past. If I never get back there again, that’s OK. It’s damn nice to race in front of these people (dirt fans) like this.”

Clanton, 32, started second and led laps 1-19, but was no match for McCreadie.

Rick Eckert finished third, with Tim Fuller and Darrell Lanigan rounding out the top five. Lanigan grabbed sole possession of the WoO LMS point lead for the first time this season.

The finish:

Tim McCreadie, Shane Clanton, Rick Eckert, Tim Fuller, Darrell Lanigan, Clint Smith, Ricky Elliott, Shannon Babb, Josh Richards, Danny Johnson, John Blankenship, Chris Ross, Dan Stone, Steve Francis, Chub Frank, Adam Ferri, Tony Knowles, Ed Carley, Jeff Isabell, Jr., Jeremy Miller, Neil Baggett, Sean Beardsley, Andrew Reaume, Chad Valone.

Moyer Is Lucas Oil Master

WHEATLAND, Mo. — Late-model veteran Billy Moyer took the lead at the start, held off challenges from Terry Phillips for the first half of the race and cruised the rest of the way to

NCRA LM

win the O’Reilly Late Model Challenge featuring the O’Reilly NCRA Late Models at Lucas Oil Speedway.

Phillips and Moyer started on the front row for the 51-lap event. Moyer jumped out front at the start and used the middle of the track to take the lead as the green flag waved. Phillips, running the bottom, was close behind, followed by Jack Sullivan, Jesse Stovall and Jeremy Payne.

Moyer and Phillips raced side by side during the early stages, but Moyer was credited with leading each lap.

Phillips took command on lap 14, but made contact with the lapped car of Bill Frye entering turn three on lap 24, causing Phillips to spin and bringing out the only caution of the race.

From there, Moyer was unchallenged for the \$10,000 victory. Sullivan crossed the stripe second, ahead of Wendall Wallace, Stovall and Payne.

The finish:

Billy Moyer, Jack Sullivan, Wendall Wallace, Jesse Stovall, Jeremy Payne, Kyle Berk, Jon Kirby, James Ward, Terry Phillips, Chris Jones, Ray Moore, Eric Turner, Bill Frye, John Anderson, Kenny Merchant, Kelly Boen, Dusty Johnston, Delbert Smith, Mike Wiarda, Joey Mack, Tommy Elston, Steve Rushin, Denny Woodworth, Brandon McCormick, David Turner, Mark Burgdorf.

Schlieper Remains Hot Down South

GAFFNEY, S.C. — In front of a standing-room-only crowd, the Lucas Oil Late Model Dirt Series returned to Cherokee Speedway for the first time since 2006.

LUCAS LM

The fans were not disappointed as Dan Schlieper held off Jimmy Owens by a mere car length to win the 10th-annual Grassy Smith Memorial Friday night.

“I am really proud of this Wild Chassis. I figured Jimmy was right there at the end, but I held him off

and it feels good to get another win,” Schlieper said. “I’ve got to thank Jason (Palubicki, crew chief), Bob and Barb Miller; and my brothers Bill and John, and I can’t forget Uncle Buck, who was at North Georgia to see us win last week.”

Schlieper led all 40 laps, but Owens put on a late-race charge from his 11th-starting spot to finish right on Schlieper’s bumper. Schlieper earned \$7,000 for his second LOLMDS win in the last three races.

Jonathan Davenport finished third,

followed by polesitter Randle Chupp and Chris Madden.

Steve Casebolt finished 11th, one spot ahead of Earl Pearson, Jr., to maintain a 10-point lead in the standings.

Davenport was the fast qualifier for the 33-car field, turning a 15.248-second lap of the half-mile oval.

The finish:

Dan Schlieper, Jimmy Owens, Jonathan Davenport, Randle Chupp, Chris Madden, Steve Casebolt, Terry Casey, Scott James, Bart Hartman, Casey Roberts, Steve Casebolt, Earl Pearson, Jr., Justin McRee, Wayne Chinn, Dennis Franklin, Furman Parton, Billy Drake, Freddy Smith, Justin Rattliff, Damon Eller, John Mason, Jeff Smith, Jeff Cook, John Pursley.

Kid Rocket Scores In Canada

CORNWALL, Ontario — The young sensation known as 'Kid Rocket' achieved a personal goal on Sunday night, winning on Canadian soil for the first time with a memorable rally in the 50-lap World of Outlaws Late Model Series event at Cornwall Motor Speedway.

WOOLM

Josh Richards, 20, slipped back to third after starting from the pole, but he came on to grab the lead from Tim McCreddie on lap 40 and roll to his third WoO LMS victory of the season.

"One of my goals was to win a race in Canada this year," said Richards, who earned \$10,150 for his ninth career triumph on the WoO LMS. "It's so cool to race in front of these fans up here. As a driver, you love it when the fans get into the racing."

Richards also loved the way he pulled out a victory on the high-banked, quarter-mile oval, a longtime DIRTcar-sanctioned track that drew a standing-room-only crowd for the first visit by the WoO LMS.

"It's awesome to win like that," Richards said. "We started on the pole, but we didn't just lead every lap, like we have in the past. It's so much more fun to actually race your way to the front and beat the best guys in the country."

Richards battled through some lapped traffic in the race's closing



ROBERT LEFEBVRE PHOTO

WINNING SPRAY: Josh Richards dodges celebratory debris after winning Sunday's World of Outlaws Late Model Series feature at Cornwall Motor Speedway in Ontario.

moments to defeat McCreddie's Sweeteners Plus Rocket No. 39 by 0.612 of a second. McCreddie, who started third and led laps 18-39, recorded his second runner-up finish in as many nights.

Shane Clanton, point-leader Darrell

Lanigan and Rick Eckert rounded out the top five.

The finish:

Josh Richards, Tim McCreddie, Shane Clanton, Darrell Lanigan, Rick Eckert, Shannon Babb, Billy Decker, John Blankenship, Clint Smith, Steve Francis, Chub Frank, Danny Johnson, Tim Fuller, Neil Baggett, Dan Stone, Sean Beardsley, Adam Ferri, Tony Knowles, Joe Isabella, Ricky Elliott, Jeremy Miller, Peter Mantha, Jr., Greg Oakes.

Eckert Ends 71-Race Winless Drought

DRUMMONDVILLE, Quebec — Rick Eckert doesn't have to answer the questions anymore.

With his frustrating winless streak on the World of Outlaws Late Model Series approaching two full years, Eckert finally broke through with a flag-to-flag victory in Saturday night's second-annual Quebec 50 at Autodrome Drummond.

WOOLM

"It's been a long time between wins and a lot of grief," said Eckert, who went without a win in 71-straight races since his last WoO LMS triumph, July 8, 2006, at Sharon Speedway in Hartford, Ohio. "I'm just glad it's over now — and hopefully, the

next one won't take nearly so long to come."

Eckert, 42, surged off the outside pole to grab the lead at the start and never looked back. He built an edge as large as a full straightaway before turning back a final-lap challenge from Tim McCreddie, who settled for runner-up money in an event that was contested in front of a standing-room-only crowd at the four-tenths-mile oval.

Darrell Lanigan extended his WoO LMS point lead with a third-place finish, while Shane Clanton placed fourth and polesitter Josh Richards was fifth.

Driving a Raye Vest-owned GRT car that he debuted June 17 at Port Royal

(Pa.) Speedway, Eckert was flawless from start-to-finish. His only real scare came when he reached the pack of lapped traffic on the 48th circuit.

"The first half of the race, the race-track was nice and you could pass lapped cars without a problem, but then it sort of one-laned up — and that's terrible for the leader," said Eckert. "I was dreading the lapped cars, so when I caught them with two to go I was like, 'This is not gonna happen.'"

The finish:

Rick Eckert, Tim McCreddie, Darrell Lanigan, Shane Clanton, Josh Richards, Chub Frank, Neil Baggett, Jeremy Miller, Billy Decker, Ricky Elliott, Tim Fuller, John Blankenship, Dan Stone, Tony Knowles, Peter Mantha, Jr., Steve Francis, Greg Oakes, Rick Briggs, Danny Johnson, Clint Smith, Adam Ferri, Joe Isabella, Shannon Babb, Yan Bussiere, Sean Beardsley.

Smith Is Right At Home In Keystone State

By AL ROBINSON
NSSN CORRESPONDENT

PORT ROYAL, Pa. — Clint Smith felt right at home as the World of Outlaws Late Model Series began the Great Northern Tour at Port Royal Speedway June 17.

WOOLM

It wasn't the mountain setting or the unseasonably cool temperatures that gave the Senoia, Ga., driver his comfort zone. It was the lightning-fast, narrow-grooved half-mile track that caught his attention.

"It was just like the tracks in south Georgia, so we put on our regular (tire) setup," he explained after lead-

ing all 40 laps from the pole for his first World of Outlaws victory of the season. "I could run as fast as I wanted to ride. I just ran three-quarter throttle most of the time."

After beating outside-front-row-starter Chub Frank on the third try to start the feature, Smith pulled away with ease as the race settled down under green. He was almost too fast as he caught the tail of the field by lap 15 and was unable to lap Eric Zembower while point-leader Steve Francis closed in. Just before Francis could attempt a move for the lead, Smith wriggled free.

A caution for the stalled car of Kirk Ryan finally opened the track for the leaders on lap 25, but Smith was

among the backmarkers again with five to go when Danny Johnson shot up the track in turn two and contact was made.

"It almost got ugly for both of us," the winner declared. But only cosmetic damage was done and Smith was nearly half a lap ahead of Francis at the checkered flag.

Chub Frank and Tim Fuller held third and fourth throughout, with Darrell Lanigan, Shannon Babb, and John Blankenship gaining fifth through seventh.

The finish:

Clint Smith, Steve Francis, Chub Frank, Tim Fuller, Darrell Lanigan, Shannon Babb, John Blankenship, Matt Parks, Donnie Moran, Shane Clanton, Rick Eckert, Jeff Smith, Josh Richards, Scott Haus, Jeremy Miller, Tim Fedder, Eric Zembower, Danny Johnson, Kirk Ryan, Alan Sagi, Jere Wierman, Vic Coffey, Jim Yoder, Waylon Wagner, Jason Covert.

LM Double: Tale Of 2 Ronn(y)ies

Friday

TUSCUMBIA, Ala. — Ronnie Johnson led wire to wire, becoming the first two-time NeSmith Chevrolet Dirt Late Model Series winner in eight races this season

NESMITH LM

Friday night at North Alabama Speedway. Johnson took his eighth-career NeSmith Chevrolet Dirt Late Model Series win by six car lengths over second-place finisher William Thomas.

"I love coming to Alabama to race because the fans are just so enthusiastic here," Johnson said. "I'm glad the cautions flags came out when they did because I didn't want to race in lapped traffic. Just about the time I caught the lapped cars, the caution flag came out."

North Alabama Speedway has been good to Johnson, as the National Dirt Late Model Hall of Fame inductee won the last NeSmith Chevrolet Dirt Late Model Series race at the track in 2005 when the series was known as Crate Racin' USA.

Chris Tays finished third, with Rick Rickman and Frank Ingram rounding out the top five.

The finish:

Ronnie Johnson, William Thomas, Chris Tays, Rick Rickman, Frank Ingram, Eddie Rickman, Ben McCreary, Blake Stewart, Matthew

Turner, Todd Hurst, Derrick Rainey, Chip Brindle, Jeff Fields, Danny Joe Thomas, Eric Cooley, Scott Knowles, Justin Carter, Ronny Lee Hollingsworth, Larry Boutwell, Tom Maddox, Jay Blair, Brian Rickman.

Saturday

COLUMBUS, Miss. — Ronny Lee Hollingsworth used his experience Saturday night to win the GM Performance 40 for the NeSmith Chevrolet Dirt Late Model Series at Columbus Speedway.

Hollingsworth picked the right groove at the right time to post the win.

High-riding Ronnie Johnson pressed Hollingsworth right to the checkered flag, but had to settle for second spot.

"I've got a million laps around this place, and I've learned how to read the track to know when to get in what groove," Hollingsworth said. "I ran the first 10 laps on the high side, and then went to the bottom. I knew somebody was challenging me on the outside, and I knew they had to be good to run up there."

Johnson finished second, ahead of Chris O'Connor, Rick Rickman and fast-qualifier Larry Boutwell.

The finish:

Ronny Lee Hollingsworth, Ronnie Johnson, Chris O'Connor, Rick Rickman, Larry Boutwell, Eddie Rickman, Cliff Williams, Josh Putnam, Hunter Peacock, Eric Cooley, Ben McCreary, Derrick Rainey, Mark Stockes, Chris Tays, Ted Lackey, Jason Hiatt, Justin Carter, Shawn Edwards, Lucky Keeton, Brian Rickman, Jason Sanderford, Scott Knowles, Tom Maddox, Chip Brindle.

Polewarczyk Dunks Victory

OXFORD, Maine — Nineteen-year-old Joey Polewarczyk, Jr. wiped away two months of bad luck with a dominant American-

ACT LM

Canadian Tour victory in the Dunkin' Donuts 150 at Oxford Plains Speedway Saturday night.

Polewarczyk won the season-opening ACT Late Model Tour event at Lee (N.H.) Speedway in April, but finished no better than 18th over the next five events.

"We've been competitive and we've always had a fast car, we've just had no luck," said Polewarczyk. "After the last race at Waterford, we had a team meeting and decided to try and just shake it all off and re-focus on winning races. We tried a crazy setup tonight that we've never run before,

and it paid off. This is a huge weight off our shoulders."

Polewarczyk took the lead from Scott Payea on lap 53, surviving restarts on laps 104 and 138 to take the victory.

Eddie MacDonald made several daring two- and three-wide passes on the far outside lane, including a move over Ricky Rolfe to take away second place with three laps remaining.

Rolfe finished third ahead of Patrick Laperle in fourth and Glen Luce in fifth.

The finish:

Joey Polewarczyk, Jr., Eddie MacDonald, Ricky Rolfe, Patrick Laperle, Glen Luce, Ben Rowe, Scott Payea, Brent Dragon, Jean-Paul Cyr, Scott Robbins, Ryan Nolin, Travis Adams, Shawn Martin, Jonathan Urlin, Joe Becker, Kurt Hewins, Randy Potter, Roger Brown II, Shawn Knight, Scott Dragon, John Donahue, Pete Potvin III, Steve Fisher, Tommy Ricker, Claude Leclerc, Jamie Fisher, Rick Thompson, Jr., Dennis Spencer, Jr., Travis Stearns, Nick Sweet, Corey Morgan, Tyler Cahoon, Trampas Demers.

Armstrong Handed Midget Win

PLYMOUTH, Ind. — Zach Daum appeared to have won the June 18 USAC Regional Midget Series feature at Plymouth

USAC

Speedway, but when his car failed technical inspection, the victory was handed to Dakota Armstrong.

With Daum disqualified, Armstrong

was credited with the victory, with Zach Schiff finishing second. Travis Young, Jim Anderson and David Byrne completed the top five at the three-eighths-mile asphalt oval.

The finish:

Dakota Armstrong, Zach Schiff, Travis Young, Jim Anderson, David Byrne, Adam Schuyler, Billy Hulbert, Joe Liguori, Terry Ahern, Mario Marietta, Alison MacLeod, Dave Fuhman, Parker Klingerman, Danielle Dickson, Gary Bradley, Tim Argus, Nick Wagner, Charlie Bushnor, Patrick Wilda, Zach Daum (DQ).

FUNNY BUSINESS

Teamwork Is The Most Important Part Of A Funny Car Crew

There's an old saying that there is no 'I' in 'team,' that in order to achieve a common goal, a group of individuals must work in concert.

That philosophy cannot be exemplified better than on an NHRA Funny Car crew.

In the high-stakes game of drag racing, a Funny Car crew works together like a well-oiled machine, thrashing and assembling parts and pieces of the 8,000-horsepower, 2,400-pound nitromethane-burning machine between runs. On race day, if the team is successful, the 75-minute choreographed dance of tearing down and rebuilding the car begins again for each round of competition until the team is either eliminated or captures a Wally in the final round.

Funny Car point-leader Tim Wilkerson, who has three victories on the season, including Sunday's Lucas Oil NHRA SuperNationals at Old Bridge Township Raceway Park, knows the importance of having a skilled crew.

"I get all the accolades, but I don't deserve all of them," Wilkerson says. "That junker wouldn't go anywhere without all the guys (on the crew)."

By SHEENA E. BAKER
PRODUCTION EDITOR

The average Funny Car team is comprised of six to eight crew members. Wilkerson has five full-time employees who work at his Springfield, Ill., race shop during the week. Two part-time or "fly-in" guys complete the Levi, Ray & Shoup crew on race weekends.

Each person — from the bottom-end man to the clutch specialist to the floater — plays a crucial role in the operation and performance of the team. At the same time, though, no one crew member is more important than another, especially in Wilkerson's single-car effort.

"I think they do realize that the guy dumping oil in the motor is just as important as the guy putting the clutch in," Wilkerson says of his crew. "The car isn't going to run without either one of them, and the moment we forget that is when we're going to have troubles with our car."

"We're trying to teach everybody how to do multiple things. Everybody needs to be able to help anybody. Any part of that car at any time could have an issue. I don't want to have just one guy who knows how to do that. We need to have everybody on the up and up on what's happening."

Wilkerson himself plays a unique role on the team in that he is owner, driver and crew chief wrapped into one. While wearing so many hats might put a strain on an individual in such a competitive environment, Wilkerson doesn't seem to mind his multiple roles.

"The driving part is pretty simple. I don't think that's a big deal," he says. "As long as you can get in there and calm yourself down and convince yourself that this is just another run, the driving part is pretty simple; I've always been able to do that."

"The only disadvantage is that sometimes you don't get to spend as much time doing one thing or another as you need to. The advantage is I don't have to try and figure out what my driver's thinking, and I don't have to try and figure out what my crew chief is thinking," Wilkerson laughs. "I have a pretty good idea there."

For input, Wilkerson leans heavily on team manager/car chief Jeff Jacobs and Rich Schendel, who works on the left side of the engine and the supercharger. Ultimately, though, Wilkerson the crew chief makes the final call on the set-up on the car based on information from the crew on the starting line moments before Wilkerson the driver makes a pass on the quarter-mile.

And Wilkerson the boss and the car owner knows that in order to make it from the pits to the starting line and down the track, it takes a special type of individual servicing the clutch and rebuilding cylinder heads back in the hauler.

"This isn't a job; it's more of a lifestyle. You're kind of a gypsy; you're kind of a circus act," Wilkerson says. "You have to want to go. You have to want to be there. I tell all my guys before I hire them, 'You are never, ever going to get paid enough for all of your efforts. I don't care who you work for. You are going to work way harder than you ever wanted to work in your life for the amount of money you make.'"

"You just have to want to be a part of this team, and you have to want to be a part of the victories and the defeats because there are normally so many more lows than there are highs in any type of competition."

Editor's note: Not every NHRA Top Fuel and Funny Car crew is structured exactly like the team that services Tim Wilkerson's Levi, Ray & Shoup Chevy Impala Funny Car, but the positions and job responsibilities are similar for every team campaigning a nitro car in the NHRA POWERade Drag Racing Series.

"I get all the accolades, but I don't deserve all of them. That junker wouldn't go anywhere without all the guys (on the crew)."
TIM WILKERSON



Jeff Jacobs

Car chief/team manager

Duties: Oversees the team; makes sure everything is ready for a run; assesses track conditions prior to a run; solves problems; in the shop, duties include building engines and cylinder heads, repairing cylinder heads, machine work and body repairs

Why his position is important to the team: "Everyone comes to me with their problems. I'm the problem solver. I make sure everything is ready to run."



Jon Gimmy

Right-side engine

Duties: Maintains the right side of the engine; maintains the ignition; holds the body when the car is on the starting line; in the shop as a part-time employee, helps out wherever he's needed

Why his position is important to the team: "Because (my position) is part of the team... The puzzle won't fit if we all don't work together. No one on this team is more important than anyone else."



Rich Schendel

Left-side engine

Duties: Maintains the left side of the engine; rebuilds the supercharger

Why his position is important to the team: "Everybody's got to do their jobs. There's no 'I' in 'team.'"



Nick Shaff

Cylinder Heads

Duties: Services and disassembles cylinder heads; in the shop, works as a mechanic and sometimes as a machinist

Why his position is important to the team: "It's crucial so the cylinders don't burn out during a run."



Sam Mattox

Floater

Duties: Drives the race car hauler; takes care of filling up the fuel and oil; checks and maintains the tires' air pressures; in the shop, helps out wherever he is needed, gets the trailer stocked, helps with the cylinder heads and helps "keep everything up and going"

Why his position is important to the team: "Somebody's got to do it. It's got to be done. The more I do, the less they (the rest of the team) have to do. If I didn't do my job (driving the hauler), they (the team) wouldn't have this million-dollar car to race."



Mike Mack

Bottom End ("The Diver")

Duties: Maintains lower end of the engine; services rods and pistons; checks and replaces bearings; in the shop, services parts and lends a hand wherever he's needed

Why his position is important to the team: "I maintain the life of the engine."



Brandon Lavelly

Clutch Specialist

Duties: Maintains the clutch; packs the parachutes; works as a mechanic at the shop during the week

Why his position is important to the team: "I get the power out of the motor and make the car move down the track. I make sure the clutch applies horsepower to the race track."



RACE REWIND

NASCAR SPRINT CUP

Race 16 of 36: Toyota/SaveMart 350, Sunday, June 22
Infinion Raceway, Sonoma, Calif.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	30	18	Kyle Busch	M&M's Toyota	112	\$309,925	Running
2	31	38	David Gilliland	freecreditreport.com Ford	112	207,658	Running
3	5	24	Jeff Gordon	DuPont Chevrolet	112	191,736	Running
4	19	07	Clint Bowyer	Jack Daniel's Chevrolet	112	143,725	Running
5	23	5	Casey Mears	Kellogg's/CARQUEST Chevrolet	112	123,075	Running
6	21	42	Juan Pablo Montoya	Texaco/Havoline Dodge	112	130,533	Running
7	9	12	Ryan Newman	Alltel Dodge	112	140,025	Running
8	33	17	Matt Kenseth	DeWalt Ford	112	142,841	Running
9	12	99	Carl Edwards	Office Depot Ford	112	134,725	Running
10	39	20	Tony Stewart	Home Depot Toyota	112	136,261	Running
11	10	16	Greg Biffle	3M Ford	112	95,600	Running
12	15	88	Dale Earnhardt, Jr.	National Guard/AMP Chevrolet	112	94,050	Running
13	20	31	Jeff Burton	AT&T Mobility Chevrolet	112	128,508	Running
14	26	83	Brian Vickers	Red Bull Toyota	112	84,200	Running
15	2	48	Jimmie Johnson	Lowe's Chevrolet	112	135,336	Running
16	25	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	112	113,433	Running
17	11	45	Terry Labonte	Wells Fargo Dodge	112	97,883	Running
18	18	26	Jamie McMurray	Crown Royal Ford	112	89,375	Running
19	6	19	Elliott Sadler	Stanley Dodge	112	106,695	Running
20	16	22	Dave Blaney	Caterpillar Toyota	112	96,233	Running
21	34	00	Michael McDowell	NAPA Auto Parts Toyota	112	92,223	Running
22	41	28	Travis Kvapil	California Highway Patrol Ford	112	105,639	Running
23	37	10	Patrick Carpentier	Valvoline Dodge	112	75,350	Running
24	38	6	David Ragan	AAA Insurance Ford	112	85,250	Running
25	35	55	Michael Waltrip	NAPA Auto Parts Toyota	112	86,672	Running
26	24	78	Joe Nemechek	Furniture Row Racing Chevrolet	112	72,800	Running
27	13	11	Denny Hamlin	FedEx Office Toyota	112	110,441	Running
28	40	8	Aric Almirola	U.S. Army Chevrolet	112	108,933	Running
29	22	01	Ron Fellows	Principal Financial Group Chevrolet	112	82,550	Running
30	32	29	Kevin Harvick	Shell/Pennzoil Chevrolet	112	118,861	Running
31	17	77	Sam Hornish, Jr.	Mobil 1 Dodge	112	116,825	Running
32	3	2	Kurt Busch	Miller Lite Dodge	111	74,605	Running
33	1	9	Kasey Kahne	Budweiser Dodge	111	110,936	Running
34	29	15	Paul Menard	Menards/Johns Manville Chevrolet	111	78,880	Running
35	28	66	Max Papis	Haas Automation Chevrolet	111	70,745	Running
36	8	7	Robby Gordon	Camping World/RVs.com Dodge	110	78,635	Running
37	36	84	A.J. Allmendinger	Red Bull Toyota	109	70,500	Running
38	27	41	Scott Pruett	Target Dodge	108	97,599	Accident
39	4	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	103	107,511	Electrical
40	42	44	David Reutimann	UPS Toyota	99	70,125	Accident
41	14	60	Boris Said	Slurpee/No Fear Energy Ford	94	70,000	Shocks
42	7	21	Marcos Ambrose	Little Debbie Honey Buns Ford	83	88,250	Transmission
43	43	34	Brian Simo	No Fear Ford	20	70,164	Transmission

RACE STATISTICS

Race time: 2 hours, 54 minutes, 56 seconds
Average speed: 76.445 miles per hour
Victory margin: 1.716 second
Caution flags: Six for 14 laps
Lead changes: Five among five drivers

Lap leaders: Kasey Kahne 1-4; Jimmie Johnson 5-31; Greg Biffle 32; Kyle Busch 33-68; Carl Edwards 69-70; Busch 71-112.

TALK OF TIME TRIALS

Kasey Kahne surprised everybody by earning his first road-course pole, covering the 1.99-mile road course at an average speed of 92.190 miles per hour. Jimmie Johnson qualified second.

STANDINGS



Top 12

1. Kyle Busch	2,408	7. Greg Biffle	2,019
2. Jeff Burton	2,305	8. Denny Hamlin	2,008
3. Dale Earnhardt, Jr.	2,256	9. Kasey Kahne	1,958
4. Carl Edwards	2,150	10. Clint Bowyer	1,924
5. Jimmie Johnson	2,082	11. Tony Stewart	1,908
6. Jeff Gordon	2,041	12. Matt Kenseth	1,892



JONATHAN FERREY/GETTY IMAGES PHOTO

TO THE FINISH: Kyle Busch (18) leads his friend David Gilliland around Infinion Raceway during Sunday's Toyota/SaveMart 350 NASCAR Sprint Cup Series event.

Busch Can Road Race, Too!

SONOMA, Calif. — Just when it looked like Kyle Busch may be slowing down a little, he perfected a new trade — road racing.

Busch dominated Sunday's Toyota/SaveMart 350 at Infinion Raceway to earn his fifth NASCAR Sprint Cup triumph of the season. It was also his 11th NASCAR victory of the season, including the races in the Nationwide and Craftsman Truck series.

However, it was his first Cup Series victory on a road course, as he overcame a wild finish in NASCAR's fifth green-white-checkered-flag showdown of the season on the 1.99-mile circuit that winds through California wine country.

Busch, who won the Nationwide Series race on the road course at Mexico City earlier this year, acknowledged his road-racing skills were slight when he first started racing in NASCAR's senior series.

"In the beginning, I was lost, to be honest with you," Busch said. "I raced Legends cars and road courses here five years ago and stuff and learned the technique and stuff of shifting and braking and all that, and then got to the Cup cars and they are so different. I was just lost."

"I give a lot of that credit to testing with Jimmie (Johnson) and Jeff (Gordon) a lot of the times and learning a lot from those guys when I was at Hendrick and working with them."

Three late-race caution flags bunched the field after young Busch literally left all challengers in the California dust on a sunny Sunday.

Busch led 75 laps en route to his first Cup Series road-course victory, coming from 30th starting position. It was the sixth Sprint Cup victory of the season for Toyota and Joe Gibbs Racing.

"We changed everything from Friday to Saturday and the guys did an awesome job and Steve (Addington, crew chief) made some great calls on what to change and how



Kyle Busch

to get the thing better," Busch explained. "Judging by where we started, we didn't think we would be that great."

"And once we got through happy hour, we thought we would be OK, and we passed. I don't know, we came from 30th to 13th or 12th or something before the first green-flag pit stop took place, and I thought that was awesome and pretty sporty."

After a boring first three quarters of the race, the action heated up near the end. Kevin Harvick, running near the front as he had most of the afternoon with three laps remaining, prompted a three-car spin in the horseshoe turn when his brakes locked up. He slid sideways, collecting Tony Stewart and Ron Fellows in the process.

When the green-white-checkered restart got the field going again for the final time, Busch pulled away from runner-up David Gilliland and third-place finisher Jeff Gordon, who struggled all afternoon with an ill-handling car.

For Gilliland, it was his best-career Cup Series finish.

"We hit on some stuff there late in happy hour that just made the car drive really, really good," Gilliland said. "And I told my crew chief (Cully Barraclough), this is what we need to be able to stay on the race track all day, not make a mistake, and it was fast. So, that's a combination for a good day, and then it was kind of in my hands to not make a mistake and that's harder than it sounds, here."

Gordon, however, made lemonade out of lemons.

"There was just nothing I could do," explained Gordon of his early race struggles. "I couldn't hold the guys off that were coming behind me, and you know, luckily the cautions fell at the right time for us; that the first caution, you know, we needed to make adjustments and get it in and get four tires and we did that. Steve (Letarte, crew chief) made some good adjustments and at that point, we needed a long green-flag run and we got there and made up some spots."

Clint Bowyer was fourth and Casey Mears fifth.

Juan Pablo Montoya, who was spun by Australian Marcos Ambrose, raced back into contention and finished sixth. Ambrose, unfortunately, suffered a mechanical failure while running second and fell out of the race.

Rounding out the top 10 were Ryan Newman, Matt Kenseth, Carl Edwards and Stewart, who roared from 19th after his accident.

Two-time champion Jimmie Johnson, one of the early-race leaders, finished 16th after an accident put him back in the field.

It was a tough day for the road-course ringers, as Boris Said, Fellows, Max Papis, Ambrose and Scott Pruett all had their troubles throughout the day. Polesitter Kasey Kahne was never a factor, falling back rapidly at the beginning and finishing 33rd.

With the victory, Busch extended his point lead to 103 markers over Jeff Burton, who ran in the top 10 most of the day, but finished 13th.

NASCAR SPRINT CUP RACE REWIND



JERRY JONES PHOTO

FOLLOW THE LEADER: Sunday's Toyota/SaveMart 350 was a case of follow the leader, and Kyle Busch was the leader most of the event, posting his fifth Sprint Cup triumph of the season.

NASCAR Addressing CoT's Heat

*Caterpillar Leaving Bill Davis Racing
For Richard Childress Racing*

SONOMA, Calif. — Beginning at Michigan last week, NASCAR has been monitoring the Sprint Cup cars for temperature and the drivers for carbon monoxide poisoning. None of the drivers tested have shown any signs of inhaling carbon monoxide.

"I'm excited to see what's going on," said two-time defending champion **Jimmie Johnson**. "We've been through some testing to make sure the levels aren't too high in the car and my stuff all looked great last weekend. We've known this car is hotter."

"We saw some of that last year and as the summer months are coming along, it's really showing up. So, I'm happy to see the open-mindedness that we have with it. Just last weekend alone, we made a lot of gains on our own to help bring the temperature down in the car and it really made a difference. So, that's good stuff."

■ Caterpillar, which has sponsored **Bill Davis Racing** for 10 years, will leave the team at the end of the season and will take over primary sponsorship on **Jeff Burton's Richard Childress Racing Chevrolet** when AT&T departs at the end of the year.

Interestingly, Caterpillar sponsored Burton's brother, **Ward**, for several seasons at BDR.

"We're really excited about it," Burton said. "To have a company like CAT (Caterpillar) come on board for this and move into the future is really exciting. Our relationship with AT&T has been incredible and hopefully it will continue to be incredible for the rest of the year."

Meanwhile, Bill Davis Racing is making plans for 2009, with a sponsorship announcement for its second car expected within a few weeks. As well, current BDR driver

Dave Blaney has not yet resigned with the team.

■ One possible sponsor for Bill Davis Racing is the U.S. Army, which is leaving **Dale Earnhardt, Inc.** after this season.

It was also widely reported that **Mark Martin** will not return to DEI in 2009. DEI officials confirmed that **Aric Almirola**, who has shared the No. 8 with Martin this season, will get a full-time ride next year.

Martin, however, is expected to move to Hendrick Motorsports where he would replace **Casey Mears** and share the No. 5 Chevrolet with one of Hendrick's up-and-coming drivers.

■ **Greg Biffle** said he is close to concluding negotiations for a new contract with Roush Fenway Racing. Details could come as soon as this weekend.

■ One of the biggest surprises of the weekend was that rookie **Dario Franchitti**, an experienced road racer, failed to qualify.

"We were just loose, very, very loose and that was it," said Franchitti, whose having a frustrating transition to stock-car racing. "The other guys complained about it a bit, but I think we were maybe a bit looser even this morning. We felt we got caught out with it. I'm kind of shocked right now that we came to a road course and didn't qualify."

Scott Riggs, J.J. Yeley and **Brandon Ash** also failed to qualify.

■ Entering the weekend at Infineon Raceway, **Jeff Gordon** had yet to win this season. He maintained he wasn't frustrated by that fact.

"I'm more frustrated that we're not more competitive," he said. "You can be the fastest car out there and not get wins. So, that's not really bothering me. What's bothering me is that we're hit or miss. We've put some top fives together. Some of them we earned; some of them we earned by strategy of some sort. We didn't go out there and really perform well enough to get those and

that's where I feel like we really want to be, is really getting the performance out of our car."

■ **Kasey Kahne** surprised even himself by winning the pole here.

"To get the pole is always very difficult, especially at these tracks (road courses). There are certain guys who seem like they're right there — we've been close here in the past," Kahne said. "We've been close at Watkins Glen. I felt like I could make that one lap and come close to a pole and today, we had a great Budweiser Dodge and were able to get it. I came into today thinking that we had a good shot, but winning a pole at Infineon is tougher than it sounds."

■ Road-racing veteran **Boris Said** qualified 14th, but said he had a lot left in the car because he wanted to ensure his team would make the race.

"I stuck to our game plan and I'm glad I did," said Said. "I'm a racer and I want to go fast. That's why it's mentally difficult when you're only going 75-80 percent and know you have a car that can challenge for a front-row spot. When you're one of the go-or-go home teams, you just can't take a chance by going full throttle. One spin would have sent us home."

■ **Marcos Ambrose** qualified the Wood Brothers Ford seventh for his first Sprint Cup start. However, he crashed during final practice and the team worked all night repairing the No. 21 for Sunday's race.

Other road-course ringers in the show at Infineon were **Ron Fellows**, who replaced **Regan Smith** in the DEI No. 01, and **Scott Pruett**, who flew back and forth from the Grand Am Rolex Series race at Mid-Ohio Sports Car Course, to take **Reed Sorenson's** seat in the Target Chip Ganassi Racing No. 41.

Max Papis took Scott Riggs's seat in the No. 66 Haas Chevrolet, while Riggs attempted to qualify in the team's second entry, but missed the race.

Brian Simo claimed the final position in the Front Row Motorsports

Cup Drivers' Opinions Differ On Road Racing

HARRISBURG, N.C.

There is no question that race drivers often have differences of opinion regarding the cars they drive and the race tracks they compete on, but nothing may spur debate like road racing.

Some love it. Some hate it. Others simply tolerate it.

But with only two road-racing circuits on the NASCAR Sprint Cup Series schedule, NASCAR drivers know a bad outing on a road course can change the course of one's season.

Now, many teams are using road-racing ringers to try to keep their team's standing within the top 35, others send their drivers to road-racing schools, but for the most part, NASCAR's top echelon of stock-car racers are darn good road racers.

Jeff Gordon and Tony Stewart own six championships between them and they have won seven of the last 10 races at Infineon Raceway, the first of the two (Watkins Glen Int'l in New York) road-racing stops on the schedule.

Many drivers like Robby Gordon circle the road courses on the calendar as their best chances to win.

R. Gordon, who has extensive experience road racing and has two of his three Cup victories on road courses, believes drivers are more important on the road courses than the ovals.

"I think the driver plays a bigger role on a road course, to be honest. I think the team plays a bigger role on the ovals," Gordon said. "What I mean by that is, on an (oval track) the driver makes up about 10-15 percent of the equation and then the difference between the good drivers is just a little bit. When we come to a road course, I think (the driver) is a bigger part of the equation."

Kevin Harvick has won on the road course at Watkins Glen and likes

FROM THE DESK



MIKE KERCHNER

road racing.

"I enjoy the road races," he explained. "I was fortunate to grow up racing sprint go-karts on all the road course stuff. I enjoy coming out here and doing something different than what we do every other week."

While the Gordons and Stewart and other NASCAR drivers like Harvick

enjoy and have tasted success on road courses, some like Dale Earnhardt, Jr., do not.

"Oh, I'm going to screw up," said Earnhardt after qualifying at Sonoma. "Trust me, I'll screw it up. Yeah, it's good to know you got a cushion. I think I can get through

Watkins Glen OK, I just don't run good here.

"I never liked coming here," he continued. "I don't like the track. It's not a fun track to compete on. It's fun to go around and goof off and raise a little bit of hell. I don't like being in competition on it, it's difficult and these cars ain't built for it, know what I mean?"

Harvick understands why so many NASCAR drivers hate road courses.

"I think the biggest thing is that you can lose so much ground here if something goes wrong," Harvick said. "It can be a bad weekend, just like it can anywhere else. You need to work at it and try to make things as good as you can."

"Whether you are good or bad at it, you got to try to keep getting better at it, to try to improve as everybody else is improving. We have always focused on the road races to try to be as good as we could. Some people don't. We always go test, go practice and try and get in to a rhythm."

Bobby Labonte spoke for many when he described his qualifying effort at Infineon Raceway.

"I just tried not to screw up," he said.

"Oh, I'm going to screw up. Trust me, I'll screw it up."

DALE EARNHARDT, JR.
TALKING ABOUT RACING AT
INFINEON RACEWAY

UP NEXT

New Hampshire Motor Speedway
Loudon, N.H.

Track specs
Length: 1.058 miles
Frontstretch: 1,500 feet
Backstretch: 1,500 feet
Banking
Turns 1-4: 12 degrees
Frontstretch: 2 degrees
Backstretch: 2 degrees

Sprint Cup Race
LENOX Industrial Tools 301,
12:30 p.m. Sunday, TNT

Start/finish

Pit road




Tickets:
(603) 783-4931
Web site: nhis.com
Address: P.O. Box 7888 Loudon, NH 03307

RACE REWIND

INDY RACING LEAGUE

Race 9 of 19: Iowa Corn Indy 250, Sunday, June 22
Iowa Speedway, Newton, Iowa

FINAL RESULTS

FIRST	SECOND	THIRD
		
Dan Wheldon	Hideki Mutoh	Marco Andretti

Fin.	St.	Car	Driver	Car	Laps	Status
1	3	10	Dan Wheldon	Target Chip Ganassi Racing Dallara-Honda	250	Running
2	7	27	Hideki Mutoh	Formula Dream Dallara-Honda	250	Running
3	8	26	Marco Andretti	Blockbuster Dallara-Honda	250	Running
4	1	9	Scott Dixon	Commit Dallara-Honda	250	Running
5	18	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	250	Running
6	6	7	Danica Patrick	Motorola Dallara-Honda	250	Running
7	5	6	Ryan Briscoe	Team Penske Dallara-Honda	250	Running
8	14	17	Ryan Hunter-Reay	Rahal Letterman Racing Team Ethanol Dallara-Honda	250	Running
9	11	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	250	Running
10	16	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	250	Running
11	23	24	John Andretti	Roth Racing Dallara-Honda	250	Running
12	20	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	250	Running
13	13	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	250	Running
14	2	3	Helio Castroneves	Team Penske Dallara-Honda	248	Running
15	12	4	Vitor Meira	Delphi National Guard Dallara-Honda	248	Running
16	10	5	Oriel Servia	KV Racing Technology Dallara-Honda	247	Running
17	17	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	242	Running
18	4	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	211	Contact
19	24	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	192	Contact
20	21	34	Jaime Camara	Sangari Dallara-Honda	133	Mechanical
21	19	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	94	Mechanical
22	15	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	78	Mechanical
23	9	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	38	Contact
24	22	23	Milka Duno	CITGO/Dreyer & Reinbold Racing Dallara-Honda	26	Handling
25	25	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	0	DNS
26	26	25	Marty Roth	Roth Racing Dallara-Honda	0	DNS

* 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, 38 minutes, 35 seconds
Lap leaders: Helio Castroneves 1-12; Tony Kanaan 13; Castroneves 14-15; Kanaan 16-51; Castroneves 52-106; Kanaan 107-134; Marco Andretti 135-160; Kanaan 161-166; Castroneves 167-189; Dan Wheldon 190-250.
Average speed: 136.007 miles per hour
Victory margin: .1430 second
Caution flags: Six for 57 laps
Lead changes: Nine among four drivers

TALK OF TIME TRIALS

Rain washed out qualifying for Sunday's Iowa Corn Indy 250, placing point-leader Scott Dixon on the pole for the series' second visit to the Newton, Iowa, facility. Helio Castroneves started second.



RON MCQUEENEY/IRL INDYCAR PHOTO

TEN AGAIN: Scott Dixon led the field to the green flag for Sunday's Iowa Corn Indy 250.

STANDINGS

FIRST	SECOND	THIRD
		
Scott Dixon	Helio Castroneves	Dan Wheldon

Top 10

1. Scott Dixon	316	6. Ryan Briscoe	195
2. Helio Castroneves	268	7. Danica Patrick	192
3. Dan Wheldon	267	8. Marco Andretti	189
4. Tony Kanaan	216	9. Will Power	169
5. Hideki Mutoh	199	10. Ed Carpenter	166

Good Days For IndyCar's Classic Names

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NEWTON, Iowa — It was a great day to be a driver named Andretti or Foyt at Iowa Speedway.

Not only did Marco Andretti lead 26 laps and seriously contend for his second IndyCar Series victory before finishing third in Sunday's Iowa Corn Indy 250 presented by Pioneer, but it was a pretty good effort for his second-cousin, John Andretti.

Although the elder Andretti finished 11th, he ran inside the top 10 for most of the race.

But the IndyCar "name game" didn't end there as A.J. Foyt IV finished fifth in his best effort of the season for Vision Racing.

The most famous IndyCar names of the past are converging as the next generation of the sport and in the Andrettis' case, they have both ends of that spectrum covered with 21-year-old Marco and 45-year-old John.

"He's not just having fun, he's actually doing a very good job," Marco said of John. "It's good to see. Obviously, he has talent and it's going to show. He's a fighter, so he is going to make the car finish wherever it possibly can. I'm a very big supporter of him as well."

John Andretti was a full-time IndyCar competitor before leaving for NASCAR in 1993. After two Cup victories for Petty Enterprises in 1997 and 1999, his opportunities in NASCAR began to wane.

Andretti came to the Indianapolis 500 this year hoping to find a ride. When team owner Marty Roth decided to pull rookie Jay Howard out of the No. 24 car, he offered it to Andretti, who has driven it ever since,

CHARITY: Wheldon Tops Andretti Green Teammates

CONTINUED FROM PAGE 2

crashed out of the race on the very first lap.

That initial Iowa race was known for its high number of crashes on a track where it was difficult to pass as Dario Franchitti was able to drive to victory.

This was a far more competitive race than last year with nine lead changes among four drivers with Helio Castroneves leading four times for 92 laps, Tony Kanaan in front four times for 71 laps and Wheldon leading the final 61 laps. Third-place finisher Marco Andretti also led once for 26 laps.

There were six caution flags for 57 laps, but there were also long periods of green-flag racing that made this a much more competitive contest than last year.

The pace was fast and furious featuring a battle between Brazilian competitors Castroneves and Kanaan in the early stages. Green-flag racing lasted until the 39th lap when Ed Carpenter smacked the first-turn wall.

"I just started working with my car,



John Andretti

enjoying a rebirth of his career.

"Nobody belongs in NASCAR," Marco Andretti said. "He's an Andretti, he knows how to drive open-wheel cars. He feels right at home here. The more experience he gets, the more of a pain he is going to be."

"Hopefully, he can sign on here for the rest of the year."

That is beginning to be a real possibility for John Andretti because it's obvious Roth and team leader Larry Curry want Andretti's experience, ability and wisdom on the team.

After all, while Roth continues to crash his own car in practice, like he did Saturday morning, knocking him out of yet another event, at least Andretti is able to race to the finish.

"Marty and Margaret Roth are going to come to North Carolina this week, and we'll sit down and talk," John Andretti said. "Who knows? I'm having a good time with the team and with Larry Curry running it. Marty and

working towards the front, but Danica Patrick was doing her normal supreme block job," Carpenter said. "She is the new Scott Sharp of the series, as far as I'm concerned."

"That is two races in a row and I am over here."

Wheldon, who started third, was able to keep his car near the front until a restart on lap 112. That is when Wheldon got up in the gray and had to get off the throttle to keep from wrecking his car.

"Tony Kanaan knew I liked the high line and he just moved up," Wheldon said. "I was so high going in and when he moved up, I had to go in the gray and I thought I was gone, to be honest. Fortunately, I was able to continue."

When Andretti passed Kanaan for the lead on the 135th lap, there was an Andretti and a Foyt running in the top five as A.J. Foyt IV drove an impressive race.

Mario Moraes spun in the fourth turn on lap 158 with Andretti in the lead and Wheldon in sixth place. When pit road was open two laps later, the contenders all pitted, including Wheldon.

There was another yellow flag 30 laps later when Enrique Bernoldi spun in the fourth turn and went sideways in the middle of the racing groove. On lap 190, most of the top drivers came down pit road.

But Wheldon, Hideki Mutoh and

Margaret are nice people to be around. "I'm having a good time. I didn't know what to expect. It's better to be naive than to have experience sometimes, and I'm kind of like a rookie feeling his way out there. As a team, we are going through the logical steps to help the car. Some are not very logical because I like to try things and some are from NASCAR, so I'm pulling from a lot of different things to see what works."

The Andrettis know the most fun in racing is at the front of the field, and that's where Marco was for most of the race.

"It was a lot of close racing," Marco Andretti said. "That was one of the best races of the year, I thought. It was good fun, very enjoyable. It's not like we are at ridiculous speeds, wheel to wheel. It's about right. The cars are sliding this year where last year it kind of just stuck and was pretty easy for everybody."

And then there is Foyt, who is nicknamed "IV." His confidence level continues to grow, and, along with teammate Ed Carpenter, he has helped elevate Vision Racing to a team that is getting closer to a victory.

Foyt drove with poise, and it paid off with his best finish of the season.

"We had a car that could actually contend for the lead if I could get there," Foyt said. "But this track is hard to actually get there. We tried our hardest, and the crew did a hell of a job in the pits. This is a really fun track. It's small, but has a lot of grip and is really fast."

"If your car is good, you can have a lot of fun here. Between our two teams, we work really well together, and we keep building up and getting closer to the front."

Patrick all decided to stay out and stretch the fuel mileage to the finish. That put Wheldon in the lead on the restart with only one question: Would he have enough to make it to the finish?

"The fuel was a concern, but honestly, when you look at how many yellows we have, there are going to be yellow flags," Wheldon said. "We were not confident, but we knew the more yellows we had, the more power we could use at the end. But if I pitted, I would lose so much time on the first few laps on new tires, so I had to stay out."

"On long greens, I could work my way to the front, but I'm glad they kept me out because I didn't like to be on new tires."

When Kanaan crashed hard in the second-turn wall on lap 212, the caution period was more than enough for Wheldon to make it to the checkered flag.

Wheldon led rookie Mutoh to the checkered flag by .1430 second and won the race at an average speed of 136.007 miles per hour.

"I am very happy to finish second," Mutoh said. "I am almost there, so maybe next time."

Andretti was third, followed by Dixon, who now has a 48-point lead over Castroneves in the battle for the IndyCar title.

Foyt finished fifth for his best finish of the season.



DON FIGLER PHOTO

A TARGET JAM: A.J. Foyt IV (2) looks for a way around Target Chip Ganassi Racing teammates Dan Wheldon (10) and Scott Dixon (9) Sunday at Iowa Speedway.

Manufacturer's Meet This Week

IndyCar Officials Look For Alternatives To Race-Ending Cautions

By **BRUCE MARTIN**
NSSN CORRESPONDENT

NEWTON, Iowa — IndyCar officials confirmed 11 engine manufacturers will send representatives to Indianapolis to participate in the Manufacturer's Roundtable at Indianapolis Motor Speedway beginning June 27.

These representatives will have a chance to discuss their ideas on a potential engine package and rules for the next generation of engines and cars that will participate in IndyCar racing.

Another four engine companies are unable to send representatives to this week's meeting, but have expressed interest in meeting with IndyCar Series officials in the future.

Both domestic and international auto companies will attend the roundtable, as well as private engine builders such as Ilmor and Cosworth.

"These meetings will be informational and give the engine companies a chance to tell us what they would like to see in future engine programs," said **John Griffin**, vice president of public relations for the Indy Racing League. "It gives us a chance to hear their ideas before we move forward to the next step with the new car and engine."

The IndyCar Series is expected to have a new car/engine package for the 2011 season.

IndyCar officials are also looking at the possibility of ensuring all races finish under green, but are not interested in adding laps to the end of the race beyond its scheduled distance, the way NASCAR has with its green-white-checkered-flag rule. They are considering the possibility of red-flagging a race if there are enough laps left to ensure a green-

flag run to the checkered flag.

■ **Danica Patrick** was the meat in a sandwich during a restart on lap 227 when **Scott Dixon** went high and **Marco Andretti** went low to both pass her and leave her car in their ethanol fumes. She finished sixth, but drew criticism from at least two drivers in the race.

"She's lucky that's all she got, man. She's a menace," Dixon said.

■ **Scott Dixon** was able to battle back from a poor-handling race car to finish fourth and increase his point lead to 48 over **Helio Castroneves**, who finished 13th after pitting because of a cut tire late in the race.

"It was a tough day for us," Dixon said. "We have to work a little bit on the setup here, and later in the day, I got to work on the high line and that was good. This was definitely good for points. It was good to see **Dan (Wheldon)** win, too. He's had a bloody rough season so far. It was good to see something go his way. You have to take it when you can."

"A lot of my problem was I tried to run on the bottom."

Dixon admitted that it's days like Sunday that can help him win a title, when he is able to take a car that isn't the fastest and still get a top-five finish.

"You are going to have a day where your car is bad and you can still come away with points," Dixon said. "It was good to see Dan take some points away from some of the other guys and that Helio had some problems and lost some points."

■ **Sinden Racing Service**, the company that manages the IndyCar Series' Indy Fan Zone, is offering a \$2,500 reward for information leading to the return of several IndyCar Series driver helmets that were stolen from the Indy Fan Zone while parked outside the company's headquarters in Indianapolis in the early morning of June 16.

Helmets belonging to **Danica Patrick**, **Helio Castroneves**, **Dan Wheldon**, **Sarah Fisher**, **Ed Carpenter**

and **Ryan Hunter-Reay** were a few of the many items that thieves were able to get away with.

The six helmets include Fisher's fan-autographed helmet wishing her luck in her return to the IndyCar Series at Kentucky in 2006, Wheldon's helmet that he wore in winning the 2007 season opener at Homestead-Miami Speedway and Castroneves's helmet from his first Indy 500 victory.

In addition to the helmets, other items stolen included DVD players, laptop computers, Xbox 360 gaming units, microphones and watches. Additionally, damage was done to a number of the display cases.

■ **Marty Roth** and **Bruno Junqueira** missed Sunday's race after they were involved in separate crashes in Saturday morning's practice session.

Both cars suffered parts failures prior, which led to the cars spinning into the SAFER Barrier in turn two. Junqueira's crash also involved Dan Wheldon, who had to compete in his back-up car.

"It's a major disappointment," Roth said. "We worked so hard to get a good race car, and I think we made a really good one. It was a struggle at first, but I think we had a really good race car. We had a rear pushrod break going into corner one, and it was all over at that point. The damage is pretty extensive. We can't fix it for the race. We'll be looking for Richmond now, and we'll have our eyes on **John Andretti** for the weekend."

Junqueira also spoke of his disappointment.

"I was running full tanks and new tires, and I was trying to run behind people," Junqueira said. "The car had some understeer and got loose on the bumps. We had some steering rack problems in the run before and had someone vibration that made it step out. I'm OK. Unfortunately, the car's not OK. It's very damaged. The left rear wishbone broke, which is what made me spin. Hopefully we can get everything together for Richmond."

Despite Floods, Iowa Fans Support IRL

NEWTON, IOWA

It is obvious there is a racing love affair between Iowa race fans and the IndyCar Series.

After a smashing debut in last year's race, where there were more spectators than seats at the 40,000-seat, seven-eighths-mile oval, those fans were subjected to endless hours in traffic and a race that featured far too many crashes.

Despite that, there was a genuine warmth and wide-eyed wonder for the fans, who were genuinely excited, and enthusiastically embraced the IndyCar Series in Iowa.

There was little doubt the same fan support would exist in this year's return trip with the race sold out weeks before the teams would arrive.

But that faith would be tested when the spring-time rains began in early May and didn't stop until weeks later. By then, the rivers were swollen, overflowing their banks and flooding streets of nearby river towns and farm fields, wiping out crops and livestock that run the state's economy.

When cities such as Davenport, Cedar Rapids and Des Moines were flooded, and fields of corn began to look like lakes, would the state still be able to support the IndyCar Series for the Iowa Corn Indy 250?

The level of support was astounding as another sellout crowd jammed into the track on a perfect, sunny day. The traffic woes from 2007 had been rectified with 98 percent of the cars in the parking lots 45 minutes before the green flag waved to start the race.

But there were a few scattered empty seats, perhaps held by fans who had purchased their tickets before losing everything to the floods, a grim reminder of the devastation that hit the state.

For one day at least, the IndyCar Series gave the state some time to

LAST WORD



BRUCE MARTIN

celebrate and a chance to forget the floods and tornadoes that deeply impacted it.

"Hopefully, we can take their minds away from the devastation and put a smile on their faces, and if we can be part of that, then that is something we can be proud of," said race winner **Dan Wheldon**, who, along with Target Chip Ganassi Racing teammate **Scott Dixon**, donated his race winnings to the relief effort for the state of Iowa.

Wheldon is one of the many IndyCar drivers impressed with the warm support Iowa gives this event. While the driver from Emberton,

England, lives in St. Petersburg, Fla., he believes the Iowa race is the oval version of the success enjoyed by the Honda Grand Prix of St. Petersburg, another one of the sport's highlight events of the season.

It's not just that the fans show up, but they are excited to be there.

"There is a real energy to this race before it even started," Wheldon said. "You definitely notice that. These are the types of races that are going to make the IndyCar Series big again. When we did the drive around in the trucks for pre-race, it was packed."

"Forgive me for saying this: It was like a NASCAR race. There were a lot of people here. I don't think anyone can argue that it was not good. This is what we need and this is what we enjoy being a part of. And considering the devastation that has gone on and this is a little ways from a big city, it's pretty impressive. The biggest thing is how excited people get."

Now that IndyCar racing is whole again, there may be bigger cities or more cosmopolitan markets that want to get on the IndyCar Series schedule, but it's going to be difficult to match the genuine love affair that exists between Iowa and IndyCar.

For one day at least, the IndyCar Series gave the state some time to celebrate and a chance to forget the floods and tornadoes that deeply impacted it.

UP NEXT

Richmond Int'l Raceway

Richmond, Va.

Track specs

Length: .75 mile
Frontstretch: 1,290 feet
Backstretch: 860 feet
Banking
Turns 1-4: 14 degrees
Frontstretch: 8 degrees
Backstretch: 2 degrees

IRL Race

SunTrust Indy Challenge,
8 p.m. Saturday, ESPN
Web site: rir.com

Start/finish Pit lane

Tickets:

1-866-455-7223

Address: P.O. Box
9257, Richmond, VA 23227

RACE REWIND

FORMULA ONE

Race 8 of 18: French Grand Prix, Sunday, June 22
Circuit de Nevers Magny Cours, Magny-Cours, France

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Kimi Raikkonen

THIRD



Jarno Trulli

Fin.	St.	Driver	Country	Team	Laps
1	2	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	70
2	1	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	70
3	11	Jarno Trulli	Italy	Panasonic Toyota Racing	70
4	23	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	70
5	4	Robert Kubica	Poland	BMW Sauber F-1 Team	70
6	10	Mark Webber	Australia	Red Bull Racing	70
7	6	Nelson Piquet	Brazil	ING Renault F-1 Team	70
8	5	Fernando Alonso	Italy	ING Renault F-1 Team	70
9	9	David Coulthard	Great Britain	Red Bull Racing	70
10	22	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	70
11	12	Timo Glock	Germany	Panasonic Toyota Racing	70
12	15	Sebastian Vettel	Germany	Scuderia Toro Rosso	70
13	3	Nick Heidfeld	Germany	BMW Sauber F-1 Team	70
14	17	Rubens Barrichello	Brazil	Honda Racing F-1 Team	69
15	8	Kazuki Nakajima	Japan	AT&T Williams	69
16	7	Nico Rosberg	Germany	AT&T Williams	69
17	14	Sebastien Bourdais	France	Scuderia Toro Rosso	69
18	21	Giancarlo Fisichella	Italy	Force India F-1 Team	69
19	20	Adrian Sutil	Germany	Force India F-1 Team	69
20	16	Jenson Button	Great Britain	Honda Racing F-1 Team	16



STEVE ETHERINGTON PHOTO

RED BRIGADE: Ferrari teammates Kimi Raikkonen (1) and Felipe Massa started one-two on Sunday.

RACE STATISTICS

Race time: 1 hour, 31 minutes, 50 seconds
Average speed: 125.273 miles per hour

Victory margin: 17.984 seconds

TALK OF TIME TRIALS

Kimi Raikkonen won his second pole of the season, the 16th of his career and the 200th for Ferrari. Felipe Massa qualified second, giving Ferrari its third front-row sweep of the year. McLaren is second in the record books with 135 poles.

STANDINGS

FIRST



Felipe Massa

SECOND



Robert Kubica

THIRD



Kimi Raikkonen

Top 10

1. Felipe Massa	48	6. Heikki Kovalainen	20
2. Robert Kubica	46	7. Jarno Trulli	18
3. Kimi Raikkonen	43	7. Mark Webber	18
4. Lewis Hamilton	38	9. Fernando Alonso	10
5. Nick Heidfeld	28	10. Nico Rosberg	8

Massa Magnificent

Massa Leads Ferrari One-Two,
Captures Point Lead For First TimeBy DAN KNUTSON
NSSN CORRESPONDENT

MAGNY-COURS, France — Felipe Massa won his third race of the season and took the lead in the Drivers' World Championship with a victory in Sunday's French Grand Prix in his Ferrari.

Kimi Raikkonen started from the pole and led until lap 38, but a broken exhaust robbed his Ferrari of power and he ceded the lead to Massa. Raikkonen still managed to hold onto second place, however, and scored points for the first time in three races.

"It would have been hard for me to beat Kimi on the track," said Massa, who is leading the championship for the first time in his F-1 career.

"I would have been happy with second, but a win makes me even happier."

Jarno Trulli, meanwhile, was ecstatic after finishing third in his Toyota, his first podium since the 2005 Spanish Grand Prix and Toyota's first since the 2006 Australian Grand Prix.

The Ferraris looked strong all weekend. Raikkonen was comfortably cruising out front when his engine started to sound flat halfway through the race. The right side exhaust pipe had broken and the engine lost power.

Once in front, Massa controlled the pace. When light rain made some sections of the track slippery late in the race, he got even more conservative.

McLaren Mercedes could have challenged the Ferraris, but because of Lewis Hamilton's 10-place grid penalty [for his accident with Raikkonen in Canada] and Heikki Kovalainen's five-place grid penalty [for obstructing Mark Webber in qualifying], they lined up 10th and 13th, respectively. That's a long way behind the red cars.

To make matters worse, the McLaren duo got stuck behind Nelson Piquet in the early laps. Then officials gave Hamilton a drive-through-the-pits penalty because they determined he had gained an advantage by going off the track after passing Sebastian Vettel.

"I believe I was ahead on the outside," Hamilton said, "and I couldn't turn in on the guy; otherwise, we would have crashed, so I took the outside line, lost the back on the marbles and went over the curb. I continued because I don't believe I overtook him by going over the curb; I actually took him before that."

The penalty, which Hamilton refused to say whether it was justified or not, dropped him out of contention for scoring any points and he ended up 10th.

Things went better for Kovalainen, who fought his way up to fourth and put plenty of pressure on Trulli, who



STEVE ETHERINGTON PHOTO

OUI: Felipe Massa celebrates his victory in Sunday's French Grand Prix, his third triumph of the season.

Safety Car System Gets Trial Run At Magny-Cours

By DAN KNUTSON
NSSN CORRESPONDENT

MAGNY-COURS, France — On Friday, the drivers tried out the experimental system designed to ensure that they slow down sufficiently when the safety car is on the track. Within five seconds of the message "safety car deployed" being displayed on the timing monitors, the drivers must select the "safety car mode" that is now installed in the standard ECUs used by all cars.

The system checks a driver's speed relative to a preset lap-time limit and tells him via his steering-wheel display if he is going too fast or too slow.

beat him by just .679 of a second.

"I tried everything I could to overtake him," Kovalainen said, "but I just couldn't quite make it. He defended third place very well."

Trulli, remembering how he lost third place in this same race in 2004 in

"You get a plus or minus delta that you have to work against," Mark Webber said. "We have a set speed. If it goes plus, we can speed up. But if we go too quick, it goes negative."

Some drivers worry that they will spend too much time watching the steering-wheel display instead of the track.

"I prefer to watch the road," Webber said. "But we will be trying to get the fastest laps we can within the target. It should be okay. But if the track is full of marbles or you have someone who is not concentrating, it could be a problem."

It has yet to be decided if the system will officially be introduced for races.

the final corner, indeed fought hard. "It was wheel to wheel like in go-karts," he said.

Although he managed to stick with Trulli and Kovalainen for a while in the closing laps, Robert Kubica had to settle for fifth in his BMW Sauber.



STEVE ETHERINGTON PHOTO

GETTING A LIFT: Jarno Trulli, sporting a black armband in memory of Toyota racing boss Ove Andersson, celebrates his third-place finish in Sunday's French Grand Prix.

Toyota Teams Mourn Leader

By **DAN KNUTSON**
NSSN CORRESPONDENT

MAGNY-COURS, France — Toyota crew members wore black armbands and the Toyota cars had black bands on them as the team paid its respects to retired Toyota racing boss **Ove Andersson**, who lost his life in an accident during a historic rally in South Africa.

"Without Ove I'm not sure whether Toyota would be competing in F-1 now," **Jarno Trulli** said. "He helped build up the factory from scratch back in the rally times to what it is now — a real F-1 facility with the potential to produce world championship-winning cars. He loved motorsport and it was his passion to see Toyota succeed, so I hope we can achieve something fitting this weekend."

Trulli, who finished third Sunday, dedicated his podium finish to Andersson.

■ Honda plans to give **Danica Patrick** an F-1 test before the end of the year.

■ Ticket sales were up 12 percent this year thanks in part to the fans now having a French driver — **Sebastien Bourdais** — to cheer for. Members of Bourdais's fan club filled an entire section of the grandstands opposite the Toro Rosso pit.

Bourdais did not put any extra effort into his home race. "It is a normal weekend and you need to treat it as such and give your best as usual," he said. "You can't really change your approach because it is your home Grand Prix; otherwise, it means you are leaving something on the table everywhere else."

■ The FIA World Motor Sport Council was due to meet June 25 where it was expected to discuss the explosive issue of redistributing F-

1's commercial income so that the teams would get a considerable increase in the percentage they receive. This obviously won't please F-1's commercial rights holders **Bernie Ecclestone** and the CVC company, thus setting off a new fight with **Max Mosley**.

■ Other than watching cows graze, there is not much to do in the Magny-Cours area. Red Bull came to the rescue by throwing a party at its Energy Station in the paddock Saturday night.

■ **Lewis Hamilton** denied reports he paid 200,000 pounds [\$395,000] for the personalized license plate LEW15 in England.

"Absolutely no interest," he said. "That sounds about the worst number plate I've ever heard of. I'm not stupid enough to spend a couple of hundred grand on a number plate."

Plates are issued sequentially in England where, unlike some countries, you cannot specify the personalized plate you want for a modest fee. Therefore, people are willing to pay a lot for a license plate that just happens to match what they are looking for.

■ Bridgestone PR man **Andy Stobart** cycled the 480 miles from England to Magny-Cours. The trip took five days including a 24-hour stopover in Le Mans to watch the race there.

■ McLaren launched a new book called "McLaren: The Cars 1964-2008," which, in 304 pages, chronicles in exhaustive detail every McLaren ever built from **Bruce McLaren's** M1A Can-Am car through to the 2008 F-1 car. It can be purchased at www.mclarenshop.com and www.coteriepress.com.

■ **Sebastien Bourdais's** home GP debut got off to an expensive start

when he earned a 2,400 euro [\$3,750] speeding fine on the first day of practice. Officials fined **Kimi Raikkonen** 5,000 euros [\$7,814] for arriving late to Friday's drivers's meeting.

■ Will the British Grand Prix move to Donington? It's highly unlikely, but **Bernie Ecclestone** was spreading the story no doubt to rev up Silverstone to improve its facilities.

■ Mercedes scored its first Grand Prix victory in July 1908 when **Christian Lautenschlager** won the French race. **Victor Hemery** finished second in a Benz. One hundred years later, **Heikki Kovalainen** drove Hemery's Benz with **Lewis Hamilton** as a passenger in the drivers's parade prior to the 2008 French Grand Prix. Daimler-Mercedes merged with Benz in 1926.

■ **Heikki Kovalainen's** qualifying didn't go happily. First, he got a 2,800 [\$4,376] euro pit-lane speeding fine, and then officials dropped him from fifth to 10th on the grid for driving too slowly on an out lap and hindering **Mark Webber's** quick lap.

■ Singapore hotels charging outlandish rates for the Grand Prix week resulted in very low booking rates, according to the *New Straits Times*, which says most hotels have plenty of unsold rooms.

■ **Lewis Hamilton** continues to brush off his accident in Canada where he hit **Kimi Raikkonen** after failing to see the red light at pit exit. "I would be more affected if I was out on the track and I was driving, in the lead, doing a perfect race and then I made a huge mistake and crashed into the wall," he said. "I was more sorry and more concerned for **Kimi** because he was having a good race."

Drivers Up In Arms Over Hike In Super License Fee

MAGNY-COURS, FRANCE

The drivers are not going to go on strike, but they sure are upset about the FIA drastically increasing what they must pay annually for their F-1 super license.

"Of course not!" **Mark Webber** said when I asked him if 20 individualistic drivers would ever all agree to a strike. "It is like the teams who can never agree on things. We couldn't organize a drinking party in a brewery, so we are not going to organize any strike."

This year, the FIA charges the drivers a base fee of 10,000 euros [\$15,560] plus 2,000 euros [\$3,112] per point scored this season.

Previously, it was 1,725 euros [\$2,684] plus 456 [\$710] for each point. Based on the new system, **Kimi Raikkonen** would have had to fork out \$357,944 in 2007.

The FIA says that the extra money will be spent increasing F-1 safety.

Talk of a strike got blown out of proportion, but the drivers were still angry.

"It has to be agreed between us that it is not fair that from one year to the next it [the cost] increases 500-600 percent,"

Fernando Alonso said. "It is something we need to look at. I don't know what will be the solution and what will be our effort, but if there is a strike in Silverstone, then maybe it is one possibility."

Lewis Hamilton said that while he isn't a member of the Grand Prix Drivers Ass'n [GPDA] that he still backed his fellow drivers. He later issued a statement saying he would not support a strike.

"I am not involved in any strike talks. That is not my position," he said. "I am here to race, to do my job for the team, for myself and for the fans of F-1."

FIA President **Max Mosley** sent the drivers a letter June 6 saying he was willing to meet with them to discuss the issue. So far, the drivers have not responded, but members of the GPDA do plan to meet with him to

ACROSS THE POND



DAN KNUTSON

settle things privately.

GPDA director **Webber**, however, wants nothing to do with the disgraced **Mosley**.

"I am not really that interested in going to see him about anything," said **Webber**, who added it was unlikely that a solution could be found.

The only time F-1 drivers ever pulled off a strike was at the 1982 South African Grand Prix where the argument was, ironically, about super licenses.

All this talk took place at the track in the unpopular Nevers/Magny-Cours region 170 miles south of Paris where, a year ago, **Bernie Ecclestone** said that the French Grand Prix would never return.

While the race got a one-year stay of execution, **Ecclestone** insisted that 2008 will definitely be the final edition because he wants a Grand Prix near Paris.

Yet, the organizers of the Magny-Cours race were showing off archi-

tectural renderings of completely revamped circuit facilities, including new grandstands, pit complex and press room. The local governments in the area and the organizers apparently are willing to pour \$46 million into the project.

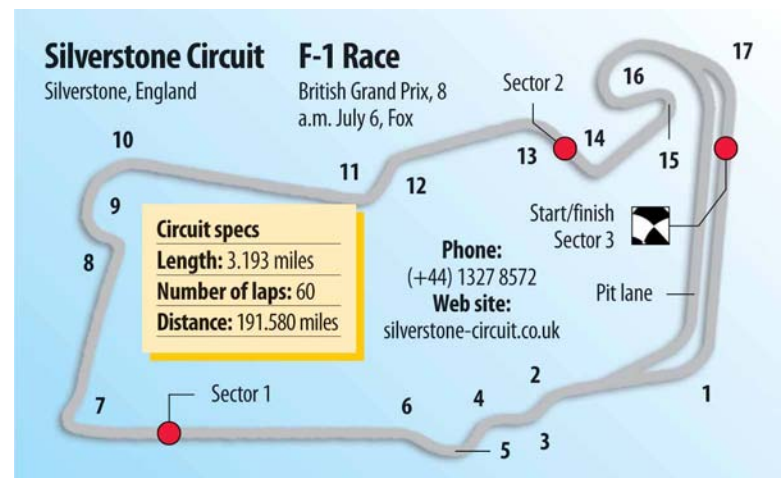
This includes plans to improve the hotel situation in the area, but just how was not made clear. The dire lack of hotels anywhere near the track [and the high prices charged by the few, mostly seedy, hotels available] has always been a huge problem at Magny-Cours. Yet, it makes no business sense to build more hotels for a region that is sleepily remote for 51 weeks a year.

The FFSA, the governing body of French motorsport and the event organizer, planned to meet this week to discuss the race's future. I expect the race will be back at Magny-Cours in 2009.

"It has to be agreed between us that it is not fair that from one year to the next it [the cost] increases 500-600 percent."

FERNANDO ALONSO

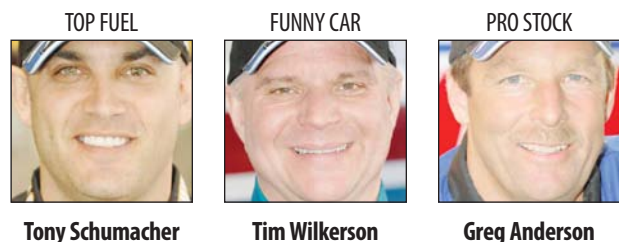
UP NEXT



RACE REWIND

Race 11 of 24: Lucas Oil NHRA SuperNationals, June 11-22
Old Bridge Township Raceway Park, Englishtown, N.J.

FINAL RESULTS



Top Fuel

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
5	Cory McClenathan	4.586	322.50	def.	12	Doug Kalitta	Withdrawn	
7	Bob Vandergriff, Jr.	5.295	144.06	def.	10	Hillary Will	Withdrawn	
6	Rod Fuller	4.963	245.23	def.	11	Morgan Lucas	5.245	209.49
14	Doug Herbert	4.748	298.80	def.	3	Doug Foley	12.445*	81.36
1	Antron Brown	4.567	322.73	def.	16	J.R. Todd	4.639	310.05
2	Brandon Bernstein	4.962	316.60	def.	15	Todd Paton	BROKE	BROKE
9	Tony Schumacher	5.044	263.82	def.	8	Steve Torrence	5.125	258.27
13	Larry Dixon	4.638	313.58	def.	4	Dave Grubnic	Withdrawn	
SECOND ROUND								
6	Rod Fuller	4.594	319.75	def.	14	Doug Herbert	4.691	309.94
2	Brandon Bernstein	5.068	238.13	def.	7	Bob Vandergriff, Jr.	8.655	96.96
5	Cory McClenathan	4.671	304.74	def.	13	Larry Dixon	4.701	282.19
9	Tony Schumacher	4.618	319.07	def.	1	Antron Brown	4.621	316.75
SEMIFINAL								
9	Tony Schumacher	4.615	321.27	def.	5	Cory McClenathan	4.594	314.17
2	Brandon Bernstein	4.616	319.22	def.	6	Rod Fuller	4.813	256.84
FINAL								
9	Tony Schumacher	4.589	325.06	def.	2	Brandon Bernstein	4.562	323.04

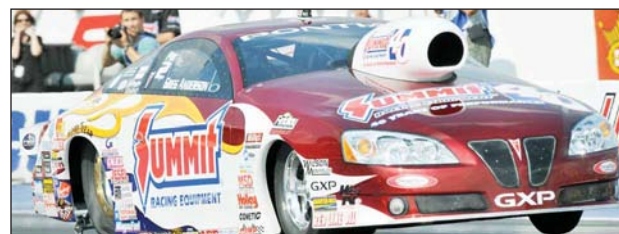
Funny Car

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
4	Robert Hight	23.372	73.14	def.	13	Scott Kalitta	Withdrawn	
16	Gary Densham	4.892	302.14	def.	1	Jim Head	9.865	52.12
3	John Force	5.864	174.17	def.	14	Tommy Johnson, Jr.	6.695	170.26
15	Tony Pedregon	4.939	306.19	def.	2	Ashley Force	4.927	302.35
5	Del Worsham	4.946	313.95	def.	12	Gary Scelzi	4.933	309.34
6	Melanie Troxel	4.935	317.79	def.	11	Jerry Tolver	4.914	308.92
10	Mike Neff	4.874	317.05	def.	7	Ron Capps	4.922	316.45
9	Tim Wilkerson	4.887	316.01	def.	8	Bob Tasca III	5.025	285.83
SECOND ROUND								
3	John Force	4.986	309.49	def.	6	Melanie Troxel	7.269	119.78
5	Del Worsham	4.938	309.34	def.	4	Robert Hight	5.427	196.27
10	Mike Neff	5.432	252.00	def.	15	Tony Pedregon	7.499	115.52
9	Tim Wilkerson	4.902	312.35	def.	16	Gary Densham	4.921	308.43
SEMIFINAL								
10	Mike Neff	4.971	299.53	def.	3	John Force	4.977	301.27
9	Tim Wilkerson	4.933	303.50	def.	5	Del Worsham	4.952	300.46
FINAL								
9	Tim Wilkerson	4.877	319.29	def.	10	Mike Neff	4.883	316.75

Pro Stock

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Larry Morgan	6.653	207.21	def.	9	Justin Humphreys	6.654	207.15
7	Dave Connolly	6.673	206.48	def.	10	Greg Stanfield	6.690	206.07
6	Jason Line	6.652	207.50	def.	11	Jim Yates	6.671	206.51
2	Kurt Johnson	6.650	207.50	def.	15	Vinnie Deceglie	6.785	183.84
4	Ron Krisher	6.671	206.48	def.	13	Jeg Coughlin	6.686	206.83
14	V Gaines	6.674	206.42	def.	3	Warren Johnson	6.658	207.88
1	Greg Anderson	6.641	207.88	def.	16	Johnny Gray	6.678	206.92
12	Mike Edwards	6.654	206.92	def.	5	Allen Johnson	6.672	206.64
SECOND ROUND								
12	Mike Edwards	6.667	206.92	def.	4	Ron Krisher	6.703	206.51
14	V Gaines	6.692	206.01	def.	6	Jason Line	6.718	207.46
7	Dave Connolly	6.661	207.27	def.	2	Kurt Johnson	6.682	207.62
1	Greg Anderson	6.644	207.91	def.	8	Larry Morgan	6.666	207.24
SEMIFINAL								
7	Dave Connolly	6.676	206.83	def.	14	V Gaines	6.683	206.83
1	Greg Anderson	6.665	207.91	def.	12	Mike Edwards	11.013*	72.63
FINAL								
1	Greg Anderson	7.578	200.23	def.	7	Dave Connolly	20.285	36.59

* — Denotes red light



NHRA PHOTO

TO THE TOP: Greg Anderson captured his third Wally of the season, defeating Cagnazzi rival Dave Connolly.

Kalitta's Crash Brings Track Safety To Forefront

COAL TOWNSHIP, PA.

Motorsports is comprised of many classes and divisions, some of which are more dangerous than others.

Nitro drag racing is one of the most dangerous, where cars accelerate to more than 300 miles per hour in four seconds. Nitro drag racing champion Scott Kalitta's fatal accident is another grim reminder that the sport we love can bite at any moment.

Drivers know the conditions and risks when they strap in and attach all the safety equipment. Kalitta's crash, while qualifying for an NHRA event at Englishtown, N.J., is especially tragic, as his car ran off the end of the track at an alarmingly high rate of speed. This all came as a result of Kalitta's car experiencing a severe engine explosion nearing the finish of a 300-mile-per-hour run.

Although there is much to be analyzed and investigated concerning this crash, some of the tracks where nitro cars are running need more shutdown area and enhanced sand-trap configurations.

The 7,000-horsepower nitro-fed machines accelerate to more than 100 mph in one second, and to more than

RACING BRIEFCASE



GREG ZYLA

300 in the four-second range. Reaching the finish may be the pinnacle of a drag race for the spectator, but it's just part one of the race scenario. The race from 300 to zero is just as important for the drivers as the acceleration, if not more so.

Drivers who compete in all styles of drag racing know the importance of shut down and slowing areas to handle today's speeds, which are pretty much 100 mph faster than speeds recorded in the 1970s.

The length of the sand pit, emergency net and barrier setup at all tracks need re-studying. If certain tracks cannot meet more stringent and expansive shut-down area parameters, then perhaps certain tracks, strictly for the safety of driv-

ers who experience what Scott Kalitta did on his final run, can run 1,000-foot or eighth-mile competition for the nitro cars, which, as far as I'm concerned, would still be an exciting experience.

Nitro cars explode with regularity, and drivers usually walk away. What we learn from this tragedy and what we do to improve venues to make things better is crucial to future outcomes. The job of everyone involved in racing should be to keep drivers as safe as possible in a sport that is, decisively, very dangerous.

We don't and may never know, what happened in this tragedy.

Nevertheless, the length and design of every track's shutdown area we do know, and that's what needs to be addressed.

Nitro cars travel to 330 mph in four seconds, then must do the reverse trick BACK to zero. What's needed is an additional "troubled run" quotient built-into the shutdown area's length and final end design to perhaps correct a similar occurrence. If it's not possible, it's time to go racing on shorter-length tracks.

My condolences to the entire Kalitta family.

WALLYS:

Wilkerson Reaches Fourth Final Round In Seven Events

CONTINUED FROM PAGE 3

crew chief for brother Blaine Johnson, who died in a qualifying crash in 1996 at Indianapolis. He deliberated overnight whether to participate in Sunday's eliminations, but after conferring with Schumacher, they decided to move forward.

"I woke up and did what I had to do. We had to move on. We had to race," Schumacher said. "There had to be a winner. We said we've got to get the trophy and it's got to be earned. It's a great win, and it'll sit on a great shelf."

The Kalitta team and crew chiefs Jon and Jim Oberhofer supported Johnson by standing with him at the starting line for the final-round drama.

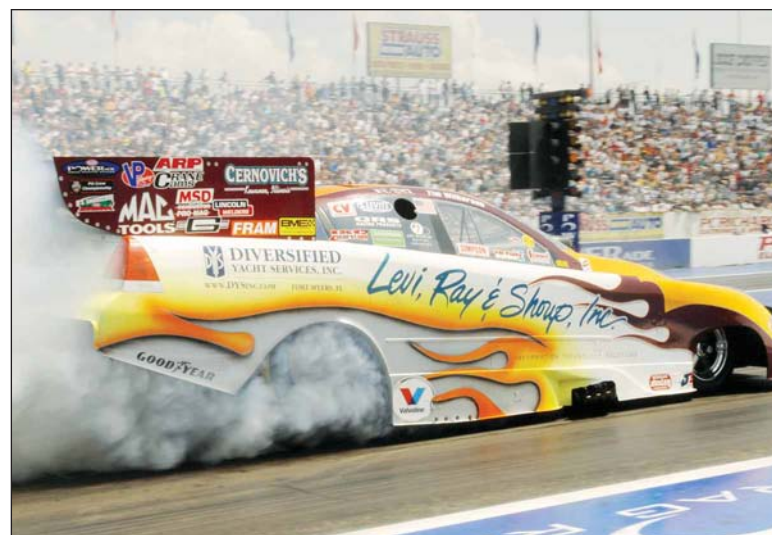
Wilkerson, too, said the race needed to continue.

"Knowing Scott, he would have wanted us to race. You put your heart and soul into what you do and you hope for the best," he said.

Sunday's results turned out best for Wilkerson, who edged Mike Neff in the final with a 4.877-second, 319.29 effort in his Levi, Ray & Shoup Ford Impala. Neff drove his Old Spice Ford Mustang to a 4.883/316.75 effort.

"Jeff Jacobs and Rich Schendel, my two key guys on the team, have really made me look good all year long," Wilkerson said. "The alliance with Don Prudhomme...has been very important to the performance of our car. We've learned a lot over at his place, and it has showed on the race track."

The victory — Wilkerson's eighth overall, third this year and first at Raceway Park — extended his lead in



NHRA PHOTO

ON A MISSION: Funny Car point-leader Tim Wilkerson performs a burnout Sunday in Englishtown, N.J.

the standings to 132 points over second-place Ashley Force. Wilkerson has also advanced to the final round at four of the last seven races.

For Wilkerson, a longtime independent racer, the \$40,000 payout will come in handy.

"With the price of diesel fuel and the price of nitro, I called my sponsor last week and said, 'I can tell you right now that I'm going to be \$75,000 in the hole by the time I get home at the end of the year. If I wasn't winning races, I'd be in trouble right now.'"

Anderson might have been in trouble in the Pro Stock final against Dave Connolly, were it not for teammate Jason Line, who gave him perfect advice.

Anderson followed it and credited Line — and Scott Kalitta, too, referring to him as "an angel on my shoulder" — for the \$20,000 victory.

"I owe that win to Jason Line. He stuck his head into the cockpit right at the starting line and said, 'If it shakes, get back in it. Don't lift.' It

was a pedal fest and it was ugly, but I got the win. If Jason hadn't said that, I'd probably still be sitting there."

Both Anderson's KB/Summt Pontiac GXP and Connolly's Cagnazzi Racing/Charter Communications Chevy Cobalt shook hard early. Anderson got back into the throttle and struggled to the finish line, winning with a 7.578-second e.t. at 200.23 mph, while Connolly coasted to a 20.285-second clocking.

It was Anderson's third victory this season and his fourth overall at Raceway Park. Connolly reached his third final-round appearance in just six races this year.

Ellis, delighted first that his Schumacher Electric Suzuki held its own among the Buells and Harley-Davidsons and second because he won against the team that released him last season, won \$7,000. He ran a 7.040-second, 187.21-mph pass, while No. 1 qualifier Chris Rivas jumped the light on his and missed the chance for a second-straight victory.



NHRA PHOTO

SARGE IN CHARGE: Tony Schumacher notched his 46th victory Sunday in Englishtown, N.J.

Tragedy Strikes Close To Home

By **SUSAN WADE**
NSSN CORRESPONDENT

ENGLISHTOWN, N.J. — Funny Car's **Gary Scelzi**, like **Scott Kalitta**, one of 14 drivers to win in both of the National Hot Rod Ass'n's nitro classes, took Kalitta's death from a fiery qualifying accident Saturday hard. However, he found a positive in spite of the situation.

"It's just a shame. I say a prayer every time I get in the car (for those I have lost in my life) and I have way too many names on that list — and I had to add Scott Kalitta," Scelzi said after losing Sunday to

NHRA NOTES
Del Worsham in the Lucas Oil NHRA SuperNationals at Old Bridge Township Raceway Park.

"My heart goes out to **Connie** (Kalitta, his dad), his wife and his sons and the whole Kalitta bunch," he said, "because I'm very close with those people."

Referring to **Ken Black**, who owns the dragster that **Hillary Will** drives and Kalitta Motorsports operates, Scelzi said, "Ken Black flies me around and he's part of that team and we're with the Kalitta folks a lot."

Black's offer to give Scelzi a ride to the races in his private jet is what made Scelzi reverse his decision to take a hiatus from the sport. He had thought about stepping back from drag racing for a while to help his brothers run their truck-body business, among others.

The four-time NHRA champion Scelzi said, "It hurts most for his kids and his family, especially when you have kids of your own. I knew him very well, and I guarantee he wouldn't want long faces. I guarantee you that."

Then, in his characteristic playful way, Scelzi sent a verbal message to Scott Kalitta:

"Scotty Potty, I wish you the best."

■ **Cory McClenathan** advanced to the

Top Fuel semifinals for the second time in the past three races. But the weekend was so full of emotion for the **Don Schumacher** Racing driver that his mind was in a whirl.

The record books will show that he lost to DSR teammate **Tony Schumacher**, who ran a 4.615-second elapsed time at 321.27 mph to beat McClenathan's 4.594/314.17, the quickest elapsed time of the round.

Schumacher went on to win the event, scoring the 109th national-event victory for Don Schumacher Racing. DSR teammate **Chip Ellis**, riding the Schumacher Electric Suzuki, won the Pro Stock Motorcycle event, which was the 108th national-event win for DSR. The pair also collected the 15th DSR double-up event victory.

Expecting to face **Doug Kalitta** in the opening round, McClenathan was first in line for eliminations and made a solo pass after Kalitta's team made the decision to withdraw its cars from competition following Scott Kalitta's fatal crash.

"The Kalittas have been there for me as long as I've been doing this, and it was my pleasure to be the first one to go down the track today," said McClenathan, who is in his 18th season in Top Fuel, the longest tenure in the class.

"That 4.58 was for Scott and the rest of the day was for Scott. That guy was quite a character and I was thankful to have known him so well."

Scott Kalitta named his eldest of two sons **Corey**, after McClenathan, the driver who staged some fierce Top Fuel struggles with him.

"At one point, we stopped thinking about Scott and started thinking about Scott's family and the people who loved him most," McClenathan said. "That's where everybody is with their thoughts right now."

"As far as racing today," he said, "we feel fortunate to have gone a few rounds. The Fram team did a really great job, and we had some help from the DSR Rockstar team and the

Valvoline guys, and I really appreciate it.

"To get beat by your teammate is one thing, but to let your guys down and get beat on a holeshot with the quickest e.t. of the round is even worse. It tells me that having Lasik eye surgery this early before a race maybe wasn't the smartest thing to do. If I had to do it again, maybe I'd do it differently. I thought I could get better reaction times with it and that's not the case so far."

McClenathan's reaction time was a .131, Schumacher's a .050 (.000 is perfect).

■ With his Raceway Park victory, Top Fuel's Tony Schumacher has whittled to three the list of tracks where he has failed to win: Atlanta Dragway, Virginia Motorsports Park and Heartland Park Topeka.

■ Funny Car runner-up **Mike Neff** advanced to his third final round in the last five races. For the second time in those finals, he lost to leader **Tim Wilkerson**.

■ **Robert Hight** said he was the one who decided to drive slowly down the track in his first-round single pass. In doing so, he sacrificed a valuable chance to gather information.

He discussed the tribute with team owner **John Force** and his crew chief **Jimmy Prock**, who agreed with the young driver that his suggestion was a fitting tribute.

"I thought it would be nice to do in memory of Scott. What did I have to prove? I knew I was going to the second round. It is not the way you want to win a round. How do you try and cut a light in that situation? How do you consciously, really drive it down the race track when you have other things on your mind? Why not do something as a tribute to him and get ready for the next round? At a time like that, reaction time, e.t. and lane choice don't mean anything," Hight said.

Drivers Recall Kalitta As 'Sweet Guy, Good Guy'

ENGLISHTOWN, N.J.

Philosopher Thomas Carlyle never got to witness drag racing, but he just might have captured the spirit of driver Scott Kalitta when he wrote, "The tragedy of life is not so much what men suffer; but rather what they miss."

Kalitta did suffer a fiery and violent accident Saturday during qualifying for the Lucas Oil NHRA SuperNationals at Old Bridge Township Raceway Park. He became the National Hot Rod Ass'n's second fatality in 15 months and the third since June 2004.

But he was not a statistic. He was a spirited 46-year-old husband and father of two boys, two-time Top Fuel champion and friend in the POWERade Drag Racing Series pits.

His colleagues remember him as a curious mix of friendly, shy, generous and passionate about racing.

"Scott Kalitta was one of the first professional racers to welcome me to the circuit, and I've never forgotten that," Top Fuel driver Doug Foley said. "I thought it was pretty cool that a two-time champ with a trophy room full of Wallys was kind enough to talk to the new guy, but he did."

Doug Herbert, owner-driver of the SnaponFranchise.com dragster, said he considered Kalitta one of his close friends.

"I'm devastated," said Herbert, who lost sons James and Jon in a January auto accident in North Carolina.

"Scott was one of my friends for the longest time. James and Jon loved Scott. He was always really nice to them and they had fun."

"Scott was one of the nicest people to me when I first started out racing. I'm just devastated. I feel like Jon and James will be the first ones to welcome him," Herbert said.

Jerry Toliver, one of four Don Schumacher Racing Funny Car drivers, had grown close to Kalitta through their Toyota projects. And he described him as a "sweet guy, good guy."

Said Toliver, "I think Scott was very misread in the way people perceived him. Shy guy. Not really comfortable

THE STRAIGHTLINE



SUSAN WADE

in front of the camera. I think people used to think he was coming off cocky, when in reality, I think Scott was just a shy person. Good husband, good father, loved racing."

Scott Kalitta even confessed he enjoyed watching home-improvement TV programs, for he and wife Kathy remodeled two homes recently. He also had a playful sense of humor: Talking about a devilishly uncooperative Funny Car he had in 2006, he said, "It had a mind of its own, but we performed a couple of exorcisms on it, so it's better now."

To Tony Schumacher, Scott Kalitta was one of the sport's giants, on top of his game when Schumacher only dreamed of winning championships. He said what struck him was Kalitta's love of driving nitro cars.

"Scott, of all people, was a gladiator," Schumacher said. "He was tough as nails. He didn't need the money. He woke up every morning and wanted to race."

Funny Car winner and point-leader Tim Wilkerson reached out to Kalitta's family. "God bless Connie Kalitta," he said. "I hope that we can all be there for him in the future months because he's going to need it. That win was for all the fathers out here, John Medlen included." He was referring to the crew chief whose driver he beat Sunday.

"I know they have a lot of faith, and every one of them is teaching me," he said of the Force gang who has gone through the racing death that separates father and son.

"Hopefully, we can all learn to get through this, and with some faith, I think we will."

Just the same, Don Prudhomme said, "It's a terrible tragedy for our sport — terrible, terrible, terrible."

As for Kalitta, whom he remembers as a child while he was racing dad Connie, he said, "Scott was just a really good guy. Win, lose or draw, he would have a beer and call it a night."

This one's to you, Scott Kalitta.

UP NEXT

Summit Racing Equipment NHRA Nationals, June 26-29, Summit Motorsports Park, Norwalk, Ohio

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Kurt Johnson

Top Three

1. Tony Schumacher	1,009
2. Antron Brown	765
3. Larry Dixon	756

1. Tim Wilkerson	807
2. Ashley Force	675
3. John Force	629

1. Kurt Johnson	792
2. Greg Anderson	766
3. Jeg Coughlin	730

RACE REWIND

NASCAR NATIONWIDE SERIES

Race 17 of 35: Camping World RV Rental 250, Saturday, June 21
The Milwaukee Mile, West Allis, Wis.

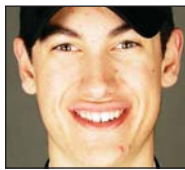
FINAL RESULTS

FIRST



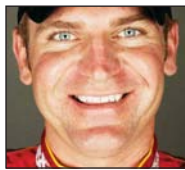
Carl Edwards

SECOND



Joey Logano

THIRD



Clint Bowyer

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	11	60	Carl Edwards	Save-a-Lot Ford	250	\$50,945	Running
2	7	20	Joey Logano	GameStop/Ninja Gaiden 2 Toyota	250	42,818	Running
3	6	2	Clint Bowyer	BB&T Chevrolet	250	28,350	Running
4	13	6	David Ragan	Discount Tire Ford	250	23,125	Running
5	5	99	David Reutimann	Aaron's Dream Machine Toyota	250	22,075	Running
6	12	29	Scott Wimmer	Holiday Inn Chevrolet	250	25,693	Running
7	2	1	Mike Bliss	Micosaukee Resorts Chevrolet	250	26,293	Running
8	1	88	Brad Keselowski	Navy Chevrolet	250	32,493	Running
9	4	11	Jason Keller	America's Incredible Pizza Chevrolet	250	24,368	Running
10	9	38	Jason Leffler	Great Clips Toyota	250	26,018	Running
11	8	47	Kelly Bires	Clorex Ford	250	24,118	Running
12	20	33	Cale Gale	Camping World Chevrolet	250	24,993	Running
13	19	70	Mark Green	ForeTravel/BIOMET Chevrolet	250	17,775	Running
14	24	32	James Buescher	ABF Toyota	250	23,743	Running
15	26	25	Bobby Hamilton, Jr.	John Morrell Ford	250	24,368	Running
16	21	59	Marcos Ambrose	STP Ford	250	23,493	Running
17	23	30	Stanton Barrett	Grandstay.net Chevrolet	250	17,200	Running
18	25	7	Mike Wallace	GEICO Toyota	250	23,218	Running
19	14	66	Steve Wallace	Jimmy John's Chevrolet	250	23,093	Running
20	22	40	Bryan Clauson	Fastenal Dodge	250	23,968	Running
21	10	16	Colin Braun	CitiFinancial Ford	250	22,843	Running
22	3	5	Landon Cassill	National Guard Chevrolet	250	23,268	Running
23	15	9	Chase Miller	Verizon Wireless/Motorola Dodge	249	24,943	Running
24	36	81	D.J. Kennington	Mahindra Tractors Dodge	248	22,418	Running
25	18	27	Brad Coleman	Scott Bath Tissue/Pick 'n Save Ford	248	22,468	Running
26	39	61	Kevin Lepage	Long John Silver's Chevrolet	248	22,143	Running
27	33	92	Brian Keselowski	AT&T Yellow Pages Dodge	247	15,550	Running
28	34	28	Kenny Wallace	U.S. Border Patrol Chevrolet	247	21,868	Running
29	35	24	Eric McClure	Hefty Brand Chevrolet	245	21,743	Running
30	40	52	Brad Teague	Un-sponsored Chevrolet	238	15,400	Running
31	27	56	Travis Kittleson	Bob Steele Chevrolet	219	15,025	Accident
32	42	01	Mike Potter	sponsordavis.com Chevrolet	170	14,900	Brakes
33	28	22	Josh Wise	Supercuts Dodge	164	21,253	Engine
34	17	64	David Stremme	Atreus Homes Chevrolet	154	21,143	Accident
35	41	4	Jerick Johnson	American Legion Chevrolet	62	21,008	Handling
36	32	37	Burney Lamar	Un-sponsored Ford	58	14,405	Ignition
37	38	89	Morgan Shepherd	Victory in Jesus Racing Dodge	55	14,295	Handling
38	31	49	Derrick Cope	JVC Chevrolet	23	14,260	Vibration
39	37	90	Johnny Chapman	Un-sponsored Chevrolet	15	14,200	Transmission
40	30	0	J.C. Stout	sponsordavis.com Chevrolet	10	14,140	Brakes
41	16	91	Terry Cook	Un-sponsored Chevrolet	9	14,105	Vibration
42	29	73	Kertus Davis	Un-sponsored Dodge	2	14,070	Brakes
43	43	05	Justin Ashburn	31W Insulation Chevrolet	1	14,003	Ignition

RACE STATISTICS

Race time: 2 hours, 43 minutes, 47 seconds
Average speed: 91.678 miles per hour
Victory margin: 1.589 second
Caution flags: Nine for 34 laps
Lead changes: 12 among nine drivers
Lap leaders: Brad Keselowski 1-56; Burney Lamar 57;

Keselowski 58-62; Mike Bliss 63-83; Keselowski 84-86;
Kenny Wallace 87; James Buescher 88-90; Keselowski
91-171; Joey Logano 172-206; Steve Wallace 207-209;
Carl Edwards 210-211; Clint Bowyer 212-225; Edwards
226-250.

TALK OF TIME TRIALS

Brad Keselowski won the pole for the Camping World RV 250 with a lap of 121.298 miles per hour in a Chevrolet owned by Dale Earnhardt, Jr. Mike Bliss qualified second.

STANDINGS

FIRST



Clint Bowyer

SECOND



Brad Keselowski

THIRD



David Reutimann

Top 10

1. Clint Bowyer	2,506	6. Mike Bliss	2,192
2. Brad Keselowski	2,318	7. Kyle Busch	2,093
3. David Reutimann	2,316	8. Mike Wallace	2,053
4. Carl Edwards	2,301	9. David Stremme	1,977
5. David Ragan	2,201	10. Jason Leffler	1,968



HHP/ERIK PEREL PHOTO

FAST FORDS: Eventual winner Carl Edwards (60) fights off the challenge of his Roush Fenway teammate David Ragan (6) Saturday night at The Milwaukee Mile.

Edwards Ends Long Dry Spell

BY AMANDA BRAHLER

WEST ALLIS, Wis. — Carl Edwards won his first Nationwide Series race in more than a year on Saturday in the Camping World RV Rental 250 at The Milwaukee Mile.

Though his traditional backflip was absent from the celebration, Edwards's journey to victory lane was both a challenging and controversial one, roughing up Clint Bowyer with 25 laps remaining as he made the race-winning pass.

"What happened with Clint, I'm not real proud of. I like Clint a lot and I have a lot of respect for him and I just got into him. I dove for the bottom and there wasn't enough room and I hit him," Edwards explained. "When we restarted, he kind of left the bottom open and I got in there a couple of times and I felt like my car was really good there. When he went into (turn) one, I thought he was going to leave it open and I stuffed a nose down there and hit him. I'm just glad he didn't wreck."

Prior to the race, Roush Fenway Racing announced the No. 17 and 60 Nationwide teams would trade crew chiefs, moving championship-winning shot-caller Pierre Kuettel to the part-time No. 17 team in place of Drew Blickensderfer.

"We made the crew chief swap this



Carl Edwards

week and — I think Drew would also agree with me that — PK did almost all the work on this car and got it set up to come here. He's a huge part of this win. We're thinking about him," said Edwards, who last won with Kuettel last June in Nashville.

As if the new crew chief wasn't enough of a hurdle to overcome, Edwards had to start at the rear of the field after flying in from Sprint Cup Series competition in Sonoma, Calif. Erik Darnell, who finished fourth in the Craftsman Truck Series event on Friday, practiced and qualified the No. 60 Ford.

Edwards was forced to the rear of the field, in 39th, for the start and, following a caution flag on lap 210, found himself in the lead.

Edwards and Bowyer quickly shuffled the lead between themselves following the restart with Edwards knocking Bowyer out of the top spot on lap 225 of the 250.

"Unfortunately, it got taken from us," Bowyer said of the run-in with Edwards. "We race a long season and things like that happen. You always have to remember that the shoe will be on the other foot when you are racing those guys someday."

Kentucky winner, 18-year-old Joey Logano finished second after he, too, got racy with a few of his competitors. Polesitter Brad Keselowski led the most laps at 145, leading until lap 171 when Logano raced him hard through turn three and drove high into his machine. Keselowski lost numerous positions and never regained them, finishing eighth.

Though happy to finally be back in victory lane, Edwards opted to skip his famed backflip and drove a Polish victory lap in honor of Wisconsin native Alan Kulwicki. He also chose to skip the flashy celebration following the somber news of the death of NHRA racer Scott Kalitta earlier in the day.

"The back flip is something that I do because I'm real excited to win. Today, with what happened with Mr. Kalitta and the way I passed Clint, I just didn't feel like doing a back flip."

Smooth As Silk At Thompson

THOMPSON, Conn. — Ronnie Silk reached victory lane for the second time in his NASCAR Whelen Modified Tour career when he took the checkered flag in the New England Dodge Dealers 75 Thursday night at Thompson Int'l Speedway.

In a race that counted only green flag laps, Silk took the lead from Ted Christopher on lap 53 and never relinquished it en route to his first victory of the season. His previous victory also came at Thompson's five-eighths-

mile oval on Sept. 23, 2007.

"We had a really good car and it never really changed much all night," Silk said. "We kind of took it easy in the beginning and saved as much as we could, and by the end, we were right about where we wanted to be."

Christopher wound up with a second-place finish and drew to within 26 points of Chuck Hossfeld in the standings. Mike Stefanik, Hossfeld and Tony Ferrante, Jr. rounded out the top five.

Bobby Grigas III looked strong early in the race as he led 20 of the first 27

laps. On lap 28, with Ed Flemke, Jr. battling Grigas for the lead, the two tangled in turn four and Grigas slid into the infield. Flemke was penalized to the end of the lead lap and Christopher assumed the lead. Earlier in the evening Grigas nabbed his first-career pole.

The finish:

Ronnie Silk, Ted Christopher, Mike Stefanik, Chuck Hossfeld, Tony Ferrante, Jr., Todd Szegedy, Matt Hirschman, Bobby Santos, Kevin Goodale, Ryan Preece, Renee Dupuis, Rick Fuller, Richard Savary, Eric Beers, Ken Heagy, Wade Cole, Carl Pasteryak, Tom Abele, Jr., Rowan Pennick, Charles Pasteryak, Bobby Grigas III, Jake Marosz, Glen Reen, Joe Hartmann, Glenn Tyler, Ed Flemke, Jr., Anthony Seseley, James Civali, Jimmy Blewett, Tommy Farrell, Billy Pauch, Jr., Eric Berndt, Andy Seuss, Danny Simmons, Jamie Tomaino.



BELOW: NSSN ARCHIVE PHOTO

NHRA PHOTO

THE CHAMP: Scott Kalitta, pictured below celebrating his first of two Top Fuel titles in 1994, made the switch back to Funny Cars three years ago and was killed during a qualifying run Saturday in Englishtown, N.J.

KALITTA:

Racers, Crews Pay Tribute To Fallen Competitor

CONTINUED FROM PAGE 3

switched to driving a Funny Car three years ago, was pronounced dead Saturday from multiple injuries at Raritan Bay Medical Center in Old Bridge.

Kalitta's engine exploded near the finish line in the final qualifying session for Sunday's race. The car continued off the end of the track at an estimated 300 miles per hour, struck a pole that held up a catch-fence, catapulted into a crane that anchored an unmanned ESPN camera and shattered into shrapnel.

His widow, Kathy, and sons, Corey, 14, and Colin, 8, were not at the race.

Connie Kalitta, Scott Kalitta's father and team owner/crew chief, left the track Saturday and flew to Palmetto, Fla., to meet with his son's family. Accompanying him was nephew Doug Kalitta, who drives the team's Mac Tools Dragster.

The family and team chose not to issue any statements throughout the weekend. However, Todd Myers, Kalitta Motorsports spokesman, said the family appreciates all the prayers and condolences. He said services are pending.

After their show of solidarity at the beginning of the race, the Kalitta Motorsports family gathered privately in their hospitality area and drank a toast to the fallen driver, who their team Web site called "our champion, our hero, our friend."

Throughout the race track, drivers and team owners tried to come to grips with the loss of a second competitor in 15 months and the third since June 2004. Make that the fourth since 1996.

Before he won the Funny Car trophy Sunday, Tim Wilkerson said, "I want to get out of this place so bad, I can't stand it. My heart's just breaking for Conrad (Kalitta). It's a tremendous tragedy for all of us. Hopefully, Conrad will find some way to get through this. That's all I'm worried



about, to tell you the truth."

"I'll admit, I was very distracted today," Top Fuel's Doug Foley said. "You try to tune everything out when the visor goes down, but my heart just wasn't in it today.

"Just like Scott, I have two sons," the racer from Sewell, N.J., said, "and it really makes you think long and hard about what we do. Racers are a different breed, and I know he loved drag racing as much as anyone, but it seems a little crazy at times like this."

New Jersey State Police Sgt. Julian Castellanos said, "Our Fatal Accident Unit is investigating all conditions surrounding the accident, and we will have the results as soon as we conclude our investigation. When we do this type of investigation, we look at the circumstances, the car, the raceway and conditions and then determine a cause."

He said the inquiry "is no different than with a motor-vehicle accident."

Wilkerson called Kalitta "a terrific guy" and said, "It's nothing but a large family out here. We're all family. We're all brothers. I wish there was some way I could do something for Conrad, but there's nothing I can do. I love those guys. Everybody here's your friend."

As for the cause of the accident, Wilkerson said, "This was a very

unique situation. I don't think you can pin any part of the run on any certain thing at all. You can't say it was the chassis or tire or tune-up or the track conditions."

Legendary driver/team owner Don Prudhomme said, "I've been here (in the sport) a number of years, and I haven't witnessed anything like that. These cars are, for the most part, pretty damn safe. In life, there are certain times that things happen that I can't explain it. He got airborne down there, and he happened to hit a post that would be virtually impossible to do.

"There are thousands of runs they make here. I went down there, and I looked at it," he said. "I couldn't believe it. I was just stunned. I would've never thought that that could have happened. I never thought that he could have got airborne, got over the guardrail and hit the post. It's a post that hooks onto the catchnet.

"I'm bewildered," Prudhomme said. "I don't think it's the track's fault. I just don't. If I thought it was the track's fault and it was a dangerous race track, I wouldn't be here. You don't know what could happen till it happens. I'd be the first one screaming if I thought it was negligence...but I don't."

While some, especially non-racing-savvy observers, wondered if the NHRA would cancel or postpone the event, team owners and racers understood their unwritten code.

"The race will go on, yeah, yeah. It has to," Prudhomme said Saturday night. "There's a lot involved, you know?"

Forrest Lucas, who owns a two-car Top Fuel team that includes son Morgan Lucas and whose company sponsored this event, said Sunday of the situation, "It's like a bad intersection — nobody does anything about it until something bad happens."

He called Kalitta's wreck "really freaky" and said, "Hopefully, things will be fixed to where it won't happen again, and I'm sure it will."

"The show goes on," Lucas said.

But it doesn't really go on with joy. As Wilkerson put it, "It was like somebody turned down the volume in the whole place (Saturday) about three o'clock."

PACKAGE:

Personal Driving Style Can Dictate Chassis' Effectiveness

CONTINUED FROM PAGE 2

chassis that quickly became one of the most dominant cars in the region. His late-model design is considered innovative by some in the industry.

But, remember Rayburn's "keep-it-simple" philosophy. While the Whiteland, Ind., manufacturer's design has been criticized by some drivers, his cars still regularly find their way to victory lane around the country.

Simplicity is also the idealism of 16-year late-model veteran Jeff Kohn. The Sheridan, Mich., driver wasn't planning to race this year until he was asked by a friend to campaign a 13-year-old GRT car on the central Michigan dirt circuit. Kohn took the guy up on his offer and is doing well.

"It's the oldest car I've ever run," Kohn said. "I've never run one more than a couple of years old. It was a last-minute deal."

Kohn has experimented with several different chassis, including both the four-bar and swing-arm designs. He found most of his success in MasterSbilt cars. The MasterSbilt's four-bar design was a perfect fit for his driving style and the dry-slick Michigan dirt, Kohn said.

"They worked well for me," Kohn said. "We can usually find a combination and make 'em pretty good."

One of the biggest debates among drivers is what works best, four-bar or swing-arm. Kohn explained that a four-bar car offers better steering and traction and allows for more adjustment. The swing-arms are limited, Kohn said.

"They work pretty well on a wet track," he said.

But, others will say when the swing-arm is adjusted right for the driver and the conditions, it's almost unbeatable.

Those who have spent a lot of time around the country's dirt tracks have seen this scenario before: A driver has been in a long slump. He changes chassis brands and all of a sudden, it seems like he can't be caught and wins almost everywhere he unloads.

Why?

Perhaps not the reason many people expect to hear, says five-time World 100 winner Billy Moyer.

At one time or another, Moyer has driven almost every brand of mass-produced chassis available. He has found success in almost all of them. Last year, after an extensive development program, Moyer switched to the California-based Victory Circle chassis. Since then, he has experienced a major resurgence in his career.

The reason might be as much a mental issue as anything else.

"A lot of people had me counted out," Moyer said, "but I think sometimes experience outweighs youth. (And) it's lit me up a little bit, being able to be involved in the design of the car and having somebody to listen to me and work with me like I've got out there.

"I never give up on myself. It's just having everything right at the right time."

For much of his career, Moyer drove a Rayburn chassis. "I love him like my dad," Moyer said. But some of the different ideas the two had were incompatible. Moyer went West and struck gold.

"The first time I went to drive (a Victory Circle car), I liked what I felt right off the bat," he said. "They worked with what I wanted. We're still not done, we're still working on things every day. We're still learning."

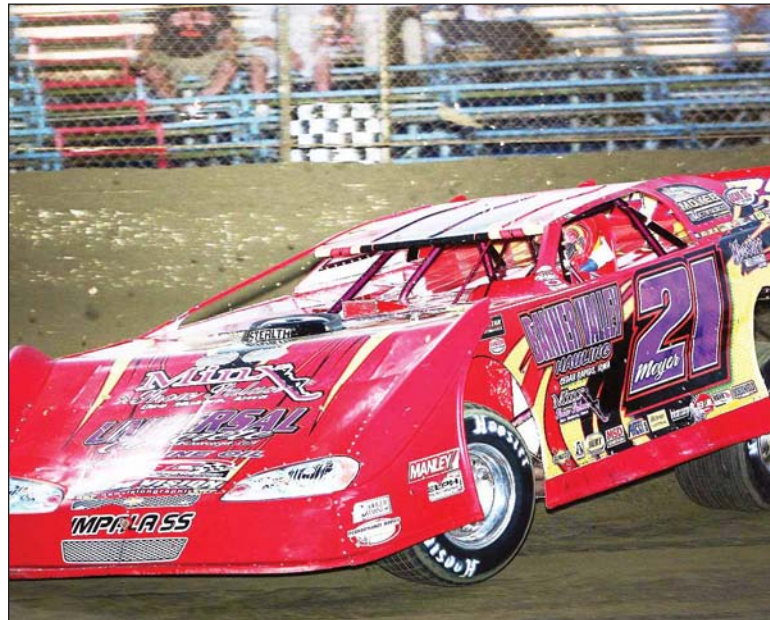
Moyer said much of his work was focused on the front-end geometry of the car.

"It takes the whole package, without a doubt," Moyer said. "Really, this car, I've worked on every inch of it, front to back and (moved) things around to my liking. (But) I really wanted to work on the front end. The front end gets there first. The front end's gotta work before the rest of the car works."

At Rocket Chassis, much of the development program is focused on safety issues. According to Richards, safety is the No. 1 issue in chassis building. Everything else comes after that.

So is there a superior brand of chassis? A perfect setup? Those seem like impossible questions to answer: Too many variables, most will say.

Perhaps Kohn put it best: "No two cars are ever the same."



RONSKINNERPHOTO.COM PHOTO

MAKING A MOVE: Billy Moyer hooks his Victory Circle chassis around Golden Isles Speedway during the SuperBowl of Racing earlier this year.



A weekly report of action from across America



Thunder Road Int'l Speedbowl

- Barre, Vt.
June 19, 2008
Late Model
1. Cris Michaud
2. Eric Williams
3. Robbie Crouch
Tiger Sportsman
1. Sean McCarthy
2. Dan Eastman
3. Scott Coburn
Street Stock
1. Vern Woodard
2. David Greenslit
3. Tim Campbell
Junkyard Warrior
1. Jamie Davis
2. Neal Foster
3. Scott Weston

Oxford Plains Speedway

- Oxford, Main
June 18, 2008
Chimney Tech Outlaw
Feature No. 1
1. Shannon Judd
2. Jay Wilkins
3. Scott Veinott
Feature No. 2
1. Rick Spaulding
2. Tyler Belanger
3. Josh Paradis
Feature No. 3
1. Dan Brown
2. John Patria
3. Zach Bowie
Runnin Rebel
Feature No. 1
1. David Cook
2. Brandon Munroe
3. Jeff Beaulieu
Feature No. 2
1. Kyle Hewins
2. Archie Watt, Jr.
3. Greg Norton
Sport Truck
1. Jake Burns
2. Ross Spurling
3. Marvin Hamilton
Renegade
1. Zach Bowie
2. Jamie Heath
3. Craig Bartlett
Brandy Ladies
1. Dottie Patria
2. Christina Spaulding
3. Cathy Manchester

Thompson Int'l Speedway

- Thompson, Conn.
June 19, 2008
Sk Modified
1. Todd Ceravolo
2. Keith Rocco
3. Kerry Malone
Pro Stock
1. Derek Ramstrom
2. George Bessette
3. Fred Astle, Jr.
Late Model
1. Jeff Zuidema

2. Rick Gentes
3. Marc Palmisano
Limited Sportsman
1. Scott Sundeen
2. Larry Barnett
3. Ed Puleo
TIS Modified
1. Tim Sullivan
2. Shane Michalski
3. Glenn Boss
Mini Stock
1. Mike Romano
2. Scott Michalski
3. Tim Taylor

Lebanon Valley Speedway

- West Lebanon, N.Y.
June 21, 2008
Modified
1. Jeff Trombley
2. Andy Bachetti
3. J.R. Heffner
358 Modified
1. Kenny Tremont, Jr.
2. Ray Hoard
3. Andy Bachetti
Sportsman
1. Frank Harper
2. Ed Harkin
3. Neal Stratton
Pro Stock
1. Robbie Speed
2. Jason Casey
3. Kevin Arnold
Limited Pro Stock
1. Tim Sayers
2. Scott Kilmer
3. Jerry Helms, Jr.
Pure Stock
Feature No. 1
1. Chuck Lampe
2. Brian Vandenberg
3. Karl Castagna
Feature No. 2
1. Ed Hatch
2. Cord Becker
3. Dan Olds
Feature No. 3
1. Pete Wiegand
2. Lou Ganczar
3. Phill Wood

Wiscasset Raceway

- Naples, Maine
June 23, 2008
PASS Mod
1. Troy Morse
2. Gary Norris, Jr.
3. Kenny Harrison

Orange County Fair Speedway

- Middleton, N.Y.
June 21, 2008
Modified
1. Chris Shultz
2. Mike DePalma
3. Danny Creeden
Sportsman
1. Mike Ruggiero
2. Jimmy Spellmon
3. Bill Johnston
Pro Stock
1. Mike Dutka
2. Rob Rowe
3. Bill Pascual
Veteran Pure Stock
1. John Aumick
2. Ray Tarantino
3. Tim McCarthy
Amateur Pure Stock
1. Frank Thissen
2. Mike Consales
3. Willie Lenci

Cayuga County Fair Speedway

- Weedsport, N.Y.
June 22, 2008
Battle Karz
1. Bill Werner
2. Charlie Degroff
3. Dave Naglinder
Street Stock

1. Nick Rizzo
2. Bubba Burnell
3. Dan Hoffman, Sr.
Sportsman Modified
1. Todd Town
2. Kevin Ridley
3. Jeremy Pitcher
Big-Block Modified
1. Jimmy Phelps
2. Matt Sheppard
3. Steve Paine

Riverhead Raceway

- Lindenhurst, N.Y.
June 21, 2008
Modified
1. Chris Young
2. Justin Bonisgnore
3. Chuck Steuer
Figure-8
1. Paul Specht
2. Carl Baxter
3. Ken Hyde
Charger
1. Chris McGuire
2. Ray Hoard
3. Chris Turbush
3. Thore Foss
Blunderbust
1. Tommy Walkowiak
2. Chris Busick
3. Paul Parisi
Mini School Bus Figure-8
1. Jim Donaldson
Eight Cylinder Demo Derby
1. Michael Rommeney
Judge's Choice
1. Mike Kuska
Fan's Choice
1. Tim Mullqueen

Centre for Speed

- Shediac, New Brunswick
June 22, 2008
Stock Car
1. Gerald Brun
2. Daniel Gautreau
3. Pierre Gautreau
Four Cylinder Thundercat

1. Jacques Leblanc
2. Dan Marcoux
3. Eldon Campbell
Street Stock
1. Gerard Doiron
2. Mark Williams
3. Gary Stewart
Sportsman
1. Mike Power
2. Luc Bourgeois
3. Claude Gaudet
Outlaw Go-Kart
1. Marc-Andre Gauthier

Utica-Rome Speedway

- Vernon, N.Y.
June 22, 2008
358 Modified
1. Willy Decker
2. Pat Ward
3. Mitch Gibbs
Sportsman
1. Steve Way
2. Matt Janczuk
3. Jim Rothwell
Pro Stock
Feature No. 1
1. Jim Normoyle
2. Matt Effner
3. Dick Parkhurst
Feature No. 2
1. Shawn Frost
2. Jim Normoyle
3. Rob Seavy
Pure Stock
1. Ron Hawker
2. Russ Marsden
3. Chris Carr
Sprint Car
1. Dylan Swiernik
2. Warren Alexson
3. Anthony Brennan

Seekonk Speedway

- Seekonk, Mass.
June 21, 2008
Street Stock
1. Tony Oliviera
2. Sparky Arsenault
3. John Geremia III
Sport Truck
1. Mike Cavallaro
2. Rick Martin
3. Hugh Bowser
Late Model
1. Mike Kuska
2. Kyle Casper
3. Kevin Casper
Pro Stock
1. Fred Astle, Jr.
2. Ryan Vanasse
3. Tom Scully, Jr.

Fonda Speedway

- Fonda, N.Y.
June 21, 2008
NMX Thunder Lady

1. Pat Ward
2. Bobby Varin
3. Ronnie Johnson
Sportsman
1. Mark Mortenson

Spencer Speedway

- Williamson, N.Y.
June 20, 2008
Super-6
1. Kris Hillegeer
2. Keith Butler
3. Jesse Parks
Street Stock
Feature No. 1
1. Don Stevens
2. Phil Alhart, Jr.
3. Willie Strusz
Feature No. 2
1. Don Stevens
2. Dan Scott
3. Willie Strusz
Modified
1. Erik Rudolph
2. Kevin Timmerman
3. Jeff Hamman

Canandaigua Speedway

- Weedsport, N.Y.
June 21, 2008
Mod Lite
1. Tim Devendorf
2. Joe Gwilt
3. Paul Klager
Pure Stock
1. Chris Guereri
2. Bryan Faulkner
3. Jim Cronin
Street Stock
1. Adam Depuy
2. Andy Fisk
3. Mike Welch
Sportsman Modified
1. Todd Henderson
2. Dan Wiesner
3. Loren Lincoln
Big-Block Modified
1. Vic Coffey
2. Steven Paine
3. Gary Tomkins

Oxford Plains Speedway

- Oxford, Maine
June 21, 2008
Strictly Stock
1. Matt Williams
2. Glen Henderson
3. Skip Tripp
Mini Stock
1. Justin Karkos
2. Jimmy Childs
3. Matt Moore
Outlaw
1. Zach Bowie
2. David Childs
3. Dan Brown



KEVIN HORCHER PHOTO

ME AND MY BUDDIE: Kent Buckley (87) races past Patrick Budde en route to a sprint-car feature victory Friday at St. Francois County Raceway in Farmington, Mo.

1. Dottie Patria
2. Christina Spaulding
3. Cathy Manchester

Waterford Speedbowl

- Waterford, Conn.
June 21, 2008
Modified
1. Les Hinckley
2. Chris Pasteryak
3. Mike Holridge
SK Modified
1. Todd Ceravolo
2. Dennis Gada
3. Shawn Monahan
Late Model
1. Bruce Thomas, Jr.
2. Ron Yuhas, Jr.
3. Vin Esposito
Sportsman
1. Al Stone III
2. Walt Hovey, Jr.
3. Ronnie Oldham, Jr.
Mini Stock
1. Phil Evans
2. Raymond Christian III
3. Lou Bellisle

Kil-Kare Speedway

- Xenia, Ohio
June 20, 2008
Late Model
1. John Vallo
2. Justin Alsip
3. Tim Allensworth
Modified
1. Shawn Stoble
2. Gary Eaton, Jr.
3. Bill Burba
Sport Stock
1. Mike South, Jr.
2. Joe Hensel
3. Justin Miller
Compact
1. Bo Hoelscher
2. Aaron Harshbarger
3. Tim Dilg

Ponderosa Speedway

- Junction City, Ky.
June 20, 2008
Sportsman
1. Rick King
2. Logan Whitis
3. Troy Scott
Super Late Model
1. Dustin Linville
2. Bobby Wolter, Jr.
3. Aaron Hatton
Pro Late Model
1. Gary Yeager
2. Tommy Carlton
3. Zane Morgan
Modified
1. Benji Lee
2. Jason Wheatley
3. Kelly Warren

Langlade County Speedway

- Antigo, Wis.
June 20, 2008
Sport Mod
1. Jake Solin
2. Tracy Wassenberg
3. Tim Jorgenson
Stock Car
1. Dan Michonski
2. Rod Snellenbeger
3. Darren Otto
Street Stock

Wisconsin Intl Raceway

- Kaukauna, Wis.
June 19, 2008
Late Model
1. Jeff VanOudenhoven
2. Terry Baldry

3. Nate VanWychen
Limited Late Model
1. Gary Natrop
2. Kris Kelly
3. Tim Springstroh
Super Stock
1. Greg Hauser
2. Larry Raygo
3. Dylan Wenzel
Sport Truck
1. Andy Monday
2. Ron Magdanz
3. Josh Jeske
Sizzling Four
1. Kyle Fink
2. Tim Richter
3. Tom Schweitzer
Figure-8
1. Jared Baughmann

Waterford Speedbowl

- Waterford, Conn.
June 21, 2008
Modified
1. Les Hinckley
2. Chris Pasteryak
3. Mike Holridge
SK Modified
1. Todd Ceravolo
2. Dennis Gada
3. Shawn Monahan
Late Model
1. Bruce Thomas, Jr.
2. Ron Yuhas, Jr.
3. Vin Esposito
Sportsman
1. Al Stone III
2. Walt Hovey, Jr.
3. Ronnie Oldham, Jr.
Mini Stock
1. Phil Evans
2. Raymond Christian III
3. Lou Bellisle

Kil-Kare Speedway

- Xenia, Ohio
June 20, 2008
Late Model
1. John Vallo
2. Justin Alsip
3. Tim Allensworth
Modified
1. Shawn Stoble
2. Gary Eaton, Jr.
3. Bill Burba
Sport Stock
1. Mike South, Jr.
2. Joe Hensel
3. Justin Miller
Compact
1. Bo Hoelscher
2. Aaron Harshbarger
3. Tim Dilg

Ponderosa Speedway

- Junction City, Ky.
June 20, 2008
Sportsman
1. Rick King
2. Logan Whitis
3. Troy Scott
Super Late Model
1. Dustin Linville
2. Bobby Wolter, Jr.
3. Aaron Hatton
Pro Late Model
1. Gary Yeager
2. Tommy Carlton
3. Zane Morgan
Modified
1. Benji Lee
2. Jason Wheatley
3. Kelly Warren

Langlade County Speedway

- Antigo, Wis.
June 20, 2008
Sport Mod
1. Jake Solin
2. Tracy Wassenberg
3. Tim Jorgenson
Stock Car
1. Dan Michonski
2. Rod Snellenbeger
3. Darren Otto
Street Stock

1. Carl Christjohn
2. Jeremy Wolfe
3. Eugene Shawano, Jr.
Modified
1. Julie McDermid
2. Charlie Wild
3. Matthew McDermid
Late Model
1. Bob Richardson
2. Terry Anvelink
3. Nick Anvelink
Truck
1. J.P. Remington
2. Forrest Crandall
3. Robin Procknow

Madison Int'l Speedway

- Oregon, Wis.
June 20, 2008
Late Model
1. Steve Rubeck
2. Frank Kreyer
3. Bobby Wilberg
Limited Late Model
1. Scott Broughton
2. Ross Keneshit
3. Ryan Miles
Sportsman
1. Darrell Garman
2. Jay Kalbus
3. Mike Heelein
Bandit
1. Jody Schmidt
2. Chester Ace
3. Cory Skolaski
Legends
1. Max McNamara
2. Alex Arelano
3. Herman Greining

Macon Speedway

- Macon, Ill.
June 21, 2008
Sportsman
1. Jeff Graham
2. Trent Schroeder
3. Luke Saathoff
Modified
1. Dave Crawley, Jr.
2. Brad Crosby
3. Ken Odegaard
Hobby Stock
1. Dan Strandberg
2. John Briggs
3. Adam Ecker

Bluegrass Speedway

- Bardstown, Ky.
June 21, 2008
Sportsman
1. Roger Cecil
2. Rob Jones
3. Logan Whitis
Super Late Model
1. Tim Tungate
2. Scotty Earl
3. Aaron Hatton
Modified
1. Jason Wheatley
2. Benji Lee

3. Joe Gray
Street Stock
1. Joe David Humphrey
2. Terry Greenwell
3. Robbie Settles

Galesburg Speedway

- Galesburg, Mich.
June 21, 2008
Late Model
1. Chuck Greer
2. Scott Rugg
3. Jesse VanAvery
Sportsman
1. Rich Mesereau
2. Jim Woodin
3. Simmie Hikes, Jr.
Mini Stock
1. Wayne Kline
2. Justin Stephens
3. Shane Clark
Street Stock
1. John Foote, Jr.
2. Bob Metheny
3. Terry Humphreys

Jackson Speedway

- Jackson, Minn.
June 21, 2008
360 Sprint
Feature No. 1
1. Clint Garner
2. Gregg Bakker
3. Scott Winters
Feature No. 2
1. Gregg Bakker
2. Bill Boles
3. Jody Rosenboom
Double Barrel Sprint
1. Mike Blomstrom
2. Frank Phipps
3. Bruce Anderson
Stock Car
1. Roger Tripp
2. Trent Schroeder
3. Luke Saathoff
Modified
1. Rick Cousins, Jr.
2. Nick Dieter
3. Ken Odegaard
Hobby Stock
1. Dan Strandberg
2. John Briggs
3. Adam Ecker

Bloomington Speedway

- Bloomington, Ind.
June 21, 2008
Sprint
1. Jon Stanbrough
2. Brady Short
3. Bobby Stines
Modified
1. Kent Robinson
2. John DeMoss
3. Shelby Miles
Super Stock
Feature No. 1
1. Jeremy Hines
2. Brad Cummings
3. Aaron Hatton
Modified
1. Jeremy Hines
2. Mike Cavood

3. Jack Frye
Kid Modz
1. Joseph Hughes
2. Zach Bunter
3. Heidi Goodman

La Crosse Fairgrounds Speedway

- West Salem, Wis.
June 21, 2008
Enduro
1. Matt Moore
2. Wade Elliott
3. Adam Moore
Skidder
1. Mark Bornitz

Berlin Raceway

- Marne, Mich.
June 21, 2008
Late Model
1. Ross Meeuwesen
2. Tim DeVos
3. Tom Thomas
Midget
1. Dallas Melby
2. Adam Kramer
3. Phil Rutledge
Super Stock
1. Chris Muyskens
2. Denny Anderson
3. Ray Clay
Four Cylinder
1. Jason Scheid
2. Brian Tillema
3. Jake Loesch

Toledo Speedway

- Toledo, Ohio
June 20, 2008
Four Cylinder
1. David Price
2. Brad Turner
3. Matt Brazeau
Factory Stock
1. Rick Cousins, Jr.
2. Cory McCaughey
3. Josh Bunting
Figure-8
1. Jeremy Vanderhoof
2. Jeremy Miller
3. Dennis Whisman
Sportsman
1. Ron Allen
2. Jim Froling
3. Chad Guinn

Skyline Speedway

- Stewart, Ohio
June 20, 2008
410 Sprint
1. Danny Smith
2. Nick Naber
3. Josh Davis
Late Model
1. Tracy Fritter
2. Doug Dodd
3. Jason Montgomery
Modified
1. Jeremy Berwanger
2. Chris Stotts
3. Jeremy Blake

REGIONAL NOTES

Steven Legendre, 15, captured his first late-model victory in his fourth start in the division June 14 at White Mountain Motorsports Park in North Woodstock, N.H. Legendre is a graduate of the track's kids' trucks division where he picked up 14 victories. He also had one strictly stock win last year, which also came in his fourth start in the division. . . **Darwin Greene** got an unexpected winner's bonus on June 15 at Pennsylvania's Penn Can Speedway after his first-career modified victory. The bonus was posted by retired driver **Boyd Tyler**, who won his first Penn Can modified feature 33 years earlier — June 15, 1975. . . The father-son duo of **Wade Peer** (factory stock-six) and **Ryan Peer** (factory stock-four) won the factory-stock races on Father's Day at Allegany County Speedway in Maryland. . . **Jeremy Jacobs** ended a winless drought nearly two years long with his IMCA modified feature victory on June 14 at Thunderhill Raceway in Sturgeon Bay, Wis. . . Race workers at Calumet County (Wis.) Speedway pumped 200,000 gallons of water out of the flooded track in order to race June 13. . . **Travis Moore** made it to victory lane at Silver Dollar Speedway in Chico, Calif., a week after his non-winged sprint car exploded in a fireball. As a subtle reminder of that mishap, Moore tied a marshmallow to his left-side down tube prior to the June 13 race. . . Ventura Raceway announced its "A July To Remember" promotions, which will include the vrafan.com New Fan Challenge on July 12 and other cash giveaways for fans, is set to begin. For complete details, visit www.venturacarway.com. . . **Danny Edwards, Jr.'s** four-race win streak at Langley Speedway in Hampton, Va., came to an end June 14, when his brother, **Greg Edwards**, won the rain-shortened Moody's All Virginia Environmental Solutions 100.

Pure Stock

1. Brian Shaffer
 2. Jeremy Blake
 3. Curt Reck
- Four Cylinder**
 1. Tim Christopher
 2. Shawn McClain
 3. Tommy Adkins**Mini Wedges**
 1. Ron Pickens
 2. Kyle Bond
 3. Tyler Evans

Attica Raceway Park

- Attica, Ohio
 June 20, 2008
Late Model
 1. Matt Miller
 2. Dusty Moore
 3. Rusty Seaver**305 Sprint Car**
 1. Stuart Brubaker
 2. Bryan Sebetto
 3. Dustin Dinan**Dirt Truck**
 1. Cory Ward
 2. Dan Hennig
 3. Steve Endicott

Limaland Motorsports Park

- Lima, Ohio
 June 20, 2008
Thunderstock
 1. Tony Anderson
 2. Earnie Woodard
 3. Tim Bowen**Sprint Car**
 1. Greg Wilson
 2. Dennis Yoakam
 3. Mike Dunlap

Calumet County Speedway

- Chilton, Wis.
 June 20, 2008
Grand National
 1. Don Bonlander
 2. Jason Winkler
 3. Nate Ruh**Street Stock**
 1. Harley Simon
 2. Matt Vetting
 3. Ryan Mueller**Challenger**
 1. Brad Ruh
 2. Steven Ruh
 3. Troy Bartel**CCRA Four**
 1. Matt Frisch
 2. Tom Schneider
 3. Jeff Harder**Legends**
 1. Eric Barth
 2. Brad Weber
 3. Jeff Steen

Rockford Speedway

- Rockford, Ill.
 June 21, 2008
Late Model
 1. Jerry Gille
 2. Ryan Carlson
 3. Ricky Bilderback**Sportsman**
 1. Doug Bennett
 2. Fred Nason
 3. Chris Gantz**Short Tracker**
 1. George Sparkman
 2. B.J. Sparkman
 3. Nick Cina, Jr.**Roadrunner**
 1. Joshua Lundy
 2. Richard Nielson
 3. Robert Roush

Central Missouri Speedway

- Warrensburg, Mo.
 June 21, 2008
Late Model
 1. Jon Binning
 2. Brett Rollert
 3. James Rutledge**Modified**
 1. Joe Walker
 2. Matt Johnson
 3. Terry Schultz**Street Stock**
 1. Chad Eickleberry
 2. Dale Atkinson
 3. Herb Dannar**B-Modified**
 1. Rusty Trimble
 2. Brian Zigler
 3. Jacob Ebert

Slinger Speedway

- Slinger, Wis.
 June 22, 2008
Late Model
 1. David Prunty
 2. Collin Bamke
 3. Dennis Prunty**Limited Late Model**
 1. Scott Ascher
 2. Brad Keith
 3. Rob Braun**Midwest Sportsman**
 1. Kenny Joosten
 2. Jeff Holtz
 3. Dave Thomas**Midwest Modified**
 1. Steven Schulz
 2. Joey Bentfield
 3. Russ Moberly**Thunderstock**
 1. John Daley
 2. Jim Bentzler
 3. Aaron Cain**Slinger Bees**
 1. Jason Hennes
 2. Matt Westphal
 3. Matt Klenz

Tomahawk Speedway

- Tomahawk, Wis.
 June 20, 2008
Modified
 1. Chad Boettcher
 2. Jimmy Bartlett, Sr.
 3. Mickey Nossner**Street Stock**
 1. Jeff Hoogland
 2. Roger Walker
 3. Keith Troutman**4-Cylinder Bandit**
 1. Kyle Hahn
 2. Jayme July
 3. Ken Schram

Lebanon Midway Speedway

- Lebanon, Mo.
 June 21, 2008
Super Stock
 1. Clinton Betts
 2. Bill Joiner
 3. Ben Newell**Modified**
 1. Justin Neuman
 2. Eric Hudson
 3. Ryan Jackson**Bomber**
 1. Shawn Strong
 2. Brandon Knudtson
 3. Tim Jones**B-Mod**
 1. Josh Woody
 2. Trent Harrison
 3. Ken Dickinson**Factory Stock**
 1. Chris Damell
 2. Justin Stoufer
 3. Kenny Carroll**Winged Sprint Car**
 1. Michael White
 2. J.P. Compton
 3. Rusty Quick

Sheboygan County Fairgrounds

- Plymouth, Wis.
 June 21, 2008
Sprint Car
 1. Earl Possi
 2. Brian Kristan
 3. Wayne Modjeski

Corbin Speedway

- Corbin, Ky.
 June 21, 2008
Late Model
 1. Mike Bargo
 2. Robbie Brown
 3. Terry Smith**Vintage**
 1. David Fields
 2. Brian Voiles
 3. Jeff Farmer**Sportsman**
 1. Eddie Barton
 2. Wilkie Grant
 3. David Walters**Pure Street**
 1. Ed Murray
 2. Jason Jones
 3. Tony Lambert**Chevette**
 1. Brandon Smith
 2. Nick Hibbard
 3. Scottie Smith**Slammer**
 1. Ron Troxell
 2. Jason Strunk
 3. Frank Helton**Mini-Slammer**

1. Adam Gregory
 2. Ross Harrison
 3. Josh Parker
- Mini-Cup**
 1. Blake Orr
 2. Blake Brown
 3. Mark Evans

Anderson Speedway

- Anderson, Ind.
 June 20, 2008
Midget
 1. Drew Charlson
 2. Caleb Armstrong
 3. Jeff Wimmenauer**Thundercar**
 1. Steven Schulz
 2. Lonny Burton
 3. Tim Nickerson**FWD Amateur**
 1. Andy Keller
 2. Kevin Harmon
 3. John Ford**Figure-8**
 1. Travis Burge
 2. Andy Keller
 3. Donnie Ellis, Jr.

Anderson Speedway

- Anderson, Ind.
 June 21, 2008
HOSS Sprint
 1. Jimmy McCune
 2. Greg Wheeler
 3. Eddie Kelly**Street Stock**
 1. Rob Allman
 2. Joe Beaver
 3. Rich Boyer**Figure-8**
 Feature No. 1
 1. Ronnie Rose
 2. Jason Pitts
 3. Shawn Cullen
 Feature No. 2
 1. Ronnie Rose
 2. Ronnie Phipps
 3. Johnny Magee

U.S. 24 Speedway

- Logansport, Ind.
 June 21, 2008
Junior
 1. Craig Ronk
 2. Ben Perez
 3. Jimmy Ferns**Restrictor**
 1. Megan Ferns
 2. Nick Hamilton
 3. Trevor Marshino**Wing**
 1. Todd Kirkman
 2. Andrew Peters
 3. Garrett Abrams**Non-Wing**
 1. Blake Nimee
 2. Stan Wiggam
 3. Cole Ketcham

Rice Lake Speedway

- Rice Lake, Wis.
 June 21, 2008
Late Model
 1. Jake Redetzke
 2. Tom Nesbitt
 3. Scott Gilberts**Modified**
 1. Kevin Adams
 2. Mike Anderson
 3. Cory Crapser**Super Stock**
 1. Paul Erikson
 2. Steve Hallquist
 3. Shane Kislung**Midwest Modified**
 1. Josh Smith
 2. Ryan Viltz
 3. Mark Gerth**Street Stock**
 1. Jay Kesan
 2. Butch Madsen
 3. Scott VonHaden**Pure Stock**
 1. Doug Wojcik
 2. Darwin Brown
 3. Danny Richards

Lawrenceburg Speedway

- Lawrenceburg, Ind.
 June 21, 2008
Sprint Car
 1. Damien Gardner
 2. Scotty Weir
 3. Shane Cottle**Modified**
 1. Joey Kramer
 2. Jeff Harris
 3. Brad Wiecek**Mini Sprint**
 1. Hud Horton
 2. Austin Archdale

Tri-City Speedway

- Pontono Beach, Ill.
 June 20, 2008
Factory Stock
 1. Steven Pate
 2. Rob Shaw
 3. Bob Zbinden**Late Model**
 1. Billy Faust
 2. Billy Laycock
 3. Chad Zobrist**Modified**
 1. Bob Martintoni
 2. Kyle Byerline
 3. Rick Conoyer**Crate Late Model**
 1. Aaron Heck
 2. Gordy Gundaker
 3. Kevin Hardin**Street Stock**
 1. Danny Ems
 2. Walter Van Dyke
 3. Gene Crain

Shawano Speedway

- Shawano, Wis.
 June 21, 2008
Late Model
 1. Nick Anvelink
 2. Troy Springborn
 3. Tim Buhler**Modified**
 1. Mike Wedelstadt
 2. Brian Mullen
 3. Julie McDermid**Stock Car**
 1. Rod Snellenberger
 2. Kyle Fredrick
 3. Chris Gross**Crate Late Model**
 1. Paul Parker
 2. Craig Bartz
 3. Tom Naeayaert**Sport Mod**
 1. Tim Jorgenson
 2. Matt Oreskovich
 3. Travis Van Straten

Moler Raceway Park

- Williamsburg, Ohio
 June 21, 2008
Late Model
 1. Josh McGuire
 2. Barry Doss
 3. Billy Williams**Modified**
 1. Dave McWilliams
 2. Doug Adkins
 3. Ray Branscum**Chevette**
 1. Miles Tarvin
 2. Brandon Elam
 3. Kevin Riggs**Sportsman**
 1. Kyle Hayden
 2. Jimmy Novak
 3. Dale Malusi**Led Sled**
 1. Bob Kern
 2. Nick Johnston
 3. Andrew Burton

Paragon Speedway

- Paragon, Ind.
 June 21, 2008
Sprint
 1. Jon Stanbrough
 2. Kyle Cummings
 3. Hunter Schuereberg**Street Stock**
 1. Chris Hillman
 2. Lee Hobbs
 3. Tony Walker**Bomber**
 1. Brian Cahill
 2. Mark Smith
 3. John Grenier, Jr.**Pure Stock**
 1. Kyle Zike
 2. Jeff Herron
 3. Kenny Polley III

St. Francois County Raceway

- Farmington, Mo.
 June 21, 2008
Sprint Car
 1. Kent Buckley
 2. Tim Montgomery
 3. Joey Boyd**Modified**
 1. David Shepard
 2. Brent Thompson
 3. Jeremy Greenwalt**Figure-8**
 1. Duane Damon
 2. Chad Lamson
 3. Lonnie Saumier

I-96 Speedway

- Lake Odessa, Mich.
 June 21, 2008

Late Model

1. Mike Nugent
 2. Rusty Seaver
 3. Eric Spangler
- Modified**
 1. Todd Feutz
 2. Travis Stemler
 3. Walt Wisniewski**Hobby Stock**
 1. C.J. Reishi
 2. Landon Hidy
 3. Ben Hidy**Mini Sprint**
 1. Dan Dunigan, Jr.
 2. Colleen Irwin
 3. Robert Briskey**Road Beater**
 1. John Primm
 2. Scott Rumsey
 3. Jennifer Phillips**Bike**
 1. Kirk Cheney
 2. Chuck Kidd
 3. T.J. Schultz

Deer Creek Speedway

- Spring Valley, Minn.
 June 21, 2008
Junior Slingshot
 1. Lucas Schott
 2. Parker Hale
 3. Nia Gardner**Regular Slingshot**
 1. Lucas Schott
 2. Jordan Yaggy
 3. Jeremy Paulson**Peewee Slingshot**
 1. Dustin Sorensen
 2. Brayde Faulhaber
 3. J.T. Wasmund**Modified**
 1. Brad Waits
 2. Tim Donlinger
 3. Alan Mondus**Late Model**
 1. Lance Matthees
 2. Nick Herrick
 3. Keith Foss**Midwest Modified**
 1. Dan Wheeler
 2. Albert Wytaske
 3. Jimmie Arnold**Street Stock**
 1. Troy Voth
 2. Ryan Goergen
 3. Chuck Nerland**Super Stock**
 1. Dustin Nelson
 2. Chris Groth
 3. Ryan Siegle

Auto City Speedway

- Flint, Mich.
 June 20, 2008
Modified
 1. Travis Eddy**Sportsman**
 1. Kyle Hayden
 2. Jimmy Novak
 3. Dale Malusi**Led Sled**
 1. Bob Kern
 2. Nick Johnston
 3. Andrew Burton

Auto City Speedway

- Flint, Mich.
 June 21, 2008
Super Stock
 1. Mike Coats
 2. Terry Bogusz
 3. Norm Wilcox**Factory Stock**
 1. Timmy Near
 2. Robby Johnston
 3. Rob Sullivan**Led Sled**
 1. Chad Lamson
 2. Lonnie Saumier, Jr.
 3. Ricky Plamondon**Thunder Truck**
 1. Brian Cogswell
 2. Scott Haggadone
 3. Dave Marsh**Hornet**
 1. Andrew Abbott
 2. Loren Short
 3. Jeremy Snellenberger**Figure-8**
 1. Duane Damon
 2. Chad Lamson
 3. Lonnie Saumier

Charter Raceway Park

- Beaver Dam, Wis.
 June 21, 2008
Modified
 1. Mitch McGrath
 2. Tim Lemmeron
 3. Eddie LeMay, Jr.**Legends**
 1. Brad Weber
 2. Eric Barth
 3. Joe Johnson



MIKE CAMPBELL PHOTO

FIFTY-TWO PICKUP: Sam Bodine (52) and Pete Zuppardo get into the fence during their stock-car heat race at Limaland (Ohio) Motorsports Park on Friday night.

Dirt Devil

1. Matt Janke
 2. Jim Merkel
 3. Kevin Allard
- Street Stock**
 1. Jesse Kanas
 2. John Schultz**Grand National**
 1. Don Sorce
 2. Tommy Moore
 3. Dan Schumacher

Double X Speedway

- California, Mo.
 June 22, 2008
360 Winged Sprint
 1. Jonathan Cornell
 2. Ryan Marsch
 3. John Hillman**Street Stock**
 1. Greg Holdren
 2. John Clancy
 3. Curtis Turpin**Hobby Stock**
 1. Jeremy Gordon
 2. Krissi Herrbach
 3. A.J. Wirts

Grundy County Speedway

- Morris, Ill.
 June 20, 2008
Late Model
 1. Brett Sontag
 2. Pat Kelly
 3. Billy Knippenberg**Sportsman**
 1. Ron Vandermeir, Jr.
 2. Jeff Olson
 3. Jason Kolbe**Street Stock**
 1. Rick Dawson
 2. Brandon Clubb
 3. Chad Bayuk**Four Cylinder**
 1. Kyle Linderemuth
 2. Jimmy Ellison
 3. Jim Beasley

Grundy County Speedway

- Morris, Ill.
 June 21, 2008
Midget
 1. Brandon Allen
 2. Chad Grommes
 3. Brad Greenup

Grundy County Speedway

- Morris, Ill.
 June 22, 2008
ASA Midwest Late Model
 1. Donny Reuvers
 2. Dan Fredrickson
 3. Brett Sontag**Street Stock**
 1. Rick Dawson
 2. Chad Bayuk
 3. Mike Szekley**Four Cylinder**
 1. Kyle Linderemuth
 2. Jimmy Ellison
 3. Shelby Elpin

Legends

1. Craig Haack



Delaware
 Maryland
 New Jersey
 Pennsylvania
 Virginia
 West Virginia

Kutztown Speedway

- Kutztown, Pa.
 June 18, 2008
600 c.c. Micro Sprint
 1. Tom Kohler
 2. Ryan Smith
 3. Jarrett Seng**Modified**
 1. Mike Gular
 2. Brad Brightbill
 3. Doug Manmiller**600 Modified**
 1. Jeremy Guistwite
 2. Kevin Gruber
 3. Jon Landis**270 c.c. Micro Sprint**
 1. Marco Michetti
 2. Ryan Smith
 3. Ross Perchak**Slingshot**
 1. Jordan Henn
 2. Pete Knappenberger
 3. Mike Sabo

Lincoln Speedway

- Hanover, Pa.
 June 22, 2008
Sprint Car
 1. Fred Rahmer
 2. Brian Leppo
 3. Jim Siegel

New Egypt Speedway

- New Egypt, N.J.
 June 21, 2008
Modified
 1. Keith Hoffman
 2. Frank Cozze
 3. Ron John Koczon**Sportsman**
 1. John Stangle
 2. Willie Osmon
 3. Donnie Kline**Sprint Car**
 1. J.J. Grasso

Bedford Speedway

- Bedford, Pa.
 June 20, 2008
Super Late Model
 1. Jack Pencil
 2. Greg Fetters
 3. Steve Everhart**Limited Late Model**
 1. Chad McClellan
 2. Shaun Carrig
 3. Anthony Sesely**Super Stock**
 1. Rick Kopf
 2. Billy Cole
 3. Chip Wanamaker**Legends**
 1. Roger Coss
 2. Mike Alcaro
 3. Derek Hopkinson**Bandolero**
 1. Robert Vassilatos
 2. Tyler Truex
 3. Scott Caron

Bedford Speedway

- Bedford, Pa.
 June 20, 2008
Super Late Model
 1. Jack Pencil
 2. Greg Fetters
 3. Steve Everhart**Limited Late Model**
 1. Chad McClellan
 2. Shaun Carrig
 3. Anthony Sesely**Super Stock**
 1. Rick Kopf
 2. Billy Cole
 3. Chip Wanamaker**Legends**
 1. Roger Coss
 2. Mike Alcaro
 3. Derek Hopkinson**Bandolero**
 1. Robert Vassilatos
 2. Tyler Truex
 3. Scott Caron

Pittsburgh's PA Motor Speedway

- Imperial, Pa.
 June 21, 2008
Late Model
 1. Lynn Geisler
 2. Jared Miley
 3. Jim Stephans**Crate Late Model**
 1. Mike Pegher, Jr.
 2. Mark Moats, Jr.
 3. Tommy Schirnhofner**E-Modified**
 1. Wayne Tessean
 2. Clayton Kennedy
 3. Chuck Kennedy**Young Gun**
 1. Justin Pons
 2. Tyler Atkinson
 3. Sean Graham

Hesston Speedway

- Hesston, Pa.
 June 21, 2008
Limited Late Model
 1. Rick Singleton
 2. Brad Kling
 3. Mike Shoemaker**Hobby Stock**
 1. Chris Chaney
 2. Curtis Guyer
 3. Damien Miller

Eastside Speedway

- Waynesboro, Va.
 June 21, 2008

Late Model

1. Joe Leavell
 2. Greg Roberson
 3. Tommy Hoy
- Street Stock**
 1. Chad Click
 2. Dakota Riggelman
 3. Charles Wyant**Sportsman**
 1. Daniel Brown, Jr.
 2. Jeremy Coff

June 20, 2008
Sprint Car
 1. Kevin Schaeffer
 2. Rob Eyster
 3. Scott Priester
Super Late Model
 1. Jared Miley
 2. Brian Swartzlander
 3. Alex Feree
Modified
 1. Brian Swartzlander
 2. Dave Murdick
 3. Tim Doran
Street Stock
 1. Jason Fosnaught
 2. Joe Kelly
 3. Mike Pegher, Jr.

Grandview Speedway
 Bechtelsville, Pa.
358 Modified Stock Car
 1. Craig VonDohren
 2. Meme DeSantis
 3. Jason Hamilton
Late Model
 1. Bill Henning
 2. John Giesler
 3. Dean Stout

Path Valley Speedway
 Spring Run, Pa.
 June 20, 2008
600 Sprint
 1. Jim Brookens
 2. Robert Kendall
 3. Tyler Walton
Late Model
 1. Tim Fedder
 2. Chase Billet
 3. Jerry Bard
Legend
 1. Jeremy Sheaffer
 2. Reed Salony
 3. Jason Ewing
270 Sprint
 1. Sean McAndrews
 2. Brian Marriott
 3. Tom Tice
Mini Stock
 Feature No. 1
 1. Ronnie Garlock
 2. Gary Dehart
 3. Gary Newell
 Feature No. 2
 1. Gary Newell
 2. Ronnie Garlock
 3. Gary Dehart
Thunder Car
 Feature No. 1
 1. Mark Grove
 2. Denny Scofield
 3. Josh Walstrum
 Feature No. 2
 1. Gary Dehart
 2. Terry Smith
 3. Mark Grove

Langley Speedway
 Hampton, Va.
 June 21, 2008
Modified
 1. Joe Scarbrough
 2. Buster Horne, Jr.
 3. Rusty Wood
Super Street
 1. Randy Akers
 2. Jeramie Wood
 3. Ryan Nester
Super Truck
 1. Charlie Barclay
 2. Tommy Nixon
 3. Robbie Davis
Truck
 1. Jeff Sampson
 2. Michael Farmer
 3. Troy Hutcheson
Winged Champ Kart
 1. Dannie Wyatt
 2. Greg Burgess
 3. Chuck Weeks

Susquehanna Speedway Park
 Newberrytown, Pa.
 June 21, 2008
Late Model
 1. Travis McClelland
 2. Sterling Kinard
 3. Jake Jones
Street Stock
 Feature No. 1
 1. Gregory Diehl
 2. Todd Bowersox
 3. Paul Morgan
 Feature No. 2
 1. Wes Alleman
 2. Jimmy Slaserman
 3. Steve Dove
Xtreme Stock Car
 1. Matt Wampler
 2. Tim Hahn
 3. Rich Lomman
Four Cylinder Stock Car
 1. John Stoll, Jr.
 2. Jason Smith

3. Hendry Leshner
Modified Vintage Car
 Feature No. 1
 1. Jeff Gamble
 2. Larry Felty
 3. Paul Bacchus
 Feature No. 2
 1. Jeff Gamble
 2. Tom Swanger
 3. Paul Bacchus

Mountain Speedway
 St. Johns, Pa.
 June 21, 2008
Late Model
 1. Joe Hoffman
 2. Tony Volpe
 3. Paul Koehler
Thriller
 1. Scott Adams
 2. Howie Bott
 3. Nick Ross
Street Stock
 1. Richie Dimarco
 2. Scott Meckes
 3. Elliot Wohl
Four Cylinder 4-Wheel Drive
 1. Jessica McGlynn
 2. Ken Kleppinger
 3. Jeff Biegley

Hagerstown Speedway
 Hagerstown, Md.
 June 21, 2008
Late Model
 1. Ronnie DeHaven
 2. Alan Sagi
 3. Gary Stuhler
Late Model Sportsman
 1. Ashley Barrett
 2. Fred Harden
 3. Barry Miller
Pure Stock
 1. Dave Hollidge
 2. Dave Mikolajski
 3. Steve Lowery
Enduro
 1. Derek Riley
 2. Matt Smith
 3. Kenny Thomas

Williams Grove Speedway
 Mechanicsburg, Pa.
 June 21, 2008
Super Sportsman
 1. Gerry Strawser
 2. Dylan Cisney
 3. Rick Barry Bergeron
Super Sportsman
 1. Paul Miller
 2. Carmen Perig, Jr.
 3. Russ Mitten
358 Late Model
 1. Gene Knaub
 2. Bobby Beard
 3. Travis Mease
Street Stock
 1. Doug Hoffman
 2. Jim Salisbury
 3. Kory Sites
Enduro
 1. Joe Sanders
 2. David Wilhelm
 3. Jan Powell

Selinsgrove Speedway
 Selinsgrove, Pa.
 June 21, 2008
358 Sprint Car
 1. Scott Flammer
 2. Phil Walter
 3. Troy Hutcheson
Late Model
 1. Ken Trevisz
 2. Steve Campbell
 3. Jeff Rine
Pro Stock
 1. Peanut Heintzelman
 2. Scott Landis
 3. Troy Miller
Roadrunner
 1. Keith Bissinger
 2. Nathan Engle
 3. Ricky Bender

Mahoning Valley Speedway
 Lehigh, Pa.
 June 21, 2008
Modified
 1. John Bennett
 2. Matt Hirschman
 3. Don Wagner
Street Stock
 1. Joe Mooney
 2. Shawn Sitarchyk
 3. Alan Schlenker
Pro 4 Late Model
 Feature No. 1
 1. Brian Ahner
 2. Corey Hill

3. Barry Christman
 Feature No. 2
 1. Corey Hill
 2. Brian Ahner
 3. Barry Christman
Factory Stock
 1. Matt May
 2. Clem Underwood
 3. Scooter Graver
Four Cylinder Stock
 1. Glen Bowers
 2. Jon Smith
 3. Brian Kunkle

Williams Grove Speedway
 Mechanicsburg, Pa.
 June 20, 2008
Sprint Car
 1. Jim Siegel
 2. Brian Leppo
 3. Doug Esh
Limited Sprint Car
 1. Pat Cannon
 2. Cory Haas
 3. Chad Trout



Florida
 Georgia
 North Carolina
 South Carolina
 Tennessee

Harris Motor Speedway
 Rutherfordton, N.C.
 June 21, 2008
Late Model
 1. Douglas Davis
 2. Travis Blackwell
 3. Pat Lindsay
Stock-8
 1. David Ayers
 2. Travis Robbins
 3. Kenneth Bowers
Pure Stock
 1. Josh Ayers
 2. Bopper Johnson
 3. Kevin Hawkins
Super Stock-4
 1. Jamie Barbrey
 2. Shannon Barnhill
 3. Brian Harris
Limited
 1. Michael Barbare
 2. Lamar Jordan
 3. Josh Hoots
Renegade
 1. Jason Jolley
 2. Jason Edmonds
 3. Josh Burgess
Street Stock-4
 1. Travis Mosley
 2. Cole Miktuk
 3. Jimmy Wallace
Super Truck
 Feature No. 1
 1. Travis Mosley
 2. Cole Miktuk
 3. Destrly Gardner
Legends
 1. Daniel Hemric
 2. Chad Hackenbrat
 3. Steven Ross
Street Stock
 1. Brandon Davis
 2. Troy Davis
 3. Clyde Johnson

Travelers Rest Speedway
 Travelers Rest, S.C.
 June 21, 2008
Late Model
 1. David Smith
 2. Johnny Raines
 3. Keith Pilgrim
Limited Sportsman
 1. Scott Galloway
 2. Timmy Smith
 3. Nathan Hughes
Street Stock-4
 1. Darrell Gilbert
 2. Kevin Kelley
 3. Russell Shirley
Stock-8
 1. Timmy Smith
 2. Steve Massey
 3. Roger Gilliam
Renegade
 1. Donnie Atkins
 2. Greg Dodgens
 3. Terry Saunders
Young Gun
 1. Mack Norris
 2. Justin Barber
 3. Brandon Harrelson
Pure Stock
 1. Nick Adams
 2. Barry Thorton

Caraway Speedway
 Asheboro, N.C.
 June 21, 2008
Late Model
 1. Stephen Grimes
 2. Mack Little
 3. Dan Moore
Sportsman
 1. Rich Hunter
 2. Ron Burchette
 3. Ricky Frazier
Mini Truck
 1. Scottie York
 2. Ron Thayer
 3. Glenn Chriscoe, Jr.
Mini Stock
 1. Michael Tucker
 2. Mike Lowery
 3. Jacob Creed



JASON WALLS PHOTO

HIGH GROUND: Ronnie DeHaven, Jr. (1d) holds off a relentless charge from Alan Sagi to claim his first late-model victory of the season at Hagerstown (Md.) Speedway.

3. Mike Watson
East Lincoln Speedway
 Stanley, N.C.
 June 21, 2008
Modified
 1. Jamie Kuntz
 2. Greg Brown
 3. Rob McLaughlin
Late Model
 1. Jeff Mundwiler
 2. Ronnie White
 3. Chris Smith
Micro-Sprint
 1. Brian Roseman
 2. Terry Peters
 3. Justin Lineman
Stock-4
 1. Swain Morris
 2. Adam Vandiver
 3. Jamie Major
Rookie-4
 1. Brett Mundwiler
 2. Brian Miskell, Jr.
 3. Silas Reynolds
Stock Car
 1. Andy McGinnis
 2. Jennifer Collins
 3. Mickey Anderson
Star of Tomorrow
 1. Brett Myers

Caraway Speedway
 Asheboro, N.C.
 June 20, 2008
Enduro
 1. Eddie Lawler
 2. Rikki Hidieiz
 3. Jim Erb
School Bus Figure-8
 1. Jim Erb
 2. William Hindman
 3. Mike Gamache
Skid Car
 1. William Hindman
 2. Jim Erb
Stock Car Roller Derby
 1. Jim Erb
Four Wheel Drive Demo Derby
 1. Dave Berrer
V-8 Demo Derby
 1. Daniel Hemric
 2. Chad Hackenbrat
 3. Steven Ross
Mini Van Demo Derby
 1. Jenny Berrer
Flag Pole
 1. Bill Loomis
 2. Jim Erb
 3. Brandon Morris
Pro Roller Derby
 1. Moe Knauer
Boat/Trailer
 1. Mike Gamache
 2. Jim Erb
 3. Bill Loomis

Caraway Speedway
 Asheboro, N.C.
 June 21, 2008
Late Model
 1. Stephen Grimes
 2. Mack Little
 3. Dan Moore
Sportsman
 1. Rich Hunter
 2. Ron Burchette
 3. Ricky Frazier
Mini Truck
 1. Scottie York
 2. Ron Thayer
 3. Glenn Chriscoe, Jr.
Mini Stock
 1. Michael Tucker
 2. Mike Lowery
 3. Jacob Creed

Crossville Raceway
 Crossville, Tenn.
 June 21, 2008
Super Late Model
 1. Rick Rogers
 2. Joe Armes
 3. Ray Cook
Late Model Sportsman
 1. Dale Nance
 2. Jason Cardwell
 3. Joe Cline
Pro Street
 1. Jesse Lowe

Cab Car
 1. Gary Dillard
Ace Speedway
 Altamahaw, N.C.
 June 21, 2008
Late Model
 1. Speedy Faucette
Modified
 1. Randy Butner
 2. Phil Bryant
 3. Gary Young, Jr.
Limited Sportsman
 1. John Moore
 2. Kevan Combs
 3. Ziggy Zimmermann
Mini Stock
 1. Michael Tucker
 2. Archie Sanders
 3. Mike Herron
Xtreme
 1. Keith Brame, Jr.
 2. Harold Jefferson
 3. Keith Spake
Mini Cup
 1. Ed Peters

Orlando Speedworld
 Orlando, Fla.
 June 20, 2008
Enduro
 1. Eddie Lawler
 2. Rikki Hidieiz
 3. Jim Erb
School Bus Figure-8
 1. Jim Erb
 2. William Hindman
 3. Mike Gamache
Skid Car
 1. William Hindman
 2. Jim Erb
Stock Car Roller Derby
 1. Jim Erb
Four Wheel Drive Demo Derby
 1. Dave Berrer
V-8 Demo Derby
 1. Daniel Hemric
 2. Chad Hackenbrat
 3. Steven Ross
Mini Van Demo Derby
 1. Jenny Berrer
Flag Pole
 1. Bill Loomis
 2. Jim Erb
 3. Brandon Morris
Pro Roller Derby
 1. Moe Knauer
Boat/Trailer
 1. Mike Gamache
 2. Jim Erb
 3. Bill Loomis

Caraway Speedway
 Asheboro, N.C.
 June 21, 2008
Late Model
 1. Stephen Grimes
 2. Mack Little
 3. Dan Moore
Sportsman
 1. Rich Hunter
 2. Ron Burchette
 3. Ricky Frazier
Mini Truck
 1. Scottie York
 2. Ron Thayer
 3. Glenn Chriscoe, Jr.
Mini Stock
 1. Michael Tucker
 2. Mike Lowery
 3. Jacob Creed

Crossville Raceway
 Crossville, Tenn.
 June 21, 2008
Super Late Model
 1. Rick Rogers
 2. Joe Armes
 3. Ray Cook
Late Model Sportsman
 1. Dale Nance
 2. Jason Cardwell
 3. Joe Cline
Pro Street
 1. Jesse Lowe

2. Mike Selby
 3. Duke Lowe
Mini Mod
 1. Bryan Gregory
 2. Derrick Hutchings
 3. Dustin Stephens
Pure Mini
 1. J.D. Rector
 2. Jonathan Norris
 3. Jason Griffith

Citrus County Speedway
 Inverness, Fla.
 June 21, 2008
Modified
 1. Robbie Cooper
 2. Curtis Neumann
 3. Richie Smith
Sportsman
 1. Bobby Ervien
 2. Ernie Reed
 3. Tom Posavec
Street Stock
 1. Tim Quick
 2. Kyle Peters
 3. Tommy Smith
Four Cylinder Bomber
 1. Brandon Watson
 2. Nathan Florian
 3. Richard Kuhn
Pure Stock
 1. Tim Watson
 2. Bill Ryan
 3. Aaron Welter
Figure-8
 1. Neil Herne
 2. Wayne Galkins
 3. Clifford Rousseau
Legends
 1. Kory Abbott
 2. Jimmy Norman
 3. Gerald White, Jr.
Bandolero
 1. Zach Harris
 2. Jake Perkins
 3. Donovan Ponder

Volunteer Speedway
 Bulls Gap, Tenn.
 June 21, 2008
Super Late Model
 1. Austin Dillon
 2. Rick Rogers
 3. Shanon Buckingham
Crate Late Model
 1. Shanon Buckingham
 2. Steve Jones
 3. Lee Cooper
Hobby Stock
 1. Mike Hodges
 2. Dale Reed
 3. Dustin Shaver

Bowman Gray Stadium
 Winston-Salem, N.C.
 June 21, 2008
Modified
 1. Chris Fleming
 2. Tim Brown
 3. Brian Pack
Sportsman
 Feature No. 1
 1. Ronnie Clifton
 2. Kyle Edwards
 3. Robbie Brewer
 Feature No. 2
 1. Taylor Branch
 2. Gary Ledbetter
 3. Mitch Gales
Street Stock
 1. Matt Cotner
 2. Tim Vaden
 3. Doug Wall
Stock
 Feature No. 1
 1. A.J. Sanders
 2. Johnny Burke
 3. Jimmy Absher
 Feature No. 2
 1. Chris Allison
 2. Todd Myers
 3. Randy McElveen

1. Ronnie Clifton
 2. Kyle Edwards
 3. Robbie Brewer
 Feature No. 2
 1. Taylor Branch
 2. Gary Ledbetter
 3. Mitch Gales
Street Stock
 1. Matt Cotner
 2. Tim Vaden
 3. Doug Wall
Stock
 Feature No. 1
 1. A.J. Sanders
 2. Johnny Burke
 3. Jimmy Absher
 Feature No. 2
 1. Chris Allison
 2. Todd Myers
 3. Randy McElveen

Music City Motorplex
 Nashville, Tenn.
 June 21, 2008
Dwarf Car
 1. Timothy Lunn
 2. David Ring
 3. Michael Wood
Sportsman
 1. Lloyd White
 2. Jeffery Belt
 3. Lee Goddard
Late Model
 1. Andy Johnson
 2. Willie Allen
 3. Skip McCord
Legends Pro Master
 1. David Moyes III
 2. Kevin Rollins
 3. Rob Sanders
Legends Semi Pro
 1. Giles Martin
 2. A.J. Carlisi
 3. Cody Fernett
Super Truck
 1. Steven Meador
 2. Daniel Victory
 3. Bobby Buttrey
Thunderstox
 1. Dale Travis
 2. Joshua Hood
 3. Danny Wilkerson

Lowe's Motor Speedway
 Concord, N.C.
 June 17, 2008
Legends Pro
 1. Steven Ross
 2. David Ragan
 3. Daniel Hemric
Thunder Car
 1. Thomas Van Wingerden
 2. Michael Van Wingerden
 3. Adam Gay
Legends Master
 1. John Sossoman
 2. Will Gagle
 3. Cotton Spry
Legends Semi-Pro
 1. Zachary Alspach
 2. Jonathan Ross
 3. Austin Hill
Legends Young Lion
 1. Bryce Walker
 2. Dylan Sawyer

Atlanta Motor Speedway
 Hampton, Ga.
 June 19, 2008
Bandolero Bandit
 1. Dillon Bassett
 2. Layne Clifton
 3. Jesse Little
Bandolero Young Gun
 1. Chad Finchum
 2. Justin Thomas
 3. Blake Jones
Bandolero Outlaw
 1. Brett Pecipelli
 2. Scott Beaver
 3. Chris Morgan
CrashCar
 1. Paul Sparrow
 2. Walter Pecora
 3. Rusty Drye

3. Justin Grimes
Bandolero Bandit
 1. Dillon Bassett
 2. Layne Clifton
 3. Jesse Little
Bandolero Young Gun
 1. Chad Finchum
 2. Justin Thomas
 3. Blake Jones
Bandolero Outlaw
 1. Brett Pecipelli
 2. Scott Beaver
 3. Chris Morgan
CrashCar
 1. Paul Sparrow
 2. Walter Pecora
 3. Rusty Drye

Atlanta Motor Speedway
 Hampton, Ga.
 June 19, 2008
Bandolero Bandit
 1. Mason Massey
 2. Kyle Benjamin
 3. Kason Plott
Bandolero Young Gun
 1. Corey Gordon
 2. Dusty Cunningham
 3. Jake Armstrong
Bandolero Outlaw
 1. Brett Hardin
Legends Master
 1. Jeff Haynie
 2. Rick Geddes
 3. Skip Nichols
Legends Charger
 1. Mike Weed
 2. Amber Colvin
 3. Jordan Coker
Roadster
 1. Johnny Rucker
 2. Bubba Harry
 3. Brian Weimer
Legends Pro
 1. Billy Fulson
 2. Matt Stover
 3. Will Prance
Legends Semi Pro
 1. Tyler Armstrong
 2. Austin Hill
 3. Currie Pierce

Tazewell Speedway
 Tazewell, Tenn.
 June 21, 2008
Late Model
 1. Jason Trammel
 2. Travis Fultz
 3. Anthony Burchett
Modified Street
 1. Allen Holt
 2. Andrew Loving
 3. Leonard Bray
Pure Street
 1. Jordan Horton
 2. Michael Daniels
 3. Jason Long
Four Cylinder
 1. Chuck McMahon
 2. Shawn Henry
 3. Cheyenne Kie
Powder Puff
 1. Rebecca Green

Eagle Raceway
 Eagle, Neb.
 June 22, 2008
360 Sprint
 1. Mike Boston
 2. Mark Pace
 3. Terry Holliman
Modified
 1. Nick Tubbs
 2. Brandon Hagan
 3. Jeremy Frenier
Stock Car
 1. Kyle Werkmeister
 2. Dave Plowman
 3. Zach Schultz
Hobby Stock
 1. Aaron Koch
 2. Allen Wissmann
 3. Cody DeWester
Classic Modified
 1. Devin Allen
 2. Max Pollmann
 3. Rick Touslee
Mini Truck
 1. Royal Fisher
 2. Dalton Dolan
 3. Dale Heyen
SportMod
 1. Duke Ebert
 2. Bruce Hagan, Sr.

PLAINS
 Colorado
 Idaho
 Iowa
 Kansas
 Montana
 Nebraska
 North Dakota
 Oklahoma
 South Dakota
 Utah
 Wyoming

Southern Iowa Speedway
 Oskaloosa, Iowa
 June 18, 2008
Hobby Stock
 1. Danny Thrasher
 2. Shannon Sherwood
 3. Dustin Griffiths
B-Mod
 1. Bill Gibson
 2. Mike Wanders
 3. Brian Edel
Stock Car
 1. Nathan Wood
 2. Matt Greiner
 3. A.J. Johnson
Modified
 1. Ron Ver Beek
 2. Steven Blattler
 3. Brandon Banks

Lincoln County Raceway
 North Platte, Neb.
 June 17, 2008
Modified
 1. David Murray, Jr.
 3. Jason Schoenberger
Stock Car
 1. Charley Brown
 2. Lloyd Meeske
 3. Casey Werkmeister
Hobby Stock
 1. Jim Buss
 2. Shane Hiatt
 3. Hans Houfek

Eagle Raceway
 Eagle, Neb.
 June 22, 2008
360 Sprint
 1. Mike Boston
 2. Mark Pace
 3. Terry Holliman
Modified
 1. Nick Tubbs
 2. Brandon Hagan
 3. Jeremy Frenier
Stock Car
 1. Kyle Werkmeister
 2. Dave Plowman
 3. Zach Schultz
Hobby Stock
 1. Aaron Koch
 2. Allen Wissmann
 3. Cody DeWester
Classic Modified
 1. Devin Allen
 2. Max Pollmann
 3. Rick Touslee
Mini Truck
 1. Royal Fisher
 2. Dalton Dolan
 3. Dale Heyen
SportMod
 1. Duke Ebert
 2. Bruce Hagan, Sr.

1. Stacy Wilhelm
 2. Chevy Hadan
 3. Dylan Smith
Hobby Stock
 1. Justin Wulf
 2. Jerry Keaton
 3. Kevin Anderson
Sport Compact
 1. Matt Moyer
 2. Jack Pral IV
 3. Jake Sells
Sport Compact
 1. Mike Rice
 2. Dan Rhiley
 3. Derek Dreamer

Dodge City Raceway Park
 Dodge City, Kan.
 June 21, 2008
305 Sprint Car
 1. Ty Williams
 2. Tanner Mullens
 3. Taylor Milton

McCook Speedway
 McCook, Neb.
 June 21, 2008
Modified
 1. Nick Tubbs
 2. Brandon Hagan
 3. Jeremy Frenier
Stock Car
 1. Kyle Werkmeister
 2. Dave Plowman
 3. Zach Schultz
Hobby Stock
 1. Aaron Koch
 2. Allen Wissmann
 3. Cody DeWester
Classic Modified
 1. Devin Allen
 2. Max Pollmann
 3. Rick Touslee
Mini Truck
 1. Royal Fisher
 2. Dalton Dolan
 3. Dale Heyen
SportMod
 1. Duke Ebert
 2. Bruce Hagan, Sr.

Lakeside Speedway
 Kansas City, Kan.
 June 20, 2008
Modified
 Feature No. 1
 1. Tim Karrick
 2. Larry Harvey, Jr.
 3. Kerry Davis
 Feature No. 2
 1. Luke Driskell
 2. Jake Richards
 3. Danny Charles
Grand National
 1. Nic Bidingier
 2. Brad Dibben
 3. Jimmy Winkler
Factory Stock
 Feature No. 1
 1. Tyler Schmidt
 2. Terry Schmidt
 3. Marshall Jewett
 Feature No. 2
 1. Bud Wallis
 2. Daniel Stimson
 3. Len Hill

Outlaw Motor Speedway
 Oktaha, Okla.
 June 20, 2008
Hobby Stock
 Feature No. 1
 1. Jay Arnold
 2. Brookin Stephens
 3. Justin Shoemaker
 Feature No. 2
 1. Justin Shoemaker
 2. Brookin Stephens
 3. Kyle Jones
Pure Stock
 Feature No. 1
 1. Matt Burnett
 2. Brandy Justice
 3. James Gillean
 Feature No. 2
 1. Justin Ward
 2. Mike Skaggs
Modified
 Feature No. 1
 1. Greg Skaggs
 2. Randy Frailey
 3. Chad Wheeler
 Feature No. 2
 1. Greg Skaggs
 2. Tate Cole
 3. Jeran Frailey
E-Mod
 Feature No. 1
 1. Danny Womack
 2. Jake Kelley
 3. Charles Bumgarner
 Feature No. 2
 1. Danny Womack
 2. Mike Northrup

3. Dennis Slader

Tri-State SpeedwayPocola, Okla.
June 21, 2008
Roadrunner

1. Andrew Bohanan

2. Ty Evans

3. Kyle McAllister

Mini Stock

1. Randy Norris

2. Wesley Bourne

3. Gary Clark

E-Mod

1. George Martin

2. Shannon Weese

3. Tommy Porter

Super Stock

1. Jimmy Douglas, Jr.

2. Eric Beshoner

3. Jim Philpot

Modified

1. Bill Dillard

2. Brent Holman

3. Jerred Havens

Front Wheel Drive

1. Ronnie Palmer

2. Raymond Bieker

3. Jack Bieker

McCook SpeedwayMcCook, Neb.
June 20, 2008
IMCA Mod

1. Nick Tubbs

2. Jeremy Frenier

3. Jay Steffens

IMCA Stock

1. Zach Schultz

2. Larry Pollmann

3. Casey Werkmeister

IMCA Hobby Stock

1. Austin Davis

2. Leland Stute

3. Hans Houfek

Classic Mod

1. Max Pollmann

2. Devin Allen

3. Rick Touslee

Mini Truck

1. Dalton Dolan

2. Mitch Hamilton

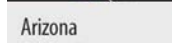
3. Royal Fisher

Rocky Mountain RacewaysWest Valley City, Utah
June 21, 2008
USAC Ford Focus

1. Jim Waters

2. James Powell

3. Kipp Posey

WEST

Arizona

California

Nevada

New Mexico

Oregon

Washington

Barona SpeedwayRamona, Calif.
June 21, 2008
Factory Stock

1. Chris Wilder

2. Roger Harper

3. Dave Evangelou

Street Stock

1. Joseph Altig

2. Curtis Reiter

3. Robert Hughes

IMCA Modified

1. Steven McCullough III

2. Larry Corning

3. Robert Pierce

Mini Dwarf

1. Audie Andrade

2. Mitchell Niemi

3. Dianne Perry III

Sportsman Dwarf

1. Dartman Fritz

2. Cole Dick

3. Darren Brent

600 Sprint Car

1. John Sparlund

2. Gary Winter

3. Tommy Gerow

Pony Stock

1. Paul Dyke

2. Robert Minick

3. P.J. Dyke

Mini Dwarf Mod

1. Tommy Crow

2. Nathan Deragon

Evergreen SpeedwayMonroe, Wash.
June 21, 2008
Super Stock

1. Jeff Knight

2. Kelly Mann

3. James Muggge

Bomber

1. Joe Kneeland

2. Jim Foti

3. Jill Lang

Mini Stock

1. Mark Weedin

2. Chuck Richard

3. Joe Hobbs

Super Figure-8

1. John Carlson

2. Ricky Deitz

3. Quinten Borreson

Ventura RacewayVentura, Calif.
June 21, 2008
Sprint Car

1. Brian Camarillo

2. Richard McCormick

3. Clark Templeman III

Senior Sprint Car

1. Ron Bach

2. Rob Kershaw

3. Bruce Douglass

Sport Compact

1. Darren Gunnell

2. Joel Chavez

3. Randal Dougan

Senior Dwarf

1. Jimmy Arnsmeier

2. Mike Sweeney

3. Kevin Alverson

Junior Midget

1. Austin Figueroa

2. Riley Helland

3. Luke Boles

Mini Dwarf Piston

1. Cameron McCauley

2. Cole Wakim

3. Oliver Blades

Mini Dwarf Supercharger

1. Devin McCree

2. Jimmy McDonald

3. Cody Major

IMCA Modified

1. Ricky Lewis

2. Devin McCree

3. Tommy Velasquez III

Bakersfield SpeedwayBakersfield, Calif.
June 21, 2008
USAC Ford Focus

1. Alex Bowman

2. Nick Carlson

3. Walt Johnson

Orange Show SpeedwaySan Bernardino, Calif.
June 21, 2008
Late Model

1. Brian Stevens

2. Jesse James Lawson

Pro-4

1. Don Minut

2. Chuck Becker II

3. Keith Blomgren

Stock Car USA

1. Tom Whitson

2. Dave Foster

3. Jimmy Rouse, Jr.

Southern New Mexico SpeedwayLas Cruces, N.M.
June 21, 2008
Limited Late Model

1. Kevin Clark

2. Curt Barnett

3. Gary Boles

Street Stock

1. Nick Rivera

2. Steven Villegas

3. Donovan Flores

Super Truck

1. Walton Kyle, Sr.

2. Nita Deetz

3. Greg Gorham

Modified Dirt Car

1. Fito Gallardo

2. Johnny Scott

3. Bumper Jones

Marysville Raceway ParkMarysville, Calif.
June 21, 2008
Winged Sprint

1. Mike Wasina, Jr.

2. Robert Hartline

3. Brayden Phillips

Mod Light

1. Bryan Day

2. Robert Bradshaw

3. Lou LaMontague

Novice

1. Josh Halliburton

2. Buck Spears

3. James Sisco

Toyota SpeedwayIrwindale, Calif.
June 21, 2008
Late Model

1. Colin Fleming

2. Tim Huddleston

3. Nick Joanides

Super Stock

1. Greg Crutcher

2. Bryan Harrell

3. Rich DeLong III

Pro Truck

1. Jeff Williams

2. Dalton Kuhn

3. Ricky James

Legends

1. Ryan Reed

2. Tom Landreth

3. Josh Geer

Pure Stock

1. Tommy Agosta

2. Mike Colato, Jr.

3. Ken Michaelian

Figure-8

1. Justin Good

2. Ron Davis

3. Mike Colato, Jr.

Canyon SpeedwayPeoria, Ariz.
June 21, 2008
Dwarf Truck

1. Brian Stehr

2. Chris Snyder

3. Jerry Hartnett

Placerville SpeedwayPlacerville, Calif.
June 21, 2008
Pure Stock

1. Tom Tilford

2. Tim Mack

3. Brian Stevens

Sprint Car

1. Taylor Simas

2. Keith Bloom

3. Brian Vermal

Midget

1. Jimmy Christian

2. David Stoltz

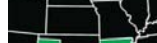
3. David Prickett

Midget Lite

1. Doug Hunting

2. Chris Glass

3. Jason Sneepe

SOUTHERN

Alabama

Arkansas

Louisiana

Mississippi

Texas

I-37 RacewayPleasanton, Texas
June 20, 2008**Grayson County Speedway**Bells, Texas
June 21, 2008
Hot Stock

1. Dennis Rogers

2. Shawn Marquez

3. Eric Sanderson

Modified

1. Chris Capps

2. Robert Daniels

3. Brandon Watson

Sport Mod

1. Matt Winnett

2. Michael McCollough

3. Buddy Harrison

Mini Stock

1. Brad Dudley

2. Robert Hartline

3. Jeremy Phillips

Mod Light

1. Bryan Day

2. Robert Bradshaw

3. Lou LaMontague

Novice

1. Josh Halliburton

2. Buck Spears

3. James Sisco

Thunderbird SpeedwayCrandell, Texas
June 21, 2008
Mini Stock

1. Bobby Ortega

2. Bobby Garvin

3. Chris Miller

Limited Modified

1. Tommy Davis

2. Chris Davis

3. Tommy McManus

Junior Mini Stock

1. Dustin Mooney

2. Nick Joanides

Super Stock

1. Greg Crutcher

2. Bryan Harrell

3. Rich DeLong III

Bomber

1. Glen Pace

2. Chad Roden

3. Sonny Glass

Modified

1. Tommy Davis, Jr.

2. Shane Killingsworth

3. Matt Deaver

Super Bowl SpeedwayGreenville, Texas
June 21, 2008
Bomber

1. Ryan Harris

2. Brian McHenry

3. Chris O'Bier

Junior Mini

1. Zac Crawford

2. Chris Ruffin

3. James Bentle

Limited Modified

1. Jimmy Day

2. Bo Day

3. Terry Pritchett

Mini Stock

1. Bobby Parker

2. Rusty Green

3. Jason Riddle

Modified

1. Billy Brierton

2. Jared Webb

3. Rusty Trevathan, Sr.

Super Stock

1. Wayne Melton

2. Jason Gore

3. Jason Riddle

Devil's Bowl SpeedwayMesquite, Texas
June 21, 2008
Super Sprint

1. Matt Clevenger

2. Todd Evans

3. Russell Shoulders

Late Model

1. Patrick Daniel

2. Kyle Cummings

3. Darren Ellis

Modified

1. Jason Troutman

2. Danny Caldwell

3. Johnny Dunn, Jr.

Street Stock

1. Steve Trevathan

2. Johnny Philpot, Jr.

3. Tim McManus

Limited Modified

1. Tom Earl

2. Michael Daniel

3. Robert Vetter

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Martin, Scott
Break Through

Friday

PENTON, Ala. — Twenty-two-year-old Danny Martin, Jr. drove his Martin Structures/CnB Mushroom Farms/Motorheads powered No. 00 Shaw car to his first O'Reilly

United Sprint Car Series victory of the season at Penton Raceway Friday night.

Marshall Skinner rode home second, with six-time series champion Terry Gray third. Wayne Reutimann, Jr. and Matt Linder completed the top five.

The finish:

Danny Martin, Jr., Marshall Skinner, Terry Gray, Wayne Reutimann, Jr., Matt Linder, Derek Hagar, Jeremy Scott, Shane Butler, Clint Weiss, Ray Bugg, Bob Auld, Ricky Burnett, Brian Thomas, John Stinson, Roger Oakes.

Saturday

PHENIX CITY, Ala. — Jeremy Scott battled his way to victory lane in the inaugural O'Reilly United Sprint Car Series Randy Helton Memorial Race at East Alabama Motor Speedway Saturday night.

It was Scott's first-career feature win in the series he has participated in since 1998.

After leading the initial 10 laps, Scott was passed by six-time USCS champion Terry Gray, who led the next six laps. But Scott dove low, throwing several slide jobs at Gray before finally making one stick off turn four to regain the lead on lap 18.

Scott took the victory, ahead of Gray, Marshall Skinner, Derek Hagar and Danny Martin, Jr.

The finish:

Jeremy Scott, Terry Gray, Marshall Skinner, Derek Hagar, Danny Martin, Jr., Wayne Reutimann, Jr., Matt Linder, Shane Butler, Bob Auld, Jon Stinson, Nick DeFeo, Ron Gilbert, Clint Weiss, Ricky Burnett, Ray Bugg, Brian Thomas.

Gharst Gets
1st WOW Win

DONNELLSON, Iowa — Kaley Gharst defeated a star-studded field to capture his first O'Reilly Winged Outlaw

Warrior sprint-car feature victory June 18

at Lee County Speedway.

Gharst started on the pole, but claimed the lead from World of Outlaws regular Danny Lasoski on lap 11 and held on for the victory in the caution-free event.

Lasoski suffered mechanical problems and was forced to pull off the track as the white flag waved. He finished 11th.

Jason Johnson was the beneficiary of Lasoski's misfortune and finished second ahead of Terry McCarl in third, Josh Higday in fourth and Brian Brown in fifth.

The finish:

Kaley Gharst, Jason Johnson, Terry McCarl, Josh Higday, Brian Brown, Jonathan Cornell, Josh Fisher, Randy Martin, Josh Schneiderman, John Schulz, Danny Lasoski, Ryan Jamison, Curtis Boyer, Rusty Potter, Tony Crank, Jeff Mitrisin, Austin Alumbaugh, Kyle Bell, Nick Eastin, Steven Cross, Andy Korte, Jeff Wingate, Curtis Evans.



MARK FUNDERBURK PHOTO

PACESETTERS: Jimmy Hurley (35) races with Jerrod Hull during Midwest All Stars competition over the weekend.

Hurley, Hull Share
Weekend Prizes

Friday

CANTON, Ill. — Jimmy Hurley had to turn back his childhood hero Jim Moughan

in order to reach O'Reilly

Midwest All Stars victory lane Friday night at Spoon River Speedway.

Hurley claimed the \$2,000 winner's share after starting on the inside of the veteran Moughan and charging to the lead.

"It was great to race here at Canton tonight, and to fight it out with Jim (Moughan) was a lot of fun," said Hurley. "Jim had a bit of bad luck about halfway through there (when he got a little too high in turn three)."

Moughan fell back and finished 17th, but wasn't the only one to find trouble. A.J. Bruns, second in the series standings heading into the race, was on his lid at the start and finished last.

Meanwhile, point-leader Jerrod Hull continued his consistent season with a second-place finish after starting 18th.

Tyler Thompson finished a solid third after staying in the top three for the length of the feature. Mark Shirshakan and Paul May completed the top five.

The finish:

Jerrod Hull, A.J. Bruns, Paul May, Tyler Thompson, Tiffany Wyzard, Ryan Bunton, Jordan Godesberry, Jeremy Standridge, Jim Davies, Alex Shanks, Christopher Sloan, Miranda Throckmorton, Wade Seiler, Blake Fitzpatrick, Brad Greer, Mark Shirshakan, John Pate, Shane Wade, Jimmy Hurley.

Grasso At Home At New Egypt

NEW EGYPT, N.J. — The Jersey Jet, J.J. Grasso, picked up his second United Racing

Company Sprint Series triumph of the

season Saturday night at New Egypt Speedway.

It was his third-career victory and all three have come at the three-eighths-mile Jersey dirt track.

With a full house looking on and 34 sprint cars in the pits, Chris Coyle took the early lead, but on lap eight, Grasso took control, leaving Coyle to battle Mark Bitner for second.

Jimmy Hurley, Jerrod Hull, Tyler Thompson, Mark Shirshakan, Paul May, Alex Shanks, Jimmie Davies, Blake Fitzpatrick, Corey Weyant, Sparky Pate, Brad Greer, Bret Tripplett, Matt Harms, Shane Wade, Kaylene Verville, Tiffany Wyzard, Jim Moughan, Ryan Bunton, Nathan Charon, A.J. Bruns.

Saturday

NEW FLORENCE, Mo. — Defending O'Reilly Midwest All Stars champion and current point-leader Jerrod Hull

became the first repeat winner of the 2008 campaign Saturday, taking home the checkered flag at Montgomery County Speedway.

Starting from the pole, Hull was challenged throughout the race by A.J. Bruns.

"It was tough out there, especially when we came up on lapped traffic. It was one of those situations where you were hoping for some yellow flags," said Hull, who added the victory to a second-place finish on Friday. "It was a lot of fun racing tonight and it has been a good weekend for our team."

Bruns settled for second ahead of Paul May in third, Tyler Thompson in fourth and Tiffany Wyzard, who completed the top five.

The finish:

Jerrod Hull, A.J. Bruns, Paul May, Tyler Thompson, Tiffany Wyzard, Ryan Bunton, Jordan Godesberry, Jeremy Standridge, Jim Davies, Alex Shanks, Christopher Sloan, Miranda Throckmorton, Wade Seiler, Blake Fitzpatrick, Brad Greer, Mark Shirshakan, John Pate, Shane Wade, Jimmy Hurley.

Perfection

Poirier Completes Empire Sweep
Friday

OHSWEKEN, Ontario — Steve Poirier had two things that helped him feel comfortable on Friday night.

First, he was at Ohsweken Speedway, a three-eighths-mile dirt track

where he's won the last two Canadian Sprint Car Nationals. Secondly, he went back to the Eagle Chassis he used to win the big race last September. Poirier, who pocketed \$2,000, took the lead from Jeff Cook on lap 15 and controlled the final 11 laps of the race.

Lance Yonge came on strong to finish second, ahead of Justin Barger, Cook and Jared Zimbardi.

The finish:

Steve Poirier, Lance Yonge, Justin Barger, Jeff Cook, Jared Zimbardi, Lee Ladouceur, Dain Naida, Kevin Job, Michael Parent, Brian McDonald, Dave Dykstra, Louie Carufel, Glenn Styres, Bobby Breen, Tom Huppunen, Blake Breen, Craig Downie, Jim Price, Alain Bergeron, Tim Kelly, Kyle Patrick, Chris Jones, Fred Cade, Ryan Hunsinger, Mike Stelter.

Sunday

CORNWALL, Ontario — Two totally different tracks, different locations and with different race cars — none of it mattered as defending Lucas Oil Empire Super Sprints champion Steve Poirier made a clean sweep of the SMAC Magazine Canadian Invasion weekend by capturing the 25-lap West Front Construction feature Sunday night at Cornwall Motor Speedway.

Taking the lead on lap 15 from Lance Yonge, Poirier went on to win in front of the largest crowd in track history.

The finish:

Steve Poirier, Lance Yonge, Alain Bergeron, Tim Kelly, Brian McDonald, Michael Parent, Jeff Cook, Rick Wilson, Bobby Kerrick, Chris Jones, Anthony Cain, Lee Ladouceur, Kayle Robidoux, Normand Beaudreault, Bobby Magner, Justin Harris, Daniel Lampron, April Wilson.

Asphalt Debut
To Jerald Harris

MANASSAS, Va. — The Virginia Sprint Series made its asphalt debut Saturday night at Old Dominion Speedway

with Jerald Harris coming away with the victory

in the shadow of the nation's capital.

Running third, Harris found his groove on lap five and powered to the point, setting up a three-way battle with Scott Vasbinder and Satch Worley.

At the end, Harris had to hold off Worley, whose bobble with two laps remaining gave Harris the space he needed to cruise to victory.

Worley held on for second ahead of Billy Norfleet in third, Vasbinder in fourth and Mike Marr in fifth.

The finish:

Jerald Harris, Satch Worley, Billy Norfleet, Scott Vasbinder, Mike Marr, Bill Rice, French Grimes, Carl Simmonds, Anthony Linkenhoker, Paul White, Danny Miller, Tony Harris, Ron Moyers.

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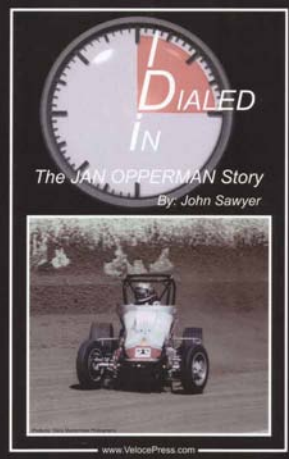
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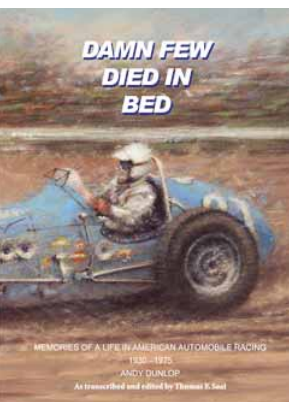
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Nygaard Best In Fargo Test

FARGO, N.D. — Wade Nygaard made a late move for the lead to win Thursday night's season-opening American Sprint Car Series

Northern Plains Region event at

Red River Valley Speedway. Starting fifth, Nygaard was second after 12 laps, chasing leader Lee Grosz.

Grosz held the point until he slipped too high in turn two on the 18th lap. Nygaard took quick advantage, racing into the lead and on to the checkered flag for his fourth-career ASCS Northern Plains triumph.

Defending series champion Grosz settled for second, with Lou Kennedy, Jr., Chuck Swenson and Natalie Sather rounding out the top five.

The finish: Wade Nygaard, Lee Grosz, Lou Kennedy, Jr., Chuck Swenson, Natalie Sather, Curt Lund, Thomas Kennedy, Jason Tostenson, Eric Lutz, Ryan Wilson, Dave Glennon, Kevin Ingle, Leigh Thomas, Justin Jacobsma, Sje Anderson, Brad Lund, Mike Sitzmann, Jr.

Tiffany Is Sterling

Friday

SAVANNAH, Ga. — Kenny Adams added his second-consecutive American Sprint Car Series Rebel

Region victory by topping Friday night's 25-lap feature at Oglethorpe Speedway Park.

Adams chased down race-long leader Matt Tiffany in lapped traffic on the 16th circuit and grabbed his third victory of the season aboard the Don Ott-powered B&W Trucking/CnB Mushroom Farms No. 4a Shaw.

Nineteen-year-old Tiffany held the runner-up slot, with Australian shoe Stephen Lines claiming third.

The finish: Kenny Adams, Matt Tiffany, Stephen Lines, Bryn Gohn, Michael Miller, Samantha Taylor, Matt Kurtz, Red Stauffer, Gavin Thomas, Darren Orth, T.W. Parkinson, Tommy Denton, Brian Maddox, A.J. Maddox.

Saturday

SWAINSBORO, Ga. — Matt Tiffany earned his first American Sprint Car Series Rebel Region triumph of the year with a hard-fought victory over point-leader Kenny Adams Saturday night at Swainsboro Raceway.

The 19-year-old Daytona Beach-shoe wrestled the lead back from Adams on the 23rd lap in his No. 19t Independent Printing Shaw.

Adams finished second, ahead of Gavin Thomas, Samantha Taylor and Michael Miller.

The finish: Matt Tiffany, Kenny Adams, Gavin Thomas, Samantha Taylor, Michael Miller, Red Stauffer, Matt Kurtz, Stephen Lines, Brian Maddox, T.W. Parkinson, Bryn Gohn.

Dupuy Paces

BAYTOWN, Texas — Michael Dupuy snared his first victory

of the year by topping Saturday night's 25-

lap American Sprint Car Series Gulf South Region feature at Houston Raceway Park.

Dupuy was chased to the stripe by rookie Michael McNeil, with Scottie McDonald, 17th-starter Skip Wilson and Brandon Corn rounding out the top five.

The finish: Michael Dupuy, Michael McNeil, Scottie McDonald, Skip Wilson, Brandon Corn, Greg Rilat, Brandon Berryman, Bruce Crockett, Channin Tankersley, Travis Elliott, Anthony Reeves, Travis Rilat, Bean Elliott, Aaron Reutzel, Clint Angelette, Darrell Fletcher, Travis Knighton, Jimmy Brooks, Gary Watson, Rick Behr, Richard Cooper, Tracy Cearley, Chris Sweeney, Tommy Bryant.

Sherman Fires Up

PHOENIX — Jeremy Sherman broke back into Discount Tire Co. American

Sprint Car Series Canyon

Region victory lane in dramatic fashion, sliding past Charles Davis, Jr., on the final lap to top Saturday night's 30-lap feature atop

Manzanita Speedway's third-mile clay oval.

Racing forward from eighth, Sherman slid past Davis entering turn one on the final lap and beat Davis off the final corner for his fourth win of the season, and first since May 3.

After leading the opening 29 circuits from the pole, Davis settled for second, with ninth-starter R.J. Johnson, Mike Martin and Nathan High rounding out the top five.

The finish: Jeremy Sherman, Charles Davis, Jr., R.J. Johnson, Mike Martin, Nathan High, Justin Fisher, Andrew Reinbold, Bob Ream, Jr., Leland Michael, Jay Ervine, Seaimin Hendricson, Mike Leslie, Ronnie Clark, Shon Deskins, Bobby Taylor, Jody Wirth, Steve Tellas, Derek Williams, Steve Sandrolini, Josh Pelkey.

Ford Tough

BAKERSFIELD, Calif. — Josh Ford picked up his second-consecutive

USAC Western Midget Car triumph

Saturday night at Bakersfield Speedway.

Ford took the lead from Randi Pankratz on the second lap and paced the remainder of the 30 circuits of the third-mile dirt track.

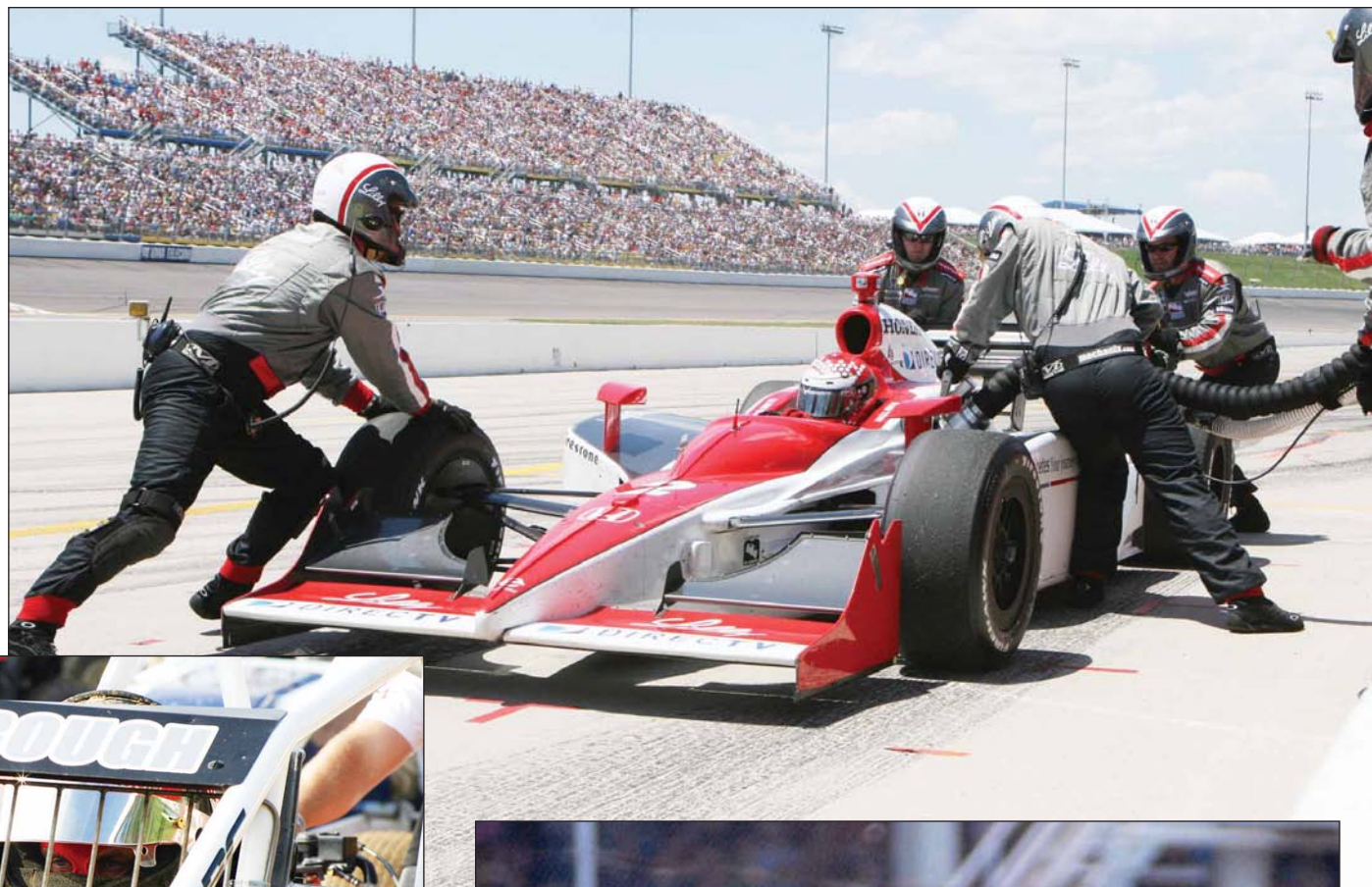
Scott Pierovich finished second, with point-leader Nic Faas, Robby Flock and Ernie Bartley III rounding out the top five.

Joey Fabozzi was the fast qualifier for the 13-car field.

The finish: Josh Ford, Scott Pierovich, Nic Faas, Robby Flock, Ernie Bartley III, Steve Davis, Ryan Kaplan, Chris Ganssen, Randi Pankratz, Shannon McQueen, Robby Josselt, Joey Fabozzi, C.J. Sarna.

NSSN THE FINAL LAP

WESLEY WINTERINK PHOTO
SERVICE STATION: A.J. Foyt IV awaits the completion of his pit stop during Sunday's IRL IndyCar Series Iowa Corn Indy 250 at Iowa Speedway.



CAREY FOX PHOTO
READY TO ROLL: Jon Stanbrough focuses on the task at hand before a non-winged sprint-car event at Bloomington (Ind.) Speedway.



DAVID SINK PHOTO
HOT LAPS: Tim Argus finds things a little hot during a USAC Regional midget event June 18 at Plymouth (Ind.) Speedway.



DOUG DAY PHOTO
SUPER SUBARU: Kristian Skavnes and Chuck Hemmingson captured the Grand Am KONI Challenge race Sunday at Mid-Ohio Sports Car Course.



MIKE GBUR/JMS PRO PHOTO
THE BIG BOSS: Two-time World of Outlaws Series champ Donny Schatz (right) watches car owner Tony Stewart (20) pass on the track during preliminaries for the June 17 Ollie's 360 Challenge at Ohio's Sharon Speedway.

ECONOMAKI: Big Doings For 50th Anniversary At Nashville

CONTINUED FROM PAGE 4

Toyota mid-engined MR2 and MRS models; the Celica and Supra; have all been discontinued.

Another GM Ethanol deal. Recognizing the importance of biofuels, General Motors recently announced it has invested in Mascoma, a small company that says it can make ethanol from non-food products. This announcement follows by a few months GM's purchase of an interest in Coskata, Inc., a similar company. Boston-based Mascoma says it is building a demonstration plant near Rome, N.Y., which will use paper-mill waste as feedstock. Concern that using corn to make ethanol is contributing to global food shortages and higher prices reportedly led GM to make these purchases.

Generosity at work. When the 2008 McDonald's Indy 500 Pit Stop Challenge was rained out in late May, its \$100,000 in prize fund was donated by Indianapolis Motor Speedway and the Indy Racing League to Belle Isle Park and Hole in the Wall Gang camps for seriously ill children. Belle Isle is a public park in Detroit on which an annual IRL race is held.

The highest rated and most viewed IRL IndyCar Series auto-racing tele-

cast in the history of ESPN2 was the recent event at Texas Speedway won by **Scott Dixon**. That race generated a 1.0 cable rating representing 939,160 households, a 44 percent increase in viewers over the 2007 telecast.

Down south, the folks at the Georgia Auto Racing Hall of Fame are working on an Aug. 9 Lakewood Speedway reunion. This dangerous one-mile Atlanta-area dirt oval (a dozen drivers died in accidents there) hosted AAA big car races in the 1920s through the 1950s and early NASCAR races as well. The Aug. 9 reunion will be held in Dawsonville. In Douglas, Ga., all oval track events for the '08 season at Douglas M/S Park have been canceled, however Friday night drag racing continues as do all scheduled go-kart, mud bog and nud drag events.

Joe Mattioli III, promoter at the Music City Motorplex at the Tennessee State Fairgrounds in Nashville, has announced a 50th anniversary of NASCAR racing at-the-track weekend there for July 18-20. Mattioli notes auto racing on the original one-mile state-fair dirt track there dates back to 1904. July 19 is his big day, with the likes of **David Pearson**, **Harry Gant**, **Geoff Bodine**, **Dave Marcis** and many of their racing contemporaries expected. Mattioli is concerned the fairgrounds property may be sold for development. His racing lease expires in December of 2009 and he recently assembled a group to develop the property into a first-class sports and entertainment destination. For specifics, call Joe at (570) 350-1900. Good luck, Joe.

Saving the best for last. The newest "inside rumor" has Formula One returning to Indianapolis Motor Speedway when the '09 Grand Prix calendar is published. Let's all hope it's a good rumor.

From The Staff

The United States Auto Club debuted its new Web site June 20. The difference between the organization's old site and the new www.usacracing.com is night and day. Take a bow, gang.

The National Sprint Car Hall of Fame & Museum officially dedicated its **Jimmy Campbell** Lobby on May 31. The room is dedicated to Jimmy Cambell, the 1952 IMCA sprint-car champion and comes the result of a donation to the non-profit museum foundation by the **James S. Campbell** Estate. The Jimmy Campbell Lobby joins the previously named **Donald Lamberti** National Sprint Car Museum, Pella Corporation National Sprint Car Hall of Fame, Marion County Fair Tower and U.S. Smokeless Tobacco Company Theatre as named portions of the complex.

Tom Johnson Camping Center and Featherlite Coaches have reached an agreement for Tom Johnson Camping Center to be the exclusive supplier of Featherlite luxury coaches valued at more than \$1 million. Featherlite motor coaches sell for between \$1.1 and \$1.7 million, generating \$100 million in sales each year.

love to do, and that's racing a race car."

Across the pits in the Pro Stock area, KB Racing's Greg Anderson addressed his race-day duties with a solemn, heavy heart.

"We are professionals at this, and it's what we have to do," Anderson said Sunday. "The immediate reaction is to go put your head in the sand and grieve...The show will go on. We'll grieve tomorrow, I guess."

Funny Car point-leader Tim Wilkerson took little joy as he powered his Levi, Ray & Shoup Chevy Impala to his third victory of the season. His thoughts were focused on the Kalitta family, including Scott's father, Connie, and his own son, Dan, who is an aspiring drag racer himself.

"For all fathers, today was a tough day, but whoever said that life goes on was absolutely right. We all reflect on how tough and how fragile life is," Wilkerson said as he held his Wally Sunday evening. "In the coming weeks, I think that Connie will need all of us. He's a pretty strong individual, but I think he'll need us and we'll be there for him. I invited

the whole DHL crew (Kalitta's team) to join me in the winner's circle and I'm going to give them all a big hug."

Questions surrounding the two-time Top Fuel champ's fatal crash have already been raised. Some may never be answered. But hopefully, something can be learned from this latest tragedy — just as safety improvements have been made since Eric Medlen's fatal crash last March and John Force's horrific incident in Dallas in September. If one life can be saved from some nugget of information garnered from this horrible event in Englishtown, perhaps that might be a little consolation for those mourning the loss of a great friend and a tough competitor.

Now, the NHRA family, brought together once again by another tragic loss, must soldier on and head to its next event in Norwalk, Ohio, just as Kalitta would do if he were still alive. Though some may not know yet how they will get through such a terrible loss, even a heavy-hearted Wilkerson had these words of encouragement for everyone affected by Kalitta's passing: "with a little faith, we will."

FORUM: Words Of Thanks And Remembrance

CONTINUED FROM PAGE 4

the only routes into town).

This catastrophe has not only brought out the best in the people of Iowa as they have all banded together to help each other, but it has brought out the best in the companies that truly care about their customers and the communities they serve. Thank you for all your support. We will clean up, rebuild and rise above the flood waters once again.

*Serena Dalhamer
Cedar Rapids, Iowa*

Get The Yaw Out

NASCAR went to a huge amount of trouble to ensure that race teams couldn't take liberties with the bodies of the CoT, but Cup teams aren't dumb. If they can't warp the bodies, they'll yaw the rear-end housing (that's called dog-trackin' down here in the South).

The cars coming off turn three at Pocono looked like they were still turning a corner on the straight. It just looks stupid, and, for the life of me, I don't know why NASCAR allows it when they've spent millions on special templates to ensure the CoT doesn't look as goofy as its predecessor.

*Vince Page
Brookshire, Texas*

Gotta Have Hartley

It's hard to believe the name Gene Hartley was not mentioned in the top-midget drivers article. He won the first USAC midget race and also the 1959 USAC Championship.

Gene was in 11 Indy 500s and had five finishes of 14th or better — a top-midget man and also a good Indy driver.

*Don Dewald
Grand Rapids, Mich.*

Missing Midgets

The top-10 midget drivers list was interesting, but hardly correct and will never be settled. Missing on the list was Ronnie Householder, who has to be one of the five best ever.

No doubt that all on your list are or were great drivers, but Wally Zale, Householder, Bill Vukovich and Tony Willman won more feature races (each) in one month or two than Foyt, Templeman and Gordon won collectively in their whole careers. A lot of the voters, I assume, never saw the earlier drivers run. I have seen them all.

Other outstanding drivers not making the cut were Frank Burany, Ray Richards, Larry Warriner, Duane Carter, Karl Young, Johnny McDowell and Ralph Pratt. Sometime, you should publish a list of total feature wins, and this would open some eyes. That said, this comes from one who didn't even vote due to circumstances which kept me from doing it. Sorry.

*Edward P. Hitz
Lafayette, Ind.*

A Vote For Dad

In honor of Father's Day, I cast my last-minute vote for the top-10 Midget Drivers of All Time for my father, Chuck Horn. He raced midgets in the shadow of his uncle, Ted Horn, in the Midwest — the forgotten territory of the late 1940s and early 1950s when midgets were making the news on the East and West coasts.

I knew he was good by the mantle of trophies he proudly displayed in our home. The photographs, the endless stories, the time I sat on A.J.'s lap when

he came to visit. A *National Speed Sport News* sat on our coffee table for 60 years.

My father, the racer — his helmet is in the garage collecting dust, the newspaper clippings are now a brittle yellow. But every time I look at him, I see the dirt-track dust, the smell of the grease and the whine of the Offys. My father, the racer.

Happy Father's Day, Dad, and to all the fathers who still pursue that quest for the checkered flag.

*Chuck Horn
Garden City, Mich.*

Cutting Back

As NASCAR tightens its stranglehold on the competitors, their emotions and the ever-changing rules, I have loosened my grip on the weekly ritual of watching the Sprint Cup races. What was an every-weekend affair now has become about an hour total for 15 races. Sponsors, are you listening?

*John Julis
Riverside, Calif.*

Thank You, Smoke

To Tony Stewart: I have a friend who helped me when I was midget racing named Mayford Weslow. He is in serious condition fighting cancer. He has few, if any, good days.

You changed that with your personal call. The couple of minutes you talked with him made a dramatic change. I now see hope in his eyes and his talk is far more positive.

God bless you, Tony. You were already our personal favorite. This makes you something special to us.

*John and Helen Burkett
Frostproof, Fla.*

'A Class Act'

Tony Stewart may be remembered for his racing talent. He may be remembered for his extreme temper. He should be remembered for being a class-act person.

His honor to his predecessor and mentor, Earl Bales, and partner, Berneice, shows what kind of person he is. He truly represents a racer in many ways — determined, pugnacious, cocky, kind, honorable, winner.

Love him or hate him, this time he got it right. Our hats are off to you, Tony.

*Phil Oakes
Broken Arrow, Okla.*

Broiling London

Gary London's personal attacks are unnecessary. We NHRA fans miss Marty Reid in the booth on ESPN telecasts. He's the best in the business at making an exciting event more exciting. That is why he has moved up in the business — no other reason.

Should I write that Gary London must have "rhoids" on his big, fat behind, which cause him to constantly make personal attacks? Guess I just did. Personal insults hurt.

*Marly McDonald
West Fargo, N.D.*

In Chip's Defense

Perhaps constant writer Larry De Cicco's latest critical missive should have been titled "De Cicco's Gaffe" instead of "Ganassi's Gaffe."

As most longtime fans remember, it was not Chip Ganassi who bought George Snider's already qualified ride in the A.J. Foyt stable for the 1981 Indianapolis 500, but Tim Richmond instead. Ganassi did not drive at Indy until 1982.

The Chipster hasn't always done things to ingratiate himself to race fans, but this one wasn't him.

*Tom Siekierka
Dayton, Ohio*

BAKER: NHRA Community Will Recover One Day At A Time

CONTINUED FROM PAGE 4

family, how difficult it is to accept, but it is what it is. Scotty's gone, and we're going to love him forever. We'll always remember him from our last moments.

"You never think it's going to happen to you, and God forbid it happens to anybody, but when it happens, it strikes you hard," Toliver said.

"There's a fraternity here with Funny Car drivers, with any kind of race car drivers — dragster drivers, Funny Car drivers, even Pro Stock guys. We care about each other, we love each other. Scotty was a very good friend of mine... I'll always remember him, I'll always love him.

"The pain is for us that are still living. He went out doing what he wanted to do. If you got to check out, that's the way I want to check out. I want to do it that way; I don't want to suffer. Just let me go doing what I

Wilda, Jr. Stars At Grundy County Oval

MORRIS, III. — After struggling the first few of weeks of the season and missing last week's event altogether, second-generation driver Patrick

Wilda, Jr. came back in strong fashion to win the fifth annual Hot Rod Barn UMARA Carter Anderson Classic at

Grundy County Speedway Saturday night.

Wilda, who started on the outside pole and jumped to the lead from the outset, held off challenges from Steve Thinnies and Jimmy Anderson to capture his first victory of the season.

Anderson settled for second ahead of

Thinnies in third. David Byrne and series rookie Mario Clouser completed the top five.

Nick Odell was the winner in the UMARA dwarf-car feature.

The finish:

Patrick Wilda, Jr., Jimmy Anderson, Steve Thinnies, David Byrne, Mario Clouser, Tom Schnabel, Billy Hulbert, Aaron Andruskevitch, Tyler Trainor, Brian Olson, Charlie Holt, Terry Ahern, Kyle Kettman, Nick Grommes.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car

Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



Brad Coleman
2008 Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



SELAH



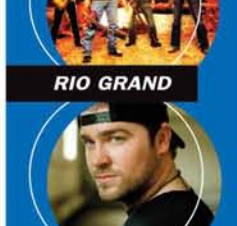
STEVE HOLY



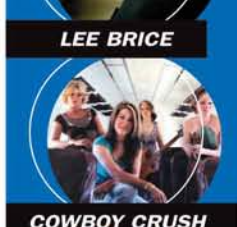
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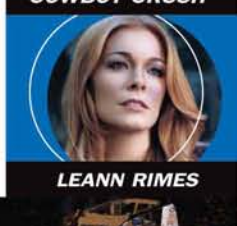
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HANK III



RIO GRAND



LEE BRICE



COWBOY CRUSH



LEANN RIMES



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	2,408
2. Jeff Burton	2,305
3. Dale Earnhardt, Jr.	2,256
4. Carl Edwards	2,150
5. Jimmie Johnson	2,082
6. Jeff Gordon	2,041
7. Greg Biffle	2,019
8. Denny Hamlin	2,008
9. Kasey Kahne	1,958
10. Clint Bowyer	1,924
11. Tony Stewart	1,908
12. Matt Kenseth	1,892
13. Kevin Harvick	1,890
14. David Ragan	1,845
15. Brian Vickers	1,788
16. Ryan Newman	1,787
17. Martin Truex, Jr.	1,785
18. Travis Kvapil	1,676
19. Juan Pablo Montoya	1,638
20. Jamie McMurray	1,616

Nationwide

1. Clint Bowyer	2,506
2. Brad Keselowski	2,318
3. David Reutimann	2,316
4. Carl Edwards	2,301
5. David Ragan	2,201
6. Mike Bliss	2,192
7. Kyle Busch	2,093
8. Mike Wallace	2,053
9. David Stremme	1,977
10. Jason Leffler	1,968

Craftsman Truck

1. Johnny Benson	1,617
2. Todd Bodine	1,567
3. Matt Crafton	1,550
4. Ron Hornaday, Jr.	1,547
5. Rick Crawford	1,508
6. Mike Skinner	1,483
7. Terry Cook	1,441
8. Erik Darnell	1,435
9. Jack Sprague	1,428
10. Chad McCumbee	1,396

IndyCar Series

1. Scott Dixon	316
2. Helio Castroneves	268
3. Dan Wheldon	267
4. Tony Kanaan	216
5. Hideki Mutoh	199
6. Ryan Briscoe	195
7. Danica Patrick	192
8. Marco Andretti	189
9. Will Power	169
10. Ed Carpenter	166

Indy Lights

1. Dillon Battistini	242
2. Richard Antinucci	215
3. J.R. Hildebrand	202
4. Raphael Matos	188
5. Arie Luyendyk, Jr.	186
6. Ana Beatriz	167
7. Jeff Simmons	163
8. Brent Sherman	154

Formula One

1. Felipe Massa	48
2. Robert Kubica	46
3. Kimi Räikkönen	43
4. Lewis Hamilton	38
5. Nick Heidfeld	28
6. Heikki Kovalainen	20
7. Jarno Trulli	18
7. Mark Webber	18
9. Fernando Alonso	10
10. Nico Rosberg	8

WoO Sprints

1. Donny Schatz	3,205
2. Jason Meyers	3,150
3. Craig Dollansky	3,109
4. Joey Saldana	3,069
5. Jac Haudenschild	2,927
6. Steve Kinser	2,921
7. Kerry Madsen	2,854
8. Shane Stewart	2,788
9. Chad Kamenah	2,783
10. Terry McCarl	2,751

WoO Late Models

1. Darrell Lanigan	2,159
2. Josh Richards	2,121
3. Rick Eckert	2,115
4. Steve Francis	2,109
5. Chub Frank	2,103
6. Shannon Babb	2,073
7. Shane Clanton	2,057
8. Clint Smith	2,017
9. Tim Fuller	1,959
10. John Blankenship	1,905

National Midget Driver Of The Year

1. Dave Darland	645
2. Bobby East	588
3. Jerry Coons, Jr.	577
4. Tracy Hines	519
5. Kody Swanson	408
6. Brad Sweet	379
7. Cole Whitt	375
8. Brad Loyt	370
9. Brady Bacon	358
10. Mike Hess	339

NHRA Top Fuel

1. Tony Schumacher	1,009
2. Antron Brown	765
3. Larry Dixon	756
4. Rod Fuller	668
5. Hillary Will	652
6. Cory McClenathan	633
7. Brandon Bernstein	609
8. Doug Herbert	499
9. Doug Kalitta	483
10. David Grubnic	480

NHRA Funny Car

1. Tim Wilkerson	807
2. Ashley Force	675

NHRA Pro Stock

1. Kurt Johnson	792
2. Greg Anderson	766
3. Jeg Coughlin	730
4. Jason Line	719
5. Mike Edwards	601
6. V. Gaines	595
7. Allen Johnson	559
8. Ron Krisher	554
9. Greg Stanfield	520
10. Warren Johnson	501

NHRA Pro Motorcycle

1. Andrew Hines	556
2. Chip Ellis	478
3. Matt Smith	460
4. Chris Rivas	407
5. Matt Guidera	361
6. Angelle Sampey	360
7. Eddie Krawiec	325
8. Craig Treble	292
9. Karen Stoffer	240
10. Hector Arana	234

Whelen Modified

1. Chuck Hossfeld	675
2. Ted Christopher	649
3. Todd Szegedy	604
4. Mike Stefanik	549
5. James Civali	526
6. Eric Beers	525
7. Rowan Pennick	524
8. Matt Hirschman	516
9. Ed Flemke, Jr.	497
10. Ken Heagy	472

NeSmith LM

1. Chip Brundle	708
2. Larry Boutwell	674
3. Chris Tays	664
4. Scott Knowles	626
5. Jay Blair	620
6. Hunter Peacock	608
7. Ted Lackey	596
8. Jeff Fields	594
9. Jason Hiett	586
10. Matthew Turner	568
10. Eric Cooley	568

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	2,015
2. Scott Speed	1,920
3. Matt Carter	1,890
4. Frank Kimmel	1,845
5. John Wes Townley	1,725
6. Justin Allgaier	1,680
7. Patrick Sheltra	1,675
8. Tom Hesser III	1,670
9. Tayler Malsam	1,660

USAC National Sprint

1. Cole Whitt	523
2. Levi Jones	504
3. Jerry Coons, Jr.	463
4. Tracy Hines	437
5. Brady Bacon	436
6. Darren Hagen	426
7. Dave Darland	413
8. Shane Cottle	382
9. Damien Gardner	372
10. Brad Sweet	364

Badger Midget

1. Jerry Coons, Jr.	776
2. Mike Hess	702
3. Scott Hatton	551
4. Brandon Waelti	546
5. Aaron Fiscus	528
6. Davey Ray	518
7. David Gough	466
8. Chad DeSelle	427
9. Bubba Altig	416
10. Joe Wipperfurth	399

USAC National Midget Car

1. Tracy Hines	468
2. Bobby East	465
3. Cole Whitt	423
4. Kody Swanson	403
5. Brad Sweet	397
6. Jerry Coons, Jr.	346
7. Darren Hagen	346
8. Brady Bacon	336
9. Dave Darland	333
10. Levi Jones	322

O'Reilly ASCoT

1. Gary Wright	1,681
2. Jason Johnson	1,661
3. Wayne Johnson	1,613
4. Zach Chappell	1,543
5. Garry Lee Maier	1,486
6. Travis Rilat	1,364
7. Eric Baldaccini	1,297
8. Nick Smith	1,245
9. Kenneth Walker	1,211
10. Jack Dover	1,114

Lucas Oil LM

1. Steve Casebolt	3,145
2. Earl Pearson, Jr.	3,135
3. Bart Hartman	2,905
4. Justin Rattliff	2,870
5. Dan Schlieper	2,805
6. Scott James	2,720
7. Billy Drake	2,690
8. Terry Casey	2,520
9. Freddy Smith	2,295
10. Wayne Chinn	2,075

USAC-CRA Sprint

1. Mike Spencer	756
2. Blake Miller	694
3. Danny Sheridan	680
4. Garrett Hansen	651
5. Cory Kruseman	639
6. Tyler Brown	537
7. Tony Jones	473
8. Josh Ford	366
9. David Cardey	363
10. Levi Jones	350

ASCS Sprints on Dirt

1. Brett Mann	800
2. Ben Rutan	790
3. Dain Naida	776
4. Tim Norman	755
5. Gregg Dalman	745
6. Ryan Grubaugh	667
7. Joe Bares	653
8. Aaron Shaffer	647
8. Gary Fast	647
10. Louie Carufel	498

ASCS Rebel

1. Kenny Adams	1,022
2. Matt Tiffany	976
3. Bryn Gohn	950
4. Samantha Taylor	946
5. Red Stauffer	930
6. Gavin Thomas	792
7. Michael Miller	712
8. Matt Kurtz	601
9. Brian Maddox	512
10. Danny Martin, Jr.	420

ASCS N. Plains

1. Wade Nygaard	150
2. Lee Grosz	146
3. Lou Kennedy, Jr.	144
4. Chuck Swenson	142
5. Natalie Sather	140
6. Curt Lund	138
7. Thomas Kennedy	136
8. Jason Tostenson	134
9. Eric Lutz	132
10. Ryan Wilson	130

ASCS Gulf South

1. Chris Sweeney	1,504
2. Greg Rilat	1,470
3. Gary Watson	1,448
4. Brandon Berryman	1,440
4. Channin Tankersley	1,440
6. Brandon Corn	1,361
7. Travis Elliott	1,355
8. Tommy Bryant	1,349
9. Terry Monroe	1,238
10. Travis Knighton	1,128

USAC W. Midget

1. Nic Faas	332
2. Scott Pierovich	331
3. Robby Joesett	297
4. Josh Ford	280
5. Ernie Bartleyll	240

ASCS Patriot

1. Bryan Howland	647
2. Jared Zimbardi	646
3. Don Adamczyk	634
4. Chris Muhleisen	616
5. Bubba Broderick	575
6. Dave Wickham	567
7. Chuck Hebing	550
8. Joseph August, Jr.	477
9. T.J. Newton	471
10. Jeremy Barnard	437

USCS Southern

1. Terry Gray	942
2. Wayne Ruetimann, Jr.	840
3. Matt Linder	701
4. Dave Thorman	529
5. Johnny Bridges	473
6. Derek Hagar	452
7. Lance Moss	427
8. Brad Wickham	408
9. Doug Day	406
9. Shane Butler	406

POWRi Midget

1. Mike Hess	850
2. Zach Daum	705
3. Brett Anderson	510
4. Russ Harper	500
5. Daniel Robinson	475
6. Tyler Robbins	470
7. Nick Knepper	460
7. Bubba Altig	460
9. Dereck King	455
10. Brad Loyt	450

CRA Super Series

1. Scott Hantz	497
2. Rick Turner	466
3. Boris Jurkovic	456
4. Jason Dietsch	426
5. Terry Fisher, Jr.	404
6. Jason Shively	401
7. Aaron Pierce	388
8. Zach Taylor	387
9. John VanDoom	384
10. J.R. Roehrig	382

ASCS Canyon

1. Jeremy Sherman	1,730
2. Charles Davis, Jr.	1,686
3. Mike Martin	1,620